



**May 2014**

# NOOZE

The Suffolk Land Rover Owners Club Magazine



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## **NOOZE**

is the "mouthpiece" of the  
**Suffolk Land Rover  
Owners Club**

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:

**nooze@slroc.uk.com**

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### **Cover Picture**

Rob Ford negotiates the  
challenging last section in the  
recent CCVT trial at Badwell Ash.  
Congratulations to Rob Last and  
Mark Stacey who were class  
winners at the event. Picture  
taken by Hannah Jeff.

## **Nooze News!**

Not wishing to curse the continuing stream of articles that have come in over the last month, but I'm glad to say that quite a number of you have 'put pen to paper' and sent in a number of items that will appear in Nooze over the next couple of months. Apologies if you sent something in and it didn't make it this month, it will most likely be in print in the next issue. It just goes to show that it's easier than you think to pull something together and send it in! All I can say is KEEP 'EM COMING!

In this months worldwide issue, we go on an Icelandic adventure with 'SuperJeep' (they're Land Rovers really), Trek across Central and South America by Camel (without leaving Suffolk), continue through Africa from Benin to the Nigerian border and coming a little closer to home, start on a trip to Wales in the depths of winter.

The show season has begun with events at Stonham Barns and this month sees the busiest of the year at the Suffolk Show. All of the events provide a chance to show the general public what we're all about and many thanks go out to all members who give their time, energy and often diesel too to help raise money for our chosen charities which we hope to be profiling in Nooze over the coming months.

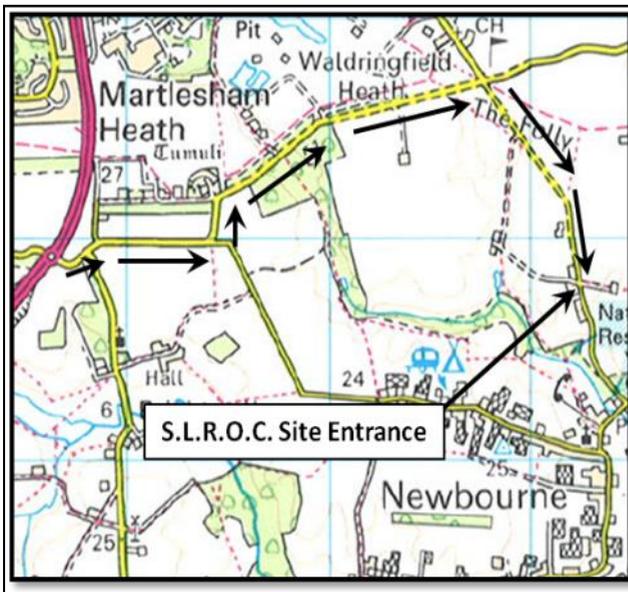
As we move through Spring into Summer, the club site at Newbourne changes from winter mud to summer sand and with it, the experience of what you can learn from driving the changing conditions changes too. This month also sees the 'non extreme' winch trial at Newbourne which might not involve mud over your bonnet and long pulls up vertical hills but all the same provides a fair challenge and is a great introduction to this addictive side of 'off-road motor sport'.

The new club web site is gaining momentum and galleries are being filled and the forum is proving to be very popular, but there's still more to come thanks to loads of great input and ideas from members!

Enjoy the read and remember, if you're off somewhere in your Land Rover, no matter how adventurous or you've got a Land Rover story to tell, write it down and send it in!

All the best... **Andy**

# Directions to the Newbourne club site



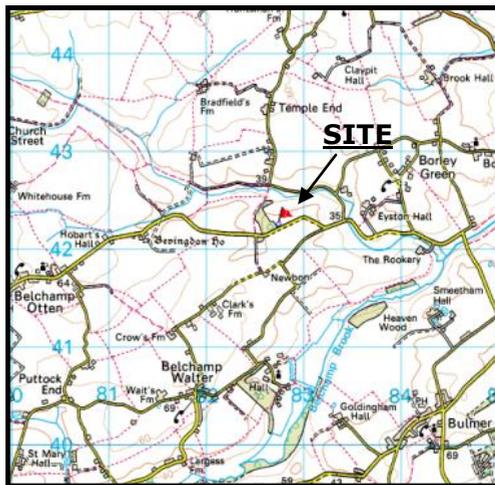
The club has its very own off-road driving site which we use monthly for weekend events, and competitions. The site is situated to the east of Ipswich, near to the village of Newbourne. Strict rules must be adhered to when using the site, to protect the safety of all users. Please keep your speed down 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 April and Easter done and dusted and another busy month for me, I finally got round to having a set of draws fitted in the back of the disco (thanks Roger for your skills and help). Helped our new Comp Sec Dave to run his first CCV trial at Badwell Ash, we had a good turnout of competitors and Dave made an excellent job of setting technical and challenging sections whilst finding out setting a trial is very different to driving them. But all agreed it was an excellent trial and I look forward to getting back behind the wheel myself for future events.

We also kicked off the show season with our first event at Stonham Barns, a big thank you to all those that helped with the setup, the manning of the stand for the two days and packing up. As with past years this is typically a very quiet event but we still raised over £170 and had more than a few laughs along the way. By the time you read this we'll have just finished out second event the Mid & West Suffolk Show at Stonham and again a big thank you to all that helped.

This leads neatly onto our biggest show event of the year the Suffolk Show. This will be our fourth year in attendance and will involve over 50 club members, around 24 vehicles and going by last years figures, giving over 900 people each day a taste of off roading and what we as a club are all about. Thank you to all those who have volunteered, updates on the event and those confirmed as attending can be found on the forum under "Club Events". June's edition of Nooze will have gone to print before the show so an update of how it all went will follow in July's issue.

Other items to make you aware of, our three in-house trainers will be undertaking their course in mid May and this means that we can confirm the long awaited new marshal training course. This will be held on the 14<sup>th</sup> June and will involve a mix of classroom and practical training and be followed by a driving day on the Sunday for all those newly ticketed marshal's to demonstrate their skills. All club Marshalls will need to attend this course to become registered under the new Borda training, it is intended to run another day towards the end of the year and then annually after. For anyone wanting to discuss the course or attendance please keep an eye out on the Forum or contact Pat Corps for more details.

Next, The Club President – This is an honorary role and not a committee position and is typically offered to those longstanding members of the club, Alan Scott came to the end of his three year term at the AGM in March and only one persons name was put forward for the vacant position. So having discussed and agreed with the committee and then had subsequent discussions with the person in question I am delighted to confirm that Ralph Lambourne has accepted this honorary role for the next three years.

Finally a number of members have been asking about the vehicle web site decals. We will publish the plan for the issuing of replacement decals in the very near future, it will be posted on the forum and included in next months Nooze, apologies for the delay and thank you for bearing with us.

Right that's all from me for another month, Happy Landrovering

**Chris**

# **EVENTS PLANNER 2014**

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

<u><b>When</b></u>	<u><b>Club Event</b></u>	<u><b>Where</b></u>	<u><b>CoC/Org</b></u>
<b>Sat May 17<sup>th</sup></b>	<b>Novice Winch Trial &amp; Camp Over</b>	<b>Newbourne</b>	<b>B. Welburn</b>
Sun May 18 <sup>th</sup>	Driving Day	Newbourne	J. Smith
Sat June 14 <sup>th</sup>	1 <sup>st</sup> Training Day & Camp Over	Newbourne	P. Corps
Sun June 15 <sup>th</sup>	Driving Day	Newbourne	A. Jeff
Sat July 26 <sup>th</sup>	2 <sup>nd</sup> Training Day & Camp Over	Newbourne	P. Corps
Sun July 27 <sup>th</sup>	Driving Day	Newbourne	D. Rogers
<b>Sun Aug 31<sup>st</sup></b>	<b>CCVT</b>	<b>Badwell Ash</b>	<b>S. Foster</b>
<b>Sat Sep 27<sup>th</sup></b>	<b>Tyro CCVT &amp; Camp Over</b>	<b>Newbourne</b>	<b>D. Rogers</b>
Sun Sept 28 <sup>th</sup>	Driving Day	Newbourne	D. Rogers
Sun Oct 12 <sup>th</sup>	Scatter	TBC	TBC
<b>Sat Oct 25<sup>th</sup></b>	<b>Ladies Tyro CCVT &amp; Camp Over</b>	<b>Newbourne</b>	<b>C. Finbow</b>
Sun Oct 26 <sup>th</sup>	Driving Day	Newbourne	C. Finbow
<b>Nov 2<sup>nd</sup></b>	<b>CCVT</b>	<b>Snuggs Pit</b>	<b>TBC</b>
Nov 23 <sup>rd</sup>	Children in Need Driving Day	Newbourne	TBC
<b>Dec 7<sup>th</sup></b>	<b>Single Vehicle Winch Trial</b>	<b>Snuggs Pit</b>	<b>R. Lambourne</b>
Dec 28 <sup>th</sup>	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**

## **New Members**

Welcome to those that have joined the club in the last three months!

Liam Cant	Malcolm James Wright	Paul Johnson
Linda Carter	Sara Jenkins	Sarah Johnson
Calvin Slawson	Simon Hinchlilk	Samuele Johnson
Amy Mcbrearty	Owen Dewbury	Nick Fleming
Arthur Potter	Sam Springett	Derek Stagg
Demelza Scholes	Steven Turner	Anne Stagg
Mark Suart	Mark Stacey	Elizabeth Stagg
Vanessa Suart	Tracey Stacey	

## **EVENTS PLANNER 2014**

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

<u><b>When</b></u>	<u><b>Show</b></u>	<u><b>Where</b></u>	<u><b>CoC / Org</b></u>
May 18 <sup>th</sup> -19 <sup>th</sup>	Land Rover Spring Adventure	Harrogate	N/A
<b>May 27<sup>th</sup>-29<sup>th</sup></b>	<b>Suffolk Show</b>	<b>Trinity Park</b>	<b>C. Finbow</b>
<b>Jun 21<sup>st</sup>-22<sup>nd</sup></b>	<b>Vintage Rally &amp; County Fair</b>	<b>Goodrich Park</b>	<b>TBC</b>
<b>Jul 5<sup>th</sup>-6<sup>th</sup></b>	<b>Long Melford Show</b>	<b>Long Melford</b>	<b>TBC</b>
<b>Jul 12<sup>th</sup>-13<sup>th</sup></b>	<b>Country Fair, Wings &amp; Wheels</b>	<b>Heveningham</b>	<b>TBC</b>
Jul 26 <sup>th</sup> -28 <sup>th</sup>	Land Rover Fest	Billing	N/A
<b>Aug 17<sup>th</sup></b>	<b>Classic Car Show</b>	<b>Stonham Barns</b>	<b>TBC</b>
<b>Aug 23<sup>rd</sup>-25<sup>th</sup></b>	<b>Steam and Tractors</b>	<b>Stonham Barns</b>	<b>TBC</b>
<b>Sep 20<sup>th</sup>-21<sup>st</sup></b>	<b>Henham Steam Rally</b>	<b>Henham Park</b>	<b>TBC</b>
Sept 20 <sup>th</sup> -21 <sup>st</sup>	LRO Show	Peterborough	TBC

Entries in **bold type** are events where we will be giving offroad rides for our charities.

Your help is as always very much appreciated.

### **"Non-Extreme / Novice" Winch trial** **17th May 2014 @ Newbourne**

This event is primarily aimed at beginners with the more experienced amongst you welcome to join in but don't expect anything like a full challenge event. Teams will find a good selection of stages (approx 10) to learn and gain valuable experience giving a taste for some of the more challenging events that we organise throughout the year.

Marshalls will be on hand with advice and guidance for the less experienced. So there is no reason why you shouldn't come along and find out what that expensive bit of kit on your front bumper can do other than a bit of self recovery. Pre Booking for this event is via the Club Forum, or email [compsec@slroc.uk.com](mailto:compsec@slroc.uk.com)  
Pre-booking will close 3 weeks prior to event to allow time to arrange the insurance. Entrance cost will be £25 per vehicle

Day will begin at 9am for scrutineering with the trial starting at 10am aiming to finish at around 4pm. This will be a single-vehicle front mounted winch trial with one class across the board.

Spectators are of course more than welcome to come along and watch what is always a closely contested event!

**David Rolfe**

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# Freelander Challenge

If you had told me last year that I would be a Navigator in a rally I wouldn't have believed it, however here I am telling the story of how it all happened! At the London to Brighton Land Rover run I met lots of like minded Land Rover fans, one of which subsequently offered me the opportunity to be a nav in a few rallies, obviously I said yes regardless of the fact that I had no idea how well this guy could drive but then he didn't know if I knew my lefts from my rights so we were both stepping into the unknown. On Friday 11<sup>th</sup> April we made our way to Wales for the first round of the Freelander Challenge as rank outsiders at best.

The "campsite" was actually an access road to the wind farm where it was impossible to get a tent peg in the ground and the only running water was a stream. I purchased my helmet on the way to the rally and I sat in the car for the first time on Friday to adjust the 6 point seatbelt, nothing quite like being



prepared!!! Down at the start line on Saturday morning we were held, as there was a car off course, this did nothing to help the nerves. Once we got going I could honestly say it's the most fun you can have on four wheels and the little Freelander did things I didn't think were possible, I had always looked down on Freelanders and my opinion has now changed.

Despite much mocking from friends it did not blow a headgasket and only sustained one puncture, a broken wiper and a little free of charge bodywork streamlining. My thanks has to go to the organisers, Ben the fix it guy and especially to Ian who successfully drove us to 2<sup>nd</sup> place by the end of round one although I'm sure this was because for once a woman was giving directions and she had actually looked at the map first!! Watch this space for the next round, I for one can't wait!!

**Demelza Scholes**

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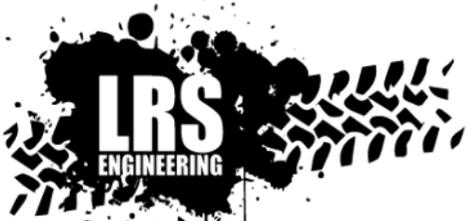


## The Camel's come to Suffolk!

Some of you may have noticed there has been a recent influx of Camels to Suffolk. We're not talking about the humped kind but those of the sort that took part in the Camel Trophy events run between 1980 and 1998 (well, its 2000 to be honest but Land Rover had no involvement in that event!). The first



question asked by most SLROC members is "Are they Genuine?". The answer is YES! The Discovery which is owned by Jillian Pumfrey is a raft unit from the 1995 Mundo Maya event and is 1 of only 2 surviving Discovery raft units in the world. There were only 6 ever produced, the role was normally undertaken by Defenders. She is mostly complete although she is sadly lacking the raft. The Discovery is shown briefly in the official CT Mundo Maya video during the raft assembly exercise to ship the Land Rover's across a large river. Raft units are easy to spot by the extended roof rack fitted to them. She was also used on the 1996 event selections by Team Poland. The Freelander, which is owned by Jillian's daughter Emma, was used on the 1998 Tierra Del Fuego event and served as an event directors vehicle. She is almost complete with the exception of HF radio equipment and the EPIRB that was fitted in between the rear seats. Being right hand drive she is 1 of only 12 made, the rest being LHD. Interestingly, she is registered as a LR 90 4C as this was the pre production code for the Freelander. The Freelander was on display at the recent Stonham spring break show and it attracted some attention from curious onlookers along with another CT TDF Freelander that a friend of Emma's brought along. The interest in the Camel trophy Land rovers came about when Jillian asked Emma's partner Steve, to find her a Land rover as she was fed up of seeing Emma driving her Series 3 with a smile on her face. The interest grew from there and after a while Emma decided that she wanted her own Camel to keep pace with mother...(The series 3 is still on the drive being lovingly cared for by Steve!) Due to their historic value they are a little too loved to be put around the Black course at Newbourne but hopefully they will be doing some rides during the show season but will certainly be on display to raise the profile of SLROC during a lot of the upcoming shows. Whilst we know of one other CT vehicle that was owned by a club member in the past we would be keen to find out if any other members have owned one or have any CT memorabilia or information. Get in touch with Emma at: [Emmapumfrey@hotmail.com](mailto:Emmapumfrey@hotmail.com)



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# Winter Wales Expedition Jan 2014 Pt 1



There is a very very old book, well story really depending on your ilk, that goes along the lines of "On the seventh day the lord rested etc. etc."). Cool we get Sunday's out with the Landy and roast beef for dinner perfect day really. But what this tale fails to mention is that the big man upstairs once finished with his six days of creation fired an email to Beelzebub the only other somebody at the time.

The contents of this message ran along the lines of "Hi mate got some bits left over from creation just about run out of ideas, would you like to have a go? Lots of blue/grey rock, shed loads of rain and some what can be best described as woolly pigs oh and some sort of root veg best of luck yours sincerely the creator of all!!!

Some call it hell; others call it home; the Land Rover community call it paradise. The end result is what we now call Wales. I'm sure there's more to this beautiful corner of our green and pleasant land, but with just five days and miles of lanes to drive that's it for this trip.

Sam at Cambridge Services was the first thing to catch my eye, second was the post author Tim (Bear Grills) Dyer, carry on reading me thinks. Words that jumped out were Wales, January and wild camp!!! Is he mad? No this is Tim we are talking about the only person we know to have a little OCD about extreme weather.

This should be good; snow, cold, rock, and water. Well in the end we only got two of them, lowest temp over night was 4° but there was rain and rock. So a crew for this trip came together slowly. January's date moved closer helped by Hannah's how many sleeps app (Yeah I know but do any of us really grow up?). Fast forward a bit as we are all running in convoy along the A14 heading due west for a short stop at Telford to top off the tanks and bellies, we run into North Wales to the small town of Llangollen.



A small break in the day, here, to sort Tim's power steering pump. That done we moved off to our first lane less than a mile from the car park. We found SJ219412, a nice lane, not too steep but a very loose, rocky and twisty climb which soon became a bit trickier with more large solid rocky climbs ahead. Diff lock in and away we go, well almost! The only 90 with us threw its curved ball - no diff lock. With a bit of a crawl underneath and using LR tool 1 and soon enough, it's in. From here we continue to our second lane running east from Glyn Ceiriog, a bit tamer this one. A few road miles and we found lane three SJ170369, Sunken lane, with some very nice side slopes. Though two 20lt jerry cans got ripped off my roof rack, that was the only damage suffered along with some scuffs along the sides of my 110.



Crossing the river Afon Ceiriog, we dropped south to find our last lane of the day, SJ178299. This was a lovely lane with a stream running alongside and a good climb up axel twisty rock. After a short time with some of the team clear, Tim went ahead to look for a camping site for our first night. Time was pushing on and it must have been 19:00 when over the CB came Tim with "I've found somewhere but it's a bit exposed" Bearing in mind over the last few weeks Wales has had some very strong winds and lashing rain; we all made it to the top, Yep 400ft up and nothing for miles around us Great! 20:30 and all were pitched and it was time for some food, quick and easy and then turn in for an early night. That's about 18hours up and most of that driving. With wind and rain all night, I must have got some sleep as noises outside woke me. Looking at the clock, it was 08:30, oops over slept a bit. Well we did get rolling just after 09:00 having had breakfast and went on to finish the lane we camped on.

In the Green Laner's book of must do's amongst many there are three lanes that always appear near the top those being Stange Edge, Strata Florida and the last one, which up to point is still on my list to be ticked off is the Wayfarer. So onwards to this classic for what can I say are very long great views and a good mix of ground conditions. Mostly rocky, slaty hard base which is the overriding feeling you get from Wales. The lanes being on bed rock mostly can deal with the traffic they are subjected to. There are a few exceptions and with care these areas can be looked after for the future. So with my list completed we head off for a good few road miles, but it's worth it to find the town of Betws-y-Coed. A fantastic spot for lunch and a town I shall find again with some more time to spare.



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[Darren@lastlandrovers.co.uk](mailto:Darren@lastlandrovers.co.uk)

From here we took a run along the road to the North East of Snowdon in a bid to see this Mountain. Unfortunately due to the weather or was it Robs 'Jigsaw' the summit was obscured - not to worry the valley was a picture on its own.

That afternoon we ran south in search of the next lane and campsite passing by the Ffestiniog Railway at its northern point and down the A470 to a Holiday village/ski centre near Bronaber. The lane is Sarn Helen, SH726315. Heavily forested which, is a welcome change and after only a short while we come across our first major obstacle a fallen tree this was no twig, a good two feet in girth with some large bows blocking our progress. To save the day out pops tree surgeon Rob with all the gear and surprisingly for us some idea. 'buzz buzz' went the chainsaw and we are clear. From here we travelled only a few hundred meters to our camp site - what a peach! SH722290, very wooded and sheltered, perfect. A quick pitch of the tents and we are cooking. Chris starts on the Dutch oven. Sausage, onions, toms and anything else we had it all went in and boy was it good, well worth it. Nice fire to bring some atmosphere helped along with Rob's pudding "How sticky" One of the funniest moments I have witnessed. Good night's sleep here, good breakfast and we are off for more. (next time!)



**Si Bareham**

## **CCVT Badwell Ash 6th April 2014 - Results**

<b>Class 1</b>		
<b>Position</b>	<b>Entrant</b>	<b>Points</b>
<b>1st</b>	Rob Last	23 pts
<b>2nd</b>	David Roots	36 pts
<b>3rd</b>	Andy Cutting	36 pts + 3 shunts
<b>Class 2</b>		
<b>Position</b>	<b>Entrant</b>	<b>Points</b>
<b>1st</b>	Mark Stacey	37 pts (s7 1 pt)
<b>2nd</b>	Martin Vince	37 pts (s7 3 pts)
<b>3rd</b>	Adam Lambourne	44 pts
<b>4th</b>	Rob Ford	47 pts + 3 shunts
<b>5th</b>	Mark Hitchings	50 Pts
<b>6th</b>	Martin Sealey	Retired

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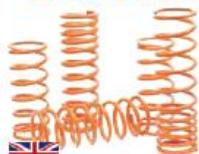


Large electrical section on website.



LED WORK LIGHT

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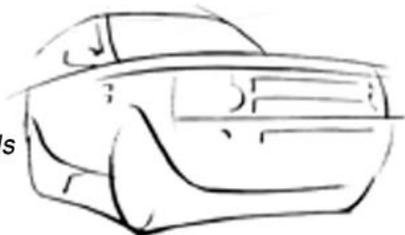
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## An Icelandic Adventure



Whilst on a holiday to Iceland in February, James and I decided to do the famous Golden Circle tour which travels through Þingvellir National Park, a Geysir geothermal area and Gullfoss (golden falls) waterfall and then journeys on to Langjökull (long glacier) glacier. Not content with a coach tour we were recommended a company called Superjeep (wait for it...) which conduct their tours in Land Rover Defender 110s. This seemed much more like it!

The guys from Superjeep collect us from our hotel reception and then drove through Reykjavik to collect another couple. Once all present and bundled into the landy named 'Raknar' off we went. Travelling through the Icelandic countryside is wonderful however the Landy did not really confront any challenges driving along the main Icelandic roads. During the course of the morning our guide Jakob had made polite conversation and asked if anyone had done off-roading before. The other couple mentioned that they do mountain biking and we mentioned the SLROC. With respect to the couple travelling with us, Jakob seemed to be more interested in what James had done to modify his landy and what sort of things he does with 'Pru'.





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The first stop along the tour was Þingvellir National Park and the site of the original parliament from 874AD to 1798AD. It was here that you can see just how clear the natural springs are; some are still crystal at 10m (complete with iPhones and camera!). Our next stop was Gullfoss waterfall which at this time of year is almost completely frozen. Once happy we had been blasted enough by the bitterly cold winds around Gullfoss we travelled on to the geothermally active area of Haukadalur, which contains the geysers Geysir and Strokkul. Geysir has been inactive for a long time nevertheless Strokkul continues to erupt at 5-10 minute intervals. Both are spectacular natural forces and needless to say numerous photographs were taken at both locations. As brilliant as the day was turning out to be, there was still a distinct lack of off-road terrain, although this was soon about to change. Once lunch had been eaten and numerous cups of hot chocolate had been drunk, the real fun began.

The afternoon saw us finally depart from the main roads onto ash tracks and then up onto the mountain which meets Langjökull glacier. Along the way we chased a converted missile launcher monster truck until they pulled in to their next tourist destination where we also stopped to let *a lot* of air out of our tyres. Once Jakob

was happy, we began to really see just how well Raknar takes to the snow. We travelled up a shallow incline mountain road, sometimes at some speed, to the skidoo hire centre half way up the mountain. Here we waited for two other Superjeeps to join us and deposit those who wanted to play with the skidoos - we were not one of them!



In convoy, lead by Jakob, we began to drive across the fresh snow and following a sat nav route to Langjökull glacier. We had been travelling around 15mins when one of the other Landys had broken through the thin crust of hard snow and were now churning up the power below. Over the CB discussions were had (in Icelandic) and Jakob turned Raknar around and headed back to the stuck Landy. The idea he told us was the reverse up behind, attach a rope and drag the other landy onto the harder snow. In practice, this would have worked, but we also broke through. As Jakob put it, "not stuck just a temporary lack of momentum"... Out we all got and the Superjeep lads began digging! In the time it took me to fall over a rut, take a couple of photographs and decide there really is no better 4x4 than a Landy, we were good to go again!

We continued further up the mountain and made it to the glacier by about 1:45pm. From here the views were breathtaking with clear blue skies and the sun shining. At this time of year the lagoon within the glacier is frozen solid and the icebergs the lagoon holds are locked in place. The bergs were 8ft tall in places with perfectly smooth sides and visible erosion from the lagoon waterline. The Jarlhettur (Earl's cap) mountain peak, visible to the left of where we stopped, features in the Tom Cruise film Oblivion where he calmly sits surveying the surroundings and also in the Game of Thrones TV series. I confess neither of which I have watched!

Once back in Raknar, Jakob decided that conditions were perfect to drive up onto the glacier to reach what looked like the highest point with the two other Landys following us. We were making headway when the CB kicked in... the other Superjeep lads were not convinced they could make it to the top so down we headed with a somewhat deflated Jakob! The journey back down to the skidoo camp became a bit of a race with Jakob not sparing the horses! Just as things were getting interesting (again!) the CB chirped up, a Landy was stuck! This time completely bellied and still sinking into the powder snow. Jakob again to the rescue! It soon became apparent that everyone other than the Superjeep lads had to get out. With a lighter load Jakob and Raknar tried again but the landy was not going anywhere! By now, James had acquired a shovel and was kneeling in the snow digging out the belly of the very stuck Landy whilst everyone watched, naturally!! Slowly but surely, with each driver gently persuading their Landy and James digging away, both were freed. Jakob took this opportunity to carry on with our tour and let the newly freed Landy make its way back to the skidoo camp to redistribute and collect people.

At the bottom of the mountain, where the ash track began again, Jakob re-inflated the tyres to I don't know how many psi and we were ready to carry on to our last few sightseeing locations. Fully inflated the tyres were easily 40 inches high and still bulging! (No James you can't get some for Pru!) On route, we stopped at the side of the road and fed the Icelandic horses with bread from the restaurant kitchens at Geysir and Strokkul. James did his best to distribute his bag of bread evenly, however ended up telling one horse off for being a bully and biting the others. James seemed to overlook the fact that they don't understand English and continues to take the horse to task!

The final leg of our tour took us to Kerið via Þingvellir Mountain, the oldest named mountain in Iceland. Kerið is a volcanic crater lake located in the Grímsnes area and would make a lovely picnic stop in the summer months.

We continued along Iceland's main ringroad, Route 1 past Hveragerði, a greenhouse town and on to our hotels. To end the already fantastic day, as James and I were trying to find somewhere for an evening meal, the Northern Lights gave us a spectacular display right in the centre of Reykjavík. So brilliant was the display it could be seen in Norfolk!



Further details can be found on the web site here: <http://www.superjeep.is>

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### **Day Ninety Seven 7/3. Auberege Du Grand Popo, Grand Popo, Benin** **6°16.76'N 1°49.88'E. Miles today 28, Total Miles 9017**

What a pleasure of a border crossing at Hilakondji. In and out in 40 minutes. That's gotta be a record for us. With the scenery a lot like that of Togo and the crab sellers now being replaced by women selling packets of red spicy prawns, we kept to the coast and drove to the beach town of Grand Popo. There are voodoo festivals here every weekend and I am not sure if it's a good thing or not that we might miss it. Benin has a chain of posh auberges that let grubby overlanders camp in their grounds and so we set up camp with an undisturbed view of the sea and really yellow sand and made full use of the pool. The loos and showers are a bit of a walk away and a bit skanky (the restaurant ones are better). The town boasts a good selection of restaurants and craft workshops and in fact, we ended up buying a super cool wooden statue of a pregnant African woman. We later enjoyed another helping of Red-red and plantain and a few rounds of Bao and fell asleep to the crashing of waves.

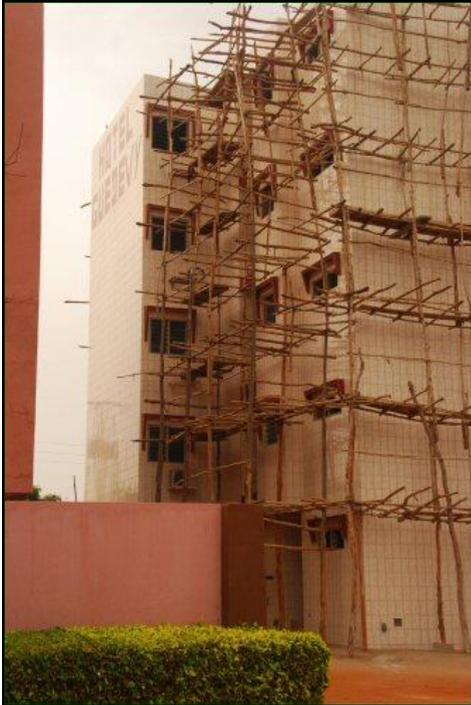


### **Day Ninety Eight 8/3. Hotel La Detente, Porto Novo, Benin** **6°28.15'N 2°36.95'E. Miles today 129, Total Miles 9077**

Another last swim in the pool and we got chatting to a crazy Dutch woman travelling around West Africa for three months. She had such funny stories to tell and we fell about laughing talking about the way of life in Africa on the road. Drove further along the coast and stopped at the former slave town and voodoo centre of Ouidah. We walked the 4km "Route des Esclaves" which was the original route the slaves had to walk down to the beach to climb aboard the boats to Brazil and America, taking their voodoo culture with them. After the full 8km in the midday sun, we were both pretty knackered. The schools all finish at midday here, so we were surrounded by kids for most of it. Its so funny how they even if they are only carrying one book, it still goes on their head! We continued towards Porto Nouvo and this found us driving right through the centre of the capital of Cotonou. Hmmm...more scary driving...but we popped out the other side and arrived in Porto Nouvo unscathed. Hotel La Détente agreed to let us camp in wait for it..... the carpark for €1,50pp. Very skanky toilets but a nice bar and a good spot right next to a mini stilt village, which Benin is so famous for. It made for fascinating entertainment watching the residents come and go by boat. We paid a quick visit to the Museum da Silva, which is an old Afro-Brazilian house and was actually very interesting despite our speedy tour-guide, Joy. Later, we discovered a great cheap little local spot in town for dinner called Javo Promo. Yummy chargrilled meat and potatoes and cheap Le Beninoise beer.

**Day Ninety Nine 9/3. Hotel Guedevey 1, Abomey, Benin  
7°11.97'N 1°59.78'E. Miles today 129, Total Miles 9206**

Spent the morning taking in the superb view from our tent of the bustling activity of our mini stilt village. Drove north on a good road to the town of Abomey. Well, just I was thinking what a good road it was, it turned into a pretty grimm one into the town and it also took us right through the centre of the voodoo fetish market. More



monkey tails, batwings, monkey skulls, serpents heads and warthog skins than you can poke a stick at. Very, very freaky. With the prospect of heading into the nemesis of Nigeria tomorrow, we decided to treat ourselves to a hotel room for the night and stayed at the Hotel Guedevey 1 for €23. But wow, dodgy French telly, aircon and hot water...what a treat. Found ourselves mindlessly watching French cartoons and being really happy about it! Had some Chicken Yassa (lemon and onion sauce) and boiled yam for dinner with more cheap Le Beniniose beer.

**Day One Hundred 10/3. Benin and Nigeria border at Illara  
7°24.79'N 2°44.53'E. Miles today ?, Total Miles ???**

Decided to make a move on and just as well, as the day ahead turned out to be pretty special. As we drove through Ketou, we suddenly found ourselves right in the middle of a voodoo ceremony with

hundreds of people surrounding us and screaming at us to stop and banging on the car. I will admit that this was the first time I have really been scared in Africa. More so I guess, as I had the chief masked voodoo guy on my side and he was brushing my arm with some weird monkey tail like thing. Was this some kind of curse? Rob the Brave eventually just put his foot flat and we managed to part the crowd and sped out there.

The road to the border was diverted onto not the greatest of roads with a number of seemingly pointless checkpoints and vehicle searches. "What's that?" says one official pointing to Robs army coloured chair. "It's a chair!" "But what's that for?" "It's a chair, mate! You know for camping." We wait patiently, while he calls his superior over. "What's that?" "It's a frigging chair!!!!!" We eventually got to the Benin border and came across immigration first. Silly mistake! As after we had been stamped out of Benin, we asked them where the customs was to stamp our carnet. Hmmmm.....there wasn't one.....we had to go back to Ketou (yup, back to the voodoo nightmare place along the dodgy road....where my monkey tail friend was surely waiting....Gulp!) We contemplated replicating the stamp with a potato again but figured we had no choice but to go back and luckily, they let us go but only because I exaggerated and said we would go to jail if we didn't get the stamp. (If we don't get our exit stamps for each country, we lose our hefty deposit in the UK.) After arguing with another official about where the customs was, (he had the cheek to tell me I had to go back to college as I couldn't remember what the Benin flag looked like. I know I was wrong but you try seven countries in a row and see what details of a flag you remember.) we drove cautiously back towards voodoo-ville. Luckily....somehow...the customs was nowhere near the monkey man! We had to wait ages for this official to finish his lunch and after all that, I could have done a better job of the stamp with a potato! Back through all the numerous checkpoints for the third time (what's that? oh for heavens sake...it's a chair!) we cautiously approached the Nigerian border.....



# **Summary of SLROC Committee Meeting.**

**Date** 5th March 2014 8pm

## **Attendees**

C Finbow (chair), A Pole (minutes), A Beevers, D Rogers, S Turner, P Corps, A Jeff.

## **Apologies**

N Warden.

## **Previous Meeting Minutes**

Agreed.

## **Actions From Previous Meeting**

CR to contact SR re club shop - on going.

DR to get cost for solar panels - on going.

AJ to contact IC re website - on going.

Committee to vote on purchase of stickers etc (on hold after e-mail from SR).

Trailer to be collected from Jono - on going.

CF to update map - on going.

## **Membership**

AP 167 Full, 76 Joint members

4 new members.

## **Finance Report**

AB will be presenting end of year accounts at AGM.

## **Club Site**

DR stated that courses need maintenance to various areas including woodland where drainage ditches and waterways need clearing.

Dates to be arranged for maintenance day, diggers will be required.

## **Website/Forum**

IC to give access to website but not to give up domain name.

AJ to find new domain names containing SLROC in title.

DR still has limited access to forum.

DH still controls forum.

## **Nooze**

200 printed 175 posted 15 given out by hand.

More articles needed for publication.

## **Public Relations**

ST has been looking at a list of nominated charities. The agreed ones are:

Main charity - Suffolk Family Carers

Other charities to be supported are -

Upbeat Heart Support Group

Man United (Prostrate Cancer)

And as usual small donations to Village Hall, Town 102, BBC Suffolk and Suffolk Show.

## **Events**

NW not present at meeting, so no updates

## **Safety & Training**

PC Still to arrange date for training.

CR still to bring PC up to date on IOPD requirements.

Fire extinguishers to be put out on site at every Driving Day.

## **Competitions**

Night winch trial went OK only 4 competitors, but a lot of support from people attending to view.

CF asked AP if he could do prize vouchers on plastic cards.

## **Correspondence**

Email received from SR re: mention of club shop in meetings printed in Nooze  
A burger van wants to come to site, this was discussed and voted against as this was tried before and was not a success.

## **Club Shop**

February sales £26.00

## **SRR**

AS reported that SRR has 2 new members on the committee.

SRR were asked if needed could they possibly help out in Somerset during recent flooding.

Training for First Aid and Safety to be arranged

SRR members only to use their winches for self recovery.

Non-LR vehicles can be used by existing SRR on call out.

SRR to stay with SLROC and work together at shows etc.

SRR to work out possible means of raising funding for equipment for members.

SRR to arrange at least 3 meetings a year for training.

## **Any Other Business**

CF asked if all existing committee members had re applied for posts.

AP reported that not all nominations had come in in the same way, it was agreed that all nominations were indeed valid.

## **Summary of new Actions**

CF to reply to CR re: November minutes

CF to speak to SR re: Club shop

DR to get cost for Solar Panels

AJ to sort out new web domain

CF to update site map

**Meeting closed 00.10**

**Next meeting to be held 16.3.14 - AGM.**

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# CLUB CONTACTS

## **CLUB PRESIDENT**

Ralph Lambourne



## **ROVER RESCUE CHAIRMAN**

Alan Scott



## **CHAIRMAN**

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**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**).

# CLUB CONTACTS

## **OFF ROAD SECRETARY**

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## **SAFETY & TRAINING OFFICER**

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## **CLUB SHOP**

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## **CLUB P.R. & PROMOTION OFFICER**

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pr@slroc.uk.com



## **SOCIAL MEDIA & WEB SECRETARY**

Hannah Jeff  
websec@slroc.uk.com



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.

## **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.

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Please take all your litter home with you.

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