



May 2015

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

COPY DEADLINE:

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

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We would like to thank
BETTAPRINT Woodbridge Ltd
For their help in producing
Nooze

SLROC Supports both national
and local 4x4 response groups

Cover Picture

Maciek bringing his Disco over
the hill at Stonham Barns.

Nooze News!

Hello and welcome to the May 2015 "Election
Special" edition of Nooze.

Inside there's in depth reviews of all the main
parties and interviews with their leaders - Well I
had to fill Nooze with something!

Just kidding! Back to reality though, I expect that
the past few weeks of electioneering have worn
pretty thin with all of us. However, not surprisingly
the world keeps turning and everything else carries
on as normal! The one political piece of good news
that came out this month was that the government
stuck to it's guns and the Deregulation Act 2015
was not modified to close off the remaining half of
green lanes that had remained open after the 2006
NERC Act - Phew! I'm sure the 'Anti's' wont stop
their fight, but for now at least we can still enjoy
the countryside whilst in our cars!

This months edition has been saved from the 'Tales
of Wales' courtesy of a burst in club winch training
activity, not only training the trainers, but then
passing on that knowledge to the first batch of
interested volunteers, and a very good day it was
too! Winching is not all about hooking on to the
nearest tree and off you go, done correctly it's a
technical exercise in how to help yourself and
others in the safest way possible and I bet you've
all seen how it shouldn't be done at some point!

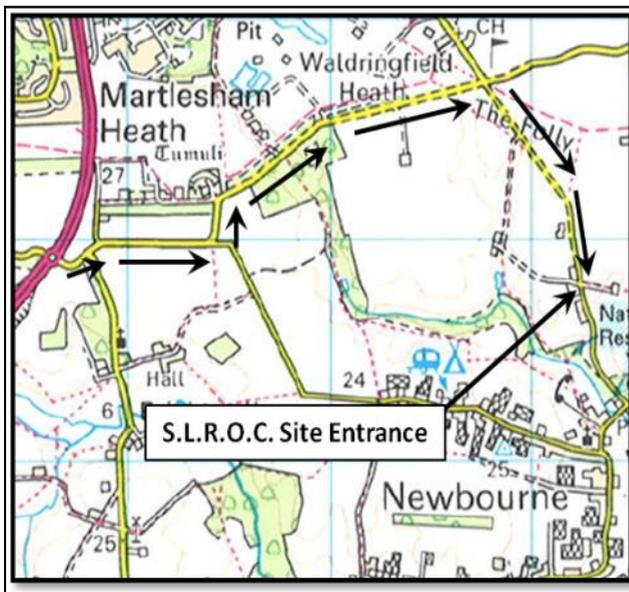
Another snippet of news that I've heard is
information about a new Defender. We all saw the
DC100 a few years back and it created very strong
opinions, indeed it was a definite 'Marmite car', but
from independent sources I've heard and seen
comments such as "We're working on a project for
the new Defender" or " Land Rover has asked us to
do this for the new Defender. Maybe there's hope
yet and with production of the current model
coming to an end this year and Land Rovers
success in the more up market 4x4 world, maybe
this is the time for some of that success to come
down the line and extend the heritage that helped
make Land Rover what it is today.

All the best...

Andy

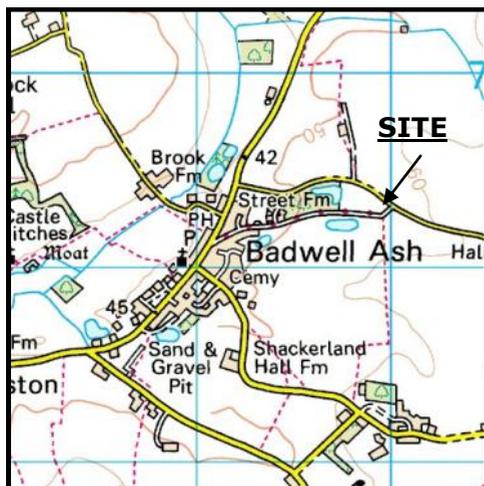
P.S. You've not got away with 'Tales of Wales'
completely - there's always next month!

Directions to the Newbourne club site



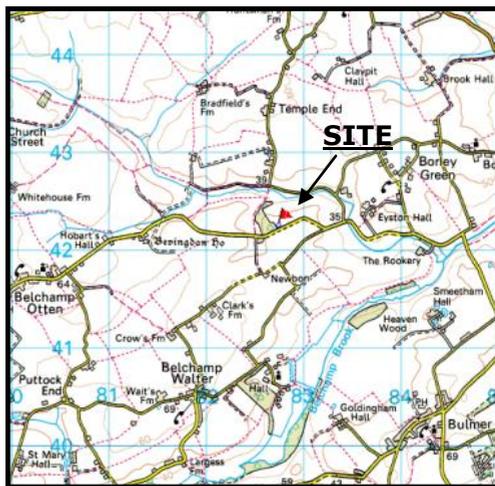
The club has its very own off-road driving site which we use monthly for weekend events, and competitions. The site is situated to the east of Ipswich, near to the village of Newbourne. Strict rules must be adhered to when using the site, to protect the safety of all users. Please keep your speed down 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

I write this month's Chat from the Chair shortly after returning from a week of green-laning in Wales over the Easter holidays. Apart from being slightly overcast on our first day for the rest of the week we were blessed with almost cloudless skies and glorious sunshine, almost unheard of for Wales. I've been to Wales a few of times now and at various times of the year and while each time we have been in awe of its rugged landscapes and beauty, this trip was (to coin a phrase) Epic! Now I'm not what you would call a die-hard Green laner and this annual week away is pretty much my fix for the year. But the views from the summits of some of the higher lanes seemed to go on forever and I would thoroughly recommend a trip over the border to anyone.

Coincidentally the weekend I got back "Countryfile" on BBC1 had a report focusing on the activity of Green-laning and gave (in my opinion) a fairly balanced view on the fors and againts to this element of our past time. I thought that the representatives from the Green Lane Association (GLASS) and the off-roading community promoted the pastime well and the code of conduct that all responsible Laners follow. I was slightly less impressed by the spokes person for the countryside and walking community, who by her own admission was "Completely intolerant" of motor vehicles using these historic routes, hmmm! Having spent a week driving a good number of the Welsh lanes, our group did sadly witness one instance of "off-piste" activity and some areas of deviation from the defined route, but its less than in previous years. Unfortunately every pastime is dogged by a minority of individuals who think the rules don't apply to them and I'd like to think that all our members, lane responsibly. For those of you who want to start laning or are unsure about the do's and don'ts, I encourage you to seek advice from other club members who will gladly share their knowledge and make sure you remain the right side of the law. Of course the GLASS web site (www.glass-uk.org.) is a great place to start, or for more local knowledge post on the clubs Forum as there will be plenty of support on there, or have a chat at the next club event.

Right, looking ahead to this month, with the first couple of shows now under our belt, at the end of this month we have the Suffolk Show (27th & 28th May). There is an article a bit further on in this edition of Nooze, giving you all the information I have at the moment and how you can get involved. This has become the Clubs biggest event on the calendar and is a fantastic way to showcase what the club is all about and what we do. While at the same time raising significant amounts of money for the clubs charities.

On that point next month we will have agreed the charities the club will be supporting for 2015, thank you to everyone who nominated a charity and I look forward to sharing with you their details and why they were chosen.

That's all for now

Happy Landrovering

Chris.

EVENTS PLANNER 2015

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>Org</u>
May 16th	Novice Winch Trial & Camp Over	Newbourne	B. Welburn
May 17 th	Driving Day	Newbourne	A. Jeff
June 13 th	2 nd Training Day & Camp Over	Newbourne	P. Corps
June 14 th	Driving Day	Newbourne	TBC
July 25 th	3 rd Training Day & Camp Over	Newbourne	P. Corps
July 26 th	Driving Day	Newbourne	TBC
Sept 6th	CCVT	Badwell Ash	M. Whitting
Sept 26th	Tyro CCVT & Camp Over	Newbourne	M. Whitting
Sept 27 th	Driving Day	Newbourne	TBC
Oct 24th	"Ladies" Tyro CCVT & Camp Over	Newbourne	C. Finbow
Oct 25 th	Driving Day	Newbourne	C. Finbow
Nov 8th	CCVT	Snuggs Pit	A. Cutting
Nov 22 nd	Children in Need Driving Day	Newbourne	H. Jeff
Nov 29th	Single Vehicle Winch Trial	Snuggs Pit	R. Lambourne
Dec 27 th	Mince Pie Driving Day	Newbourne	D. Rogers

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

Driving Days - **£10***

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

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

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

Nooze Team

Over the next few months we'd like to expand the team that produces the Nooze Magazine. There are various jobs from collecting or creating stories and articles to editing the magazine down to what you see here. It's only editing that really needs any 'computer skills', the rest is mostly down to your own enthusiasm! New ideas are always welcome and moving Nooze forward is one of the most important parts of the job.

If you'd like to help or have any questions, send me an email at nooze@slroc.uk.com or call me on 07801 470055.

Andy

EVENTS PLANNER 2015

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>
May 23 rd – 24 th	Land Rover Spring Adventure	Harrogate	N/A
May 27th – 28th	Suffolk Show	Trinity Park	C. Finbow
June 20th – 21st	Vintage Rally and County Fair	Goodrich Park	N. Warden
July 4th – 5th	Long Melford Show	Long Melford	TG + JO
July 11th – 12th	Country Fair, Wings & Wheels	Heveningham	R. Heather
31/7 - 2/8	Land Rover Fest	Billing	N/A
Aug 16th	Classic Car Show	Stonham	TBA
Sept 13th	Club Open Day	Newbourne	H+C+A Jeff
Sept 19th – 20th	Henham Steam Rally	Trinity Park	R. Heather
Sept 19 th – 20 th	LRO Show	Peterborough	C. Finbow

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 **16th 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 Pre-booking will close 2 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!

Hannah Jeff

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Suffolk Show 2015

The 2015 Suffolk Show is rapidly approaching and this will be the clubs fifth year attending the show. This event is slightly different to the other shows we do and while the ultimate goal is the same it's a whole other level. Last year we were giving in excess of 900 people a day an off-road experience ride round our course. With all vehicles having to be in the show ground and on our stand by 7am, the show runs from 7:30am to 5:30pm, and we are rarely allowed to exit before 6pm. It's a very long day but ask anyone who has done it, it's incredibly rewarding. Plus this year the main public entrance is right next to our stand meaning the majority of the 45 thousand plus visitors that visit the show over the two days will have to walk right past our stand, Twice!

This year the Suffolk Show have continued their policy on admissions allowing the under 14's free entrance and only £5 admission for 15 to 18 year olds. Over past years we have increased the number of vehicles we have on the stand, last year topping out at 25 each day. However it was felt that this is now the maximum the course can support with a max of 15 driving at any one time. Multi seater vehicles are always the preference for this event however we have always tried to get as wider selection of Solihull's finest as possible, plus a few of the more "Specialist" vehicles i.e. Challenge trucks / Tomcats / Buggies. These continue to be hugely popular and end up with their own line of customers.

There are a range of jobs that need undertaking over the course of the show, from manning the signing on desks, to teams for loading and unloading, marshals and of course drivers and their vehicles. Last year we had approx. 50 members helping out (plus junior members) over the 2 days, I expect this to increase. We've asked in previous years for those helping to commit to two, 2 hour shifts on the day that they are helping out. The rest of the time you are free to enjoy the sights and sounds of the show. Of course if you wish to do more then, that's entirely up to you and always greatly appreciated.

We will again have access to the camping area 5 mins walk from the nearest access gate to our stand and will be available to arrive the day before the show and leave the day after giving plenty of time to set up and pack up. All members are welcome and don't worry if you haven't been involved in this sort of event before. If you would like to get involved or have any questions, please make contact by either replying to the "Suffolk Show" post on the forum or by giving me a call or by dropping me an email.

As we get closer to the event I will be posting updates on the Forum with the attendance list, needs and any other information as the Suffolk Show team releases it. I look forward to seeing as many as you as possible at this fantastic event.

Many thanks

Chris Finbow

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BORDA Training Round 2....

So here we are again gathered together in Milton Keynes on a very wet and windy Sunday morning, keeping topped up on Coffee after losing an hours sleep to the clocks change, and watching out the window at the ever deteriorating weather conditions – this is going to be a fun day getting battered by the wind and the rain!!

Following on from our 3 day Borda training course last year, Dan, Pat and I all agreed that we needed to increase our qualifications by adding the Winching element to our Instructor certifications in order to be able to offer a full package to the club's training programme in 2015. Thus we set about arranging and funding this day's session ourselves with Mark at Borda as a follow up and add on to our existing certificates.

We're starting to feel very much at home here at the Borda training facility, and we quickly settled into the swing of things with our instructor Mark, who we knew would be pushing our limits of observation and patience with his 'dumb student' routine – trying to catch us out from time to time by doing stupid things!! (Got your number mate!)

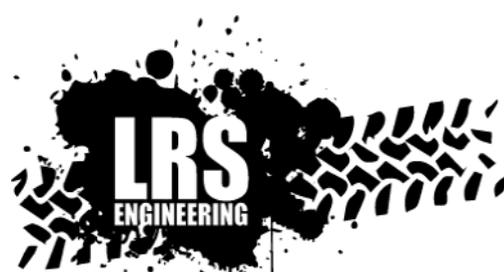
For once, we were pleased to hear that the days training would start



indoors with a PowerPoint session and some hands-on elements with Winch/recovery gear before moving outside to undertake the practical side of the course – hopefully the weather might have sorted itself out by the time we don our coats and boots!!

Covering the various elements of winch recovery, safety, equipment available to use and the differences between winch types, rope types and anchor points etc, this was actually quite an informative session in which we all learned something new and could put to practical use out in the wilds..

Even the seemingly scary mathematics involved in calculating loads, breaking strains and safe working limits was simplified with some good rules of thumb – it was refreshing to see that Borda apply some common sense and practicality to this element of winching which could be daunting for most and to be honest downright impractical to expect someone to sit there besides a vehicle stuck in a muddy hole, calculator in one hand and iPhone with Google in the other, working out just how much load this will take, and what each anchor point will need to be able to handle etc....



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There are so many acronyms out there and terms used interchangeably on safety labels for example – do you know your SWL from your WLL? What about your MBL?? It's important to understand the differences, and how to calculate between them.

Classroom activity over, we gathered our chosen recovery gear from all the boxes provided (ensuring not to select the wildcards and gotchas put in there like the chaffed rope, unmarked/unlabelled Chinese manufactured strop etc) and we loaded up into 2 Defenders and headed down to the Winch area – miraculously the weather had sorted itself out, and whilst we weren't basking in sunshine, it was at least dry (for the moment!)

First activities were basic straight line pulls emulating a self-recovery using the on-board winch with wire rope attached (he purposely started us on the most 'risky' line type before moving onto Plasma) Theory here being that we need to start with the utmost respect for the winch line, and safety aspects related to wire rope usage and the hazards associated with line breakage. Plasma is much easier and safer to handle, but with its own set of challenges and drawbacks.

So simple hey? – a flat surface, a little boggy but nothing you couldn't drive over – plenty of trees to anchor to, loads of gear to use and only a distance of 5m to winch....

So why are we still here 1 hour later?!?!?! – I'll tell you why – MARK.

Oh how he revelled in glee as he repeatedly tried to sabotage our efforts, ignored all safety rules and generally made himself a pain in the aaaaaand so we had to keep an extremely watchful eye on him at all times!

Stepping over a live winch line, moving the winch controller, standing right in the way, moving about into the danger zone – then opening the rear door of the vehicle and leaving it open for no apparent reason other than to keep creating safety hazards!





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Even on this most simple task, we actually learned and demonstrated quite a lot of interesting stuff – like the power of the capstan – not actually a capstan winch, but using a tree and recovery rope to create an adjustable anchor point to centralise the snatch block for an angled pull – extremely useful and incredible to watch as I supported the entire winch anchor point and moved a 110 under strain using nothing more than my little

finger on the free end of the recovery rope!!

Then towards the end of the day it was Pat's job to 'ditch' one of the vehicles as best he could in an extremely swampy area of the track – a job that he took great pleasure in carrying out!

OK – that was the easy bit – now get it out!

Lots of discussion, ideas and concepts ensued, and we eventually formulated a plan to recover the vehicle backwards using the winch on the second vehicle 'Are you sure guys??' – this was Mark again challenging our thinking and trying to get us to doubt our techniques and plans just hatched. (Cue worried looks between Pat, Dan and myself – did we miss something? Is there another element that he's not told us about??) – NO – we firmly stuck by our guns – we'd evaluated the scene, had a safe proposal for extraction and had the right kit to do the job. 'That's fine – just checking!' came the reply - 'you're absolutely right – crack on'!!

And so we did – and whilst we took our time over the matter to ensure that

'mischievous Mark' was kept in check and things remained safe, it was a perfectly executed recovery, and we completed everything just as the heavens started to open once again – result!

Back to the classroom to finish the day off with some closing comments and thoughts, complete the mandatory paperwork, and a quick cuppa before heading home – with another 3 certifications in the bag for SLROC!!



We're very pleased to say that we can now deliver Borda winch training within the club – Pat will be organising the relevant courses for our 3 training dates in the 2015 calendar – keep an eye on the forum for full details and to sign up. I'm busy working on our SLROC training material, and we will be ready to deliver both the theoretical and practical elements of our very own Winch course down at Newbourne very shortly. Watch this space! – looking forward to it!!

Matt



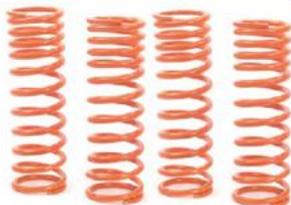
CCVT Badwell Ash 29th March 2015 - Results

Class 1		
Position	Entrant	Score
1st	Geoff Cooper	8 pts
2nd	Andy Broadley	19 pts
=3rd	Rowland Hill	30 pts
=3rd	James Roberts	30 pts
Class 2		
Position	Entrant	Score
1st	Graham Fallows	20 pts
2nd	Aiden Grier	31 pts
3rd	Tim Dyer	38 pts + 4s
4th	Mark Stacey	40 pts + 3s
5th	Chris Allen	45 pts
6th	Martin Sealey	57 pts + 3s
RTD	Maciek Kaczorowski	

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Winch Training Course

Seeing as Danny, Pat & Matt had taken time out of their busy schedules to get themselves trained up for the benefit of club members, I thought it'd be rude not to allow them to convey their new found knowledge my way! After all, I've already done the driver & marshal course so I may as well have a full house from our clubs own internal trainers and what an eye opener it is!

Having a winch isn't a prerequisite to attend the course, just a bit of interest is all that's required although I would obviously recommend that anyone with that expensive bit of kit bolted on their bumper give up a few hours to take on board the info on offer from the club. Every day is a school day as they say! There's no maths involved, just a slide show, Q's & A's then a spot of lunch & a practical session in the afternoon.



Personally, I think that all marshals would benefit from doing this course even if they never do any winching because as marshals it'd give you a good insight of what's going on & perhaps make you more aware of the potential dangers involved which would then in turn help with much needed crowd control because as we know, get a winch line out & people flock to watch.

Not to give too much away, we did a straight line pull thanks to Tim who sedately drove round the yellow course & actually but not intentionally, got bogged down haha... We recovered it as if it had no drive just to spice things up a bit.

The next recovery was a little more technical which involved using a snatch block & a winch post as a capstan to get the required angles. It took a bit more thinking about and in the end worked really well.

The third & final recovery of the day involved 3 cars. One (supposed) dead 110, a winched up 90 & a Disco anchor vehicle. Equipment involved 1 winch, 3 snatch blocks, a couple of ropes, a tree strop, several shackles and of course, gloves. I'll leave the recovery for you to work out wink wink!

A big thank you to our trainers! Thanks also go to my fellow trainees, Andy, Brian & Tim.

All in all we learnt some valuable info & had some good laughs along the way. None of it is designed to catch you out, just to make you think so don't be worried; get signed up for the next one!



Jay

26 Countries... 26000 miles... Zero Punctures! - Part 27

Day 136 15/4. Bush camp, just off a side road, 18km South West of Mepala, Angola

6°15.05'S 13°38.92'E. Miles today 119, Total Miles 12487

Here's a funny bit of info: In a bid to boost tourism in Angola, wildlife is being introduced from South Africa. Sadly, the first four zebras were eaten (only \$10 000 each!) Another snippet of useless information: there are as many landmines as there are people in Angola. Excellent. And so, as we entered Angola, the heavens opened with an almighty downpour and we found ourselves sitting for ages in the immigration office. Not waiting for the rain to stop but simply for the official to do his thing. He kept taking our passports up to the window for a better light and I resisted the urge to offer him my glasses, as he clearly couldn't see a blimbling thing. Finally, we were on the road and well, they said the roads were bad and yup, they weren't kidding. Bad potholes and naturally lots of muddy sections, with poor old Dino sliding all over the place. Looking for a bush camp, we found a great spot just south of Mepala and had a few celebratory beers and some plantain chips. Despite, the re-occurrence of some biting insects, spirits are high and the temperature is low.

Day 137 16/4. Bush camp, on the side of the road, 25km North East of Nzeto, Angola

7°04.00'S 13°00.91'E. Miles today 84, Total Miles 12571



Ha ha.....the drop in temperature was clearly just a welcoming gift. We awoke to sweltering degrees and plenty of bees. Back on the road of the devil, with it's sprinkling of tarmac; it was not long before we reached our first obstacle. A huge tree blocking our path. Apparently, I had said "no" to a tree-saw when we were kitting

out the car, (silly, silly girl!) so now it was just up to the axe and heaps of elbow grease and trying not think what creepy crawlies we were disturbing. We put Dino to good use and towed the branches we had cut off out the way. This didn't take too long but it was pretty exhausting stuff. We then limped along this "road" at an appalling speed of 6km an hour!

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Passing through many villages, most of the people were exceptionally friendly but a few were particularly aggressive and there was noticeably a lot of begging. They all did seem very well dressed though, nothing like the poverty we had seen in West Africa. There is a strong fashion trend here for young girls to have their hair braided in a weird spiky arrangement. In fact, they all look exactly like that weird stick friend of Rupert the Bear. His name escapes me. Just as the sun was setting and we were



searching for a bush camp, we found ourselves in a spot of trouble. Having tried to avoid yet another deep pothole, we got Dino severely stuck in a muddy, watery ditch. Yup, emergency exit through the passenger door sort of stuff, with water pissing in the drivers door. With no trees about, we tried to use the ground anchor to winch ourselves out but the ground was too soft and it kept slipping. So, with a little deep bundu bashing, we managed to tie the hand-winch to a palm tree. After a lot of effort, we managed to winch ourselves out. No real damage, except I spent the rest of the night desperately drying the dollars and travellers cheques from the floor safe.

Day 138 17/4. Bush camp, on a deserted beach, 8km South of Nzeto, Angola

7°18.03'S 12°53.03'E. Miles today 25, Total Miles 12596

Now here's a real challenge. Take two, very tired overlanders and place them on the world's worst road. Up the outside temperature just a few more degrees, never below 35C please. Throw in a swarm of painfully biting tse-tse flies (who are always attracted to white moving vehicles) and lastly, add a touch of vehicle problems like dodgy brakes and the odd suspicious new rattle. Our only conciliation was that at least we were inside. The poor Angolians on the road and on the back of the trucks had to suffer far worse than us. A big thank you here to the Big Yellow Mog guys who supplied us with the waypoint of a secret beach spot just past Nzeto. What a fantastic place to cheer us up.

What a fantastic place to cheer us up. Spent the afternoon checking the brakes out and playing in the sea, whilst the thousands of crabs kept us entertained. We were treated to a superb sunset and promptly got drunk together on cheap Angolan beer. It doesn't take much these days.



**Day 139 18/4. Club Nautico, Ilse de Luande, Luande, Angola
8°48.05'S 13°13.41'W. Miles today 147, Total Miles 12743**

Lazy morning just enjoying this secluded spot but we knew we had to get back on Lucifer's Highway at some point and head towards Luanda. Fortunately, the road does improve a smidgen and just before Caxito, it turns into smooth tarmac. We had been advised to avoid Luanda in rush hour at all costs. "But how bad could it be?" we wondered and thought we'd give it a go as after all, surely we would be heading the opposite way to the traffic. Silly, silly idea! We got stuck in the dreadful traffic jam for three and a half-hours. This naturally resulted in a lot of people watching and I noticed that all the woman were carrying Tesco's shopping bags. Too funny! There must have been some sort of mega print run disaster or maybe they just donated them. After crawling



through miles of severe slums, all under flood, we suddenly popped out onto the strangely surreal but opulent coastal boulevard and peninsula, where we found our way to the exclusive Yacht Club, frequented by the more affluent oil workers and expats. The Portuguese manager was happy to let us camp for free and after a rather nasty cold tin of M&S Meatballs, we collapsed into bed.

**Day 140 19/4. Club Nautico, Ilse de Luande, Luande, Angola
8°48.05'S 13°13.41'W. Miles today 0, Total Miles 12743**

With the measles finally clearing up and after a good night's sleep, we were both well rested and spent the morning doing laundry and talking to the number of curious onlookers. Feeling the need to stretch our legs, we took a walk into town (rated as the fourth most expensive city in the world!) and ogled at the fancy buildings along with the flooded muddy roads and horrendous parking problems. We stopped for a cheap hot-dog from one of the street vendors (one of the few cheap things in Luanda.) and searched unsuccessfully for an internet café. Back at the club, we were approached by the president of the Club, who was amazed at our journey and chatted with Rob for ages, giving us all sorts of tips for driving in Angola. He even changed some dollars for us. That evening, we were joined by Klaus, a Dutch guy working here on a contract in Luanda and keen to explore Africa further. He wanted to invite us to his house but alas, he had no water or electricity today. Just to remind us we are still in Africa. What a nice man. He brought us some delicious apple juice and we spent the evening talking and laughing about our journey so far. We have decided to continue south tomorrow, avoiding the main roads and heading off down the coast. Klaus advised us that to miss the traffic jam in the morning, we had to be up and on the road by 6am. Sparrows fart it is then.



Summary of SLROC Committee Meeting.

Date: Wednesday 4th March 2015

Apologies: Dan Rogers, Neil Warden, Alan Pole

Attendees: Chris Finbow (chair), Michael Whitting (minutes), Andy Jeff, Hannah Jeff, Andy Beevers, Pat Corps

Notes from previous meeting

Proposer: Andy Beevers

Seconded: Andy Jeff

Actions from previous meeting

05-04-14 – 03-12-14 - HJ to create 'Club in the media' and 'Chosen charities', 'useful links' pages on the new website and update website galleries. - **Ongoing**

02-10-2014 – AJ to get quotes for the signs that are required for the club site.

- **Done**

01-01-2015 - CF to contact Suffolk show organisers re: who cheque needs to be made payable to and re: course maintenance. - **Done**

03-01-2015 – CF to contact **DM** re: monthly club shop reports. - **Done**

05-01-2015 – AP to bring the Life Saver bottle to the next committee meeting.

- **Ongoing**

01-02-2015 – AJ to remove unpaid advert from Nooze. - **Done**

02-02-2015 – AJ to pass Suffolk Family carers contact to **AB**. - **Done**

03-02-2015 – MW to add 'Chat from the chair' to meeting agendas for future.

- **Done**

04-02-2015 – PC to collect the Marshal sign on sheets from previous events. -

Done

Membership AP via CF

161 Full members

72 Joint members

Finance

AB £10,782.53 in the bank.

AB presented the accounts ahead of the AGM. Proposed: Chris Finbow

Seconded: Pat Corps

AB agreed accounts will be submitted to Companies House.

AB has agreed that as of the AGM, he would stand down as a director.

Committee agreed for this to take effect as of AGM.

Club Site – DR's report

I need to hand over to the next off road sec for a day to be sorted to get the seesaw painted ready for the show season and I will also ask him to get a list of dates together when he is available to visit the show sites to have a look at the courses.

AJ has received 2 quotes of £236.40 and £218.04 for 7 signs for the club site. A discussion was had and all agreed to go with the cheaper of the 2 quotes.

Website & Social Media

HJ facebook and twitter are running fine.

AJ website domains have been renewed and are now registered to the club.

Nooze

AJ - 180 ordered – not ready for collection at time of meeting.

AJ is now running low on material.

Shows & Events – No report

CF has been in contact with Suffolk show organisers and a meeting has been organised to meet with them soon.

CF has spoken to Henham organisers and is currently looking into using the off road course at trinity park.

SLROC have been invited back to the Heveningham Hall show. **CF** to talk to Rob H re: organising.

CF to chat to Terry Gant re: show dates and the Long Melford show.

MW has had contact from Stonham Barns to confirm what shows we will be attending, advised of our events calendar. They have asked whether we would be able to attend another of their events on 20th September. All agreed that we would not be able to attend this event as we currently attend 2 shows on this date. **MW** to email back with this decision.

Public relations – No report

MW no reply from Police re: Cadet Charity Fun Run.

Safety and Training

A discussion was had regarding the signing on procedure for passengers that ride in more than one vehicle on Driving days. **CF** will review the current sign on sheet for passengers.

PC winch training course all booked for 29th March.

PC has had contact from several people who are interested in becoming marshals. Have advised of the upcoming training days.

Competitions

CF Day into night trial and Tyro trial went very well, with lots of entrants. 6 entrants currently pre-booked for the Winch Trial at Snuggs pit.

Correspondence

AB letter received from Suffolk animal rescue re: charity funds. "Sincere thanks and what a fabulous effort". Letter passed to **AJ** to be published in Nooze.

Club shop

November Sales = £109.05

December Sales = £80.00

January Sales = £149.00

February Sales = £20.00

There is some money outstanding from people who have ordered, but not collected their ordered items

Chat From the Chair

CF there is a back log of ordered items for the club shop that have not yet been collected.

Any other business

A discussion was made regarding an increase in membership fees by £5 for full members. All agreed that an increase had not occurred for some time now.

Summary of new actions

01-03-2015 – **AJ** to re-link the domain registration to the web sec email account.

02-03-2015 – **CF** to talk to Rob H re: Heveningham show.

03-03-2015 – **CF** to talk to Terry Gant re: show dates and the Long Melford show.

04-03-2015 – **MW** to email Stonham Barns organisers re: new show decision.

05-03-2015 – **PC** to ensure that there is a trainer at every show event.

06-03-2015 – **MW** to email Police contact re: Charity Fun Run.

07-03-2015 – **CF** to review the passenger sign on sheet for driving days.

Meeting closed 9:34pm

Next meeting to be held on Wednesday 1st April 2015 at the club site.

**Note of thanks received from the Suffolk
Animal Rescue for our donation**

Thank you for the donation
of £560. received. What a
fabulous effort.

Our sincere thanks for all
your efforts at fundraising
last year on our behalf.

Best wishes

Jaye & all at

Suffolk Animal Rescue

SLROC CLUB SHOP

Clothing, Stickers, etc

**All clothing is available to order in a range of sizes and colours,
just ask!**

T-Shirt	£10.00
Polo Shirt	£13.00
Sweatshirt	£16.00
Hoodie	£16.00
Rugby Shirt	£24.50
Fleece	£20.00
Bomber Jacket	£32.00
Overalls	£34.00
Children's T-Shirt	£9.50
Children's Polo Shirt	£11.50
Children's Fleece	£19.50
Children's Polo Hoodie	£14.00
Children's Bomber Jacket	£29.00
Baseball Cap	£10.00
Embroidered Hat	£10.00
Door / Panel Sticker	£4.00
Small Sticker	£1.00
Window Sticker	£1.00
www.slroc.uk.com Sticker (Black, Orange, Silver, Yellow, Red & White)	£1.50
Cap Light	£3.00
Childs Hi-Viz Vest	£2.50

Prices are correct at time of going to print but may be subject to change.

SLROC CLUB SHOP

Recovery Gear

2M Bridle	£21.00
5M Rope	£30.00
7M Rope	£35.00
9M Rope	£40.00
Bow Shackle	£8.00
'Jate' type Recovery Ring	£15 .00
Battery Clamp	£6.00
Rigger Gloves (1 pair)	£1.00

Prices correct at time of going to print but may be subject to change.

The Club Shop is at most events, and items are also available from:

Dave Marriott: 07891 917056 - Email: clubshop@slroc.uk.com

Please get in touch if you wish to collect items from a Show.
Items will soon be featured on our web site at **www.slroc.uk.com**



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SHOW CO-ORDINATOR

Position Vacant

COMPETITION SECRETARY

Hannah Jeff
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CLUB SHOP

Dave Marriott
07891 917056
clubshop@slroc.uk.com



CLUB P.R. & PROMOTION OFFICER

Position Vacant

ASSISTANT OFF ROAD SECRETARY

Dan Rogers
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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**).

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 18 and over, including rigging.

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

Children (under 16's) remain the sole responsibility of parents/carers at all times. Children must wear a Hi-Viz vest whilst outside a vehicle in all areas. Children must be accompanied by an adult in all active vehicle movement 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.

Strictly no drinking and driving. No motorcycles or quad bikes.

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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