



October 2015

NOOZE

The Suffolk Land Rover Owners Club Magazine



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

Andy Jeff

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Or email me at:

nooze@slroc.uk.com

COPY DEADLINE:

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SLROC Supports both national
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Cover Picture

Is that a Jigsaw on the front
cover? Bob takes his D1/D2
hybrid over the see saw at the
recent Henham Steam Rally.

Nooze News!

What a busy month September was! The club open day, the Henham show at Trinity Park, the LRO show at Peterborough, two trials, one at Badwell Ash and the other at Newbourne and as a bonus, a few articles came into the Nooze office that will appear over the next couple of issues! But as gratefull as we are to receive material to include in the pages here, we always need more so keep it coming in!

This month we have a short update on an article that appeared last month showing what can happen if you don't have your recovery points sorted correctly, an article from a member returning to the Land Rover scene and enjoying his come back trial, as you would expect of course, the results from the two trials in September, a humorous and light hearted tale of rambling and laning in Wales from budding fictional writer Robert Fraser and our regular update from Rob and Ally in Africa. The only down side in all this is that there's no space for the next instalment of "Tales from Wales" but I'm sure you can hold out for leaner times when the in tray is a little more empty!

Hopefully next month we can print more of the reports from events that have been happening, but until then...

All the best...

Andy

A Brief Message of Thanks

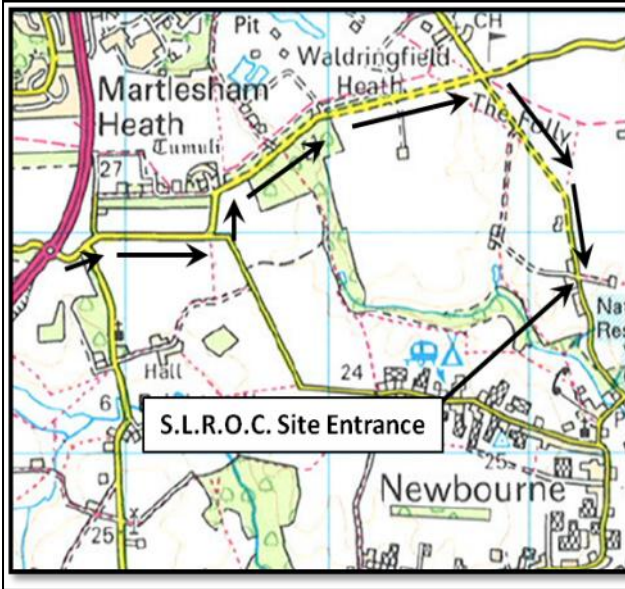
We would just like to say a massive thank you to everybody who helped with the Open Day last month, whether you donated prizes for the raffle and tombola, drove the public around in your vehicles, ran a stall or did one of the many other jobs that needed doing, it all resulted in a great day, despite the rain!

We raised a total of £1147.85 so well done to you all, it really wouldn't be possible to run this event without you so we really appreciate your help.

Thanks again

Cathy and 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



Snugg's Pit



OS sheet 155 grid ref TL 000 693

OS sheet 155 grid ref TL 826 421

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Chat From the Chair

As mentioned last month this month's chat from the Chair is a bit of a round up from this year's show season. I sit here on a Sunday evening having just returned from the last Show event of the year. The Grand Henham Steam Rally, this year held at Trinity Park and was another fantastic event. While the setup was the same as the Suffolk Show the whole event was much more relaxed. It was great to see more new faces at the event, including John, with his 6x4 Carmichael Fire Engine, which he very kindly allowed most of us there to drive round the course. There's nothing like driving a big red fire engine with lots of flashy blue lights and a choice of sirens to stick a huge grin on your face and it was also a big crowd puller as well. Cheers John!

So looking back, we attended 8 shows this year, from the manic madness of the Suffolk Show at one end of the spectrum all the way to the roots of where the club started at the smaller shows at venues like Stonham Barnes and everything in between.

Over the space of the short, five month show season we were able to promote the club and its members and the wide range of activities we undertake. We gave in excess of 4,800 members of the public a ride, in the wide range of vehicles our members have, giving a taste of what off-roading is all about. This is not including those that took a trip round the Newbourne courses at the Open Day. We also gained a good number of new members, a few of which were then helping and driving at the next show!

And in the process we were able to raise some money for local charities and what a chunk we raised. This year's grand total stands at a little over £13,500, a truly fantastic amount and one that we should all be immensely proud of. It was also great to have Suffolk Accident Rescue Service, East Anglian Air Ambulance and the Greyhound and Lurcher Support Group attend most of the shows with us. As is tradition the main donations will be presented at the Mince Pie Driving Day so come along and meet some of those who will put our donations to good use and if you haven't already, learn a bit more about what they do.

So to sum up, a huge thank you to everyone that took part in this year's shows, no matter how big or smaller part you played. Thanks to all the organisers and those who trailered equipment to and from the shows and to Terry for once again allowing us to use the see saw. And to all the members who donated their vehicles, time and fuel. To coin a phrase from my daughter it has been an "epic" show season and one I'm immensely proud to have been part of. Well done again.

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>
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**

CCVT at Badwell Ash 6/9/15 Results

Class 1		
1st	Geoff Cooper	2pts
2nd	Rowland Hill	3pts
3rd	Andy Broadley	4pts
4th	Rob Last	6pts
5th	Tracey Hannant	7pts
6th	Nicole Broadley	13pts
Class 2		
1st	Fred James	18pts
2nd	Tim Dyer	29pts + 6s
3rd	Aiden Grier	36pts
4th	Chris Allen	49pts
5th	Maciek Kaczorowski	55pts + 2s

Membership 2016

Just a quick note from the membership secretary please be aware as mentioned in the 2015 AGM membership fees will be as follows:

Standard full membership will now be **£30**. Joint members living at the same address will remain at **£5** and junior members will continue with no fees until the age of 17 at which time they become an adult member. Please ensure that if you pay by standing order that you amend it with your bank.

Please be aware that any underpayments will not be chased and your membership will not be processed.

On a lighter note the image/picture on your membership card will change so for adults and junior membership cards how about we run a little competition to submit your design/picture with two categories one for adults and one for juniors. Your image could appear on all club membership cards for 2016. Just bear in mind membership cards are credit card size and photo should be clean and simple for the best results. (To protect your vehicle identity remember to obscure the number plate).

Please email or snail mail to the membership secretary (20 Camellia Crescent Clacton on Sea, Essex CO16 7ET) or hand over at a driving day. Judging will take place at the end of October 2015.

Jate Ring Update

Further to last months article on Recovery Points, we've come across a report of a forward recovery where the recovery line was attached to only ONE Jate Ring. Needless to say, under the strain of being jerked out of a sticky situation, the equipment failed! Fortunately no one was hurt in this incident and you can see below the outcome when a bolt snaps!

This just goes to show that in all circumstances, a Bridle should be used to help spread the load across two recovery points and prevent any possible damage to persons or vehicles, should a failure occur.

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A Happy Return to Trialling at Badwell Ash

It was with some considerable reservation that I entered the CCVT trial that was scheduled to take place on Sunday 6th September at Badwell Ash. I have taken part in many trials events in the past but it has been some five years since the last one. I had sold my Defender because it became a chore constantly having to get under it to repair whatever the latest fault or failure was. Added to this was the fact that I wasn't getting any younger and both my knees had got to the point where they needed to be replaced. So, the 90 had to go!

I'm sure we have all read many times in the monthly magazines how once one gets the Land Rover bug it is impossible to be rid of it. I am beginning to believe there may be something in this. Recently I began to get a real hankering to go off-roading again. A feeling that would not go away!

Earlier this year I started working part-time which coincided with the availability of some unexpected funds. So, I now had the wherewithal to purchase another vehicle and the time to rebuild it as I wanted it. My idea was to buy an absolutely standard Defender 90 with a 300TDI engine and R380 gearbox. I believe that it is the best multi-purpose model that Land Rover ever made without getting into complicated electronic engine management systems. By multi-purpose I mean that it had to be suitable to compete in trials, be able to take passengers around off-road courses at charity events, tow my trailer or caravan when required and be smart and reliable enough for daily use.

A tall order you may think! Well, against all the advice that is given I actually bought the first, and only, vehicle that I looked at. It had not been modified in any way and the bodywork was reasonably undamaged. However, it was possible to push my thumb through the rear cross-member. My initial reaction was that if the X-member is so bad what condition was the rest of the chassis going to be like? I really can't explain it but no matter where I looked, or how hard I hit it, I could not fault it. The other fairly big fault was a totally rotten



rear door. I used these two major faults as bargaining chips and managed to get the price down to where I thought I could afford to rebuild it to my spec. and still have a truck which could be sold in the future without making a financial loss.

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Having got it home I set about the refurbishment. As the chassis was so good I decided to replace the cross-member and then take it to 'Before 'n' After' near Rugby to have it steam cleaned and Waxoyled. (That experience was strange enough to make an article in itself!!). I then sprayed and fitted a new rear door and manufactured a door-card as there wasn't one on the original door. I also replaced the old mechanical door stay with a gas strut. A fitment I would recommend as it really controls the door action, preventing it closing unexpectedly like the original fitting. Another large expense was for replacement wheels and tyres. I chose 235/85R16 Insa Turbo Dakar rubber fitted to 7"x 16 White Modular wheels and, although they are tubeless items, I had them fitted with inner tubes. This is a set-up I have used previously and found very satisfactory. The centre front seat was replaced by a cubby box



and I then carpeted the whole of the rear interior including the roof as no head-lining was fitted. This reduces the amount of body drumming and prevents condensation forming on the inside of the roof panels. This was followed by fitting a folding double seat and inertia-reel seat belts to the near-side wheel box. The exterior of the body was treated to a thorough going over with 'T-Cut', courtesy of my wife, followed by a good wax polishing. A snorkel was also added at this point, and then a major service was completed, including a replacement timing belt kit because I didn't know when the last one had been done as there was no service history available. To aid visibility, particularly at road junctions I



fitted small fixed windows at the front of the body side panels - a huge improvement and not difficult to do. Many other minor items were attended to during this time. One item I have yet to make a decision on is what to do to the suspension, so I will wait until I have used it a little more, particularly in trials, before coming to a conclusion.



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Anyway, getting back to the trial! I arrived at Badwell Ash, which hadn't changed much since I was last there, and set about preparing for the event by removing all heavy and loose items from the interior, reducing tyre pressures etc. During the time I had been away from the club a lot of rules had changed so I had to pre-fit a bridle at the front and a tow-rope at the rear and have the vehicle thoroughly scrutineered, which was recorded, before being allowed to sign-on. The usual drivers briefing was given and then it was off to the first section of ten that the Clerk of the Course had set out. I approached the section and just as I went to attempt it the marshal suggested that I "might like to fold the door mirrors in". I'm very grateful to him for reminding me of something that I should have remembered in my preparations. I did say I was getting old! I did manage to complete the section without penalty. A feat that was repeated on some of the other sections although some were not so successful, but I really can't remember which was which. What I can say is that all of the sections were absolutely first class. Michael had made really good use of the available terrain using mud and water holes, inclines and tight turns to make challenging obstacles without any risk of major damage to the vehicles. The day flowed really well and when the occasional mishap occurred and someone needed to be recovered it was handled quickly and efficiently without any fuss by the marshals or another driver.

At the end of the day all the scores were added up and results announced. I was in class two and the scores were read out in reverse order. I had no idea how I had performed so when the positions were given my name was not called so I thought they had missed my score card. This was because I had won the class so my name was read out last. Believe me no-one was more surprised than me at this result after such a long lay-off.

A lot of hard work went into preparing and running this trial and I would like to thank the Clerk of the Course and all his marshals for a splendid event and for making my return to trialling so welcoming and enjoyable.

Fred James



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TYRO CCVT at Newbourne 26/9/15 Results

Well done to all who took part in the TYRO, it was great to see so many new faces competing. The youngsters all did well and the setting proved enough to keep everyone on their toes! The introduction of a 'Trailer' Class also added some new interest (more on this next month!).

Trailer Class		
1st	Tim Dyer	40pts + 1s
2nd	Brian Welburn	57pts
Class 2		
1st	Mark Hitchings	15pts
2nd	James Whitting	18pts + 2s
3rd	Nick Fleming	27pts
4th	Chris Boone	30pts + 5s
5th	Holly Middleditch	31pts
6th	Amy Berwick	34pts + 4s
7th	Ed Fleming	35pts
8th	Steve Bradnam	35pts + 6s
9th	Hannah Jeff	52pts + 5s
10th	Martin Best	56pts + 3s
11th	Jack Myers	59pts + 3s
12th	James Bradnam	62pts + 2s

A Note From the Henham Show!

Dear All SLROC members,

Just wanted to thank you all for all the birthday wishes I received last Sunday at the Henham Rally, especially the totally unexpected card signed by those who were there. I have to say that it wasn't the way I would normally choose to spend my birthday but I really did enjoy the day and so did Kai. Especially the fire engine rides and giving his commentary from the front seat. Thank you all for always making him feel so welcome and part of the team.

Hope you enjoyed the cakes, I suspect you did as they all disappeared by the end of the day!

See you at the next one in 2016

Very best wishes...Annette White



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The Rambler and the Green Lane Man.

A light hearted tale by Robert Fraser

Alison Parker and her husband Brian had been walking all day with their group of friends in Mid Wales. This had been a long awaited trip organised by the Bedford Ramblers Association of which Brian was the president. Nordic walking sticks, ruck sacks, Thermos flasks and sandwiches were strictly the order of the day, not forgetting of course, the trusty Ordnance Survey paper maps!

To say they were prim and proper would be an understatement, Brian had been in insurance all his working life and Alison was an English teacher at the local Comprehensive. Respectable professions for respectable people, who lived in a respectable neighbourhood where razor sharp striped lawns were an unwritten law!

Somehow the party had gotten lost, unheard of in rambling circles. This had caused Brian to become very irritated and had blamed it squarely on his wife, and to make matters worse it had now started to rain.

"I think we're on a route known locally as Strata Florida" Alison said in an optimistic tone.

"If I had wanted to go to Florida I would have got on a blooming plane!" barked Brian, "I thought you could read maps."

'Florida!' thought Alison, 'if only.....'

Behind them could be heard the sound of motorcycle engines, getting louder by the second.

"Perhaps we could ask them where we are?" piped up one of the group. Brian stopped in his tracks and gave the woman a filthy look. "Just a thought" she quietly replied.

The two trail bikes were now upon them and made their way past the group who moved to one side to allow them to pass, all except Brian of course. This forced the bikes through a large puddle which consequently splashed water over Brian. With engines revving and the second rider gesticulating a very rude hand sign they soon disappeared out of sight.

"Bloody idiots!" shouted Brian, "should never have done away with National Service!"

"Or hanging" smirked his wife, trying unsuccessfully not to laugh.

"I might have known you'd find that funny!"

The party of ten ramblers trudged on, the rain now lashing down and the light starting to fade. Another ten minutes passed before once again the sound of engines could be heard coming up from behind, not the fast revving sound of small motorcycle engines, more the deep drone of diesel engines.

"More bloody idiots!" Brian could be heard to curse.

A convoy of five Land Rovers, headlights blazing approached from behind, it was like a scene from Close Encounters of the Third Kind!

Dave was heading up the little convoy in his somewhat battered old Discovery. He'd been into Land Rovers longer than he cared to remember and was well liked by all in the Suffolk Land Rover Club. As he came up behind the column of walkers they began to move to one side, they all looked very wet and miserable.

"Ramblers ahead" he called out over the CB radio, "take care as you pass them."

"Can't we run them over?" someone replied!

"I've got an idea" replied Dave, "all stop."

Dave's car stopped adjacent to Alison, her husband of course had decided to walk very slowly along the middle of the track. Dave rolled down his window.

"Would your group like a lift to the next village?" he asked.

"That would be nice" replied Alison, "have you got enough room for us all?"

"I'm sure we can squeeze everyone in."

"Be on your way" said Brian who was now walking towards Dave's car, "we don't want any help from the likes of you."

"You speak for yourself" called out another of the party, "we're all wet through, cold and fed up!" One by one the ramblers got into the Land Rovers, all of course except Brian.

"I forbid you to get in that car!" bellowed Brian at his wife, who was just about to get into Dave's Discovery. Alison glared back at him, he had never spoken to her like that before.

"I'm getting in this car" she replied, "and if you've got any sense you'll do the same."

Dave's friend Mark obligingly moved into the back seat so that Alison could benefit from the car heater, she looked at Brian for a moment, then got into the old Discovery and shut the door.

"Fine!" said Brian, and in a Basil Faulty like manner hopped to one side and began to wave the convoy of Land Rovers on. "Don't mind me, I'll be just fine!"

"Don't be a fool man!" Dave tried to reason with him, "you could die out here on your own."

"Just leave him!" said Alison, "he's so stubborn, he won't change his mind, drive on."

"As you wish" Dave put his car into gear and as he moved off he called over the CB "wagon's roll!" The little convoy moved past Brian who steadfastly ignored them, as the last Land Rover passed him the driver rolled down his window and gesticulated a very rude hand sign!

Alison sat in silence warming herself from the car heater. After awhile she looked around the car and noticed that Mark had dozed off on the rear seat. There were lots of odd looking things in the back of the car including what looked like a boat anchor and a pair of large boards that looked like toasted waffles that people had for breakfast! Her attention was then drawn to the electronic map fixed to the dashboard.

"Are these any good?" she eventually asked.

"Would not be without it" Dave replied and pointed to the screen. "See that blue dot, that's us, can't get lost with one of these."

"It's a good thing you were here, we were well and truly lost."

"We're running behind actually" Dave explained, "Stella got a puncture and Simon's Ninety busted a UJ, luckily Mike had a spare one, but it cost us a couple of hours to fix it."

"So your day didn't go to plan either." Alison wondered what a UJ was.

"Are we there yet?" some one chuckled over the CB.

"Just a couple of miles to the road" Dave said to Alison, ignoring the CB. "Then we'll soon be at the Red Dragon, that's where we are all staying tonight."

"We're all booked in at the Elan Valley Arms." Alison replied.

The little convoy of Land Rovers bumped its way along without further incident and eventually joined the tarmac road.

"What about Brian?" Dave asked her, "will he be all right, we can wait here for him if you like?"

"He'll be all right, he always is" she replied, "this isn't the first time he's behaved like this and it won't be the last."

"Are you sure?"

"I'm fed up with him and don't care!"

Dave didn't seem convinced.

"He's got about an hours walk ahead of him, provided that he doesn't get lost again." Alison assured Dave. "It might be raining but it's not particularly cold and he's wearing a very good waterproof coat.....he'll be fine!"

"If you're sure?" asked Dave and set off with the other Land Rovers following him. Ten minutes later they arrived at The Red Dragon. The rest of the walkers insisted that they would arrange their own transport to the Elan Valley Arms and the least they could do was to buy their hosts a drink. In no time everyone was seated in the bar enjoying some much needed liquid refreshment, the inn keeper having arranged for the local taxi company to send out a minibus.

Dave and Alison sat together at a small table, they seemed inexplicably drawn to one another, she gulped down the last of her hot coffee.

"That's better!" she exclaimed.

"You look like you could do with something stronger to drink" suggested Dave.

"Perhaps a small sherry?"

"Why don't you push the boat out?" replied Dave, "I reckon you would rather have something a little more exciting."

"When I was younger I used to drink Rum and Black" she answered, "until Brian came into my life." Dave went to the bar and was soon back with Alison's drink and another pint of lager for himself.

"Do you do these little outings often?" She began to flirt.

"We arrange a few every year" came the reply, "would you like to join us?"

"I'd love to, but Brian would go berserk!"

"Taxi's here!" called out the inn keeper. Alison downed her drink but was reluctant to get up. Dave hastily scribbled something down on a piece of paper.

"This is the club's webs site" he said handing her the piece of paper, "should you find yourself at a loose end, perhaps you could take a look?" They both stood up and looked at one another.

"Good bye Alison." She went to go but instead kissed Dave on the cheek.

"Good bye Dave, and thanks for all you have done." She turned and left the Red Dragon along with the rest of her group.

Needless to say Brian got back to the Elan Valley Arms. In the following days Alison sadly left Brian, a few more weeks went by and one night she decided to look up the Suffolk Land Rover Club. There was a green lanning trip being organised that weekend, and the club was looking for more people to come along. She lost no time in responding.

"Have you got room for a passenger?"

"Always got room for one more!" came Dave's prompt reply.....

And they lived happily ever after :)



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26 Countries... 26000 miles... Zero Punctures! - Part 32

Day 169 18/5. Roys Rest Camp, 56km north east of Grootfontein, Namibia

19°14.51'S 14°29.45'E. Miles today 124, Total 16228

As the embers of last night's fire were still hot enough, we made tea and toast for breakfast and set off towards Grootfontein to camp at Roys Rest camp, (€5.50 pp) where we had stayed 3 years ago. It was just as lovely as we remembered, only a lot busier. We swam in their pool, chatted to the locals and sipped Gin and Tonics in their rustic African bar. They sell a special biltong (dried meat) here and I can well recommend it. Only they call it "Kat Drolletjies" which means Cat Poo in English. Yikes.

Day 170 19/5. Bush camp, B8, 0km east of Rundu, Namibia

17°56.43'S 20°21.89'E. Miles today 160, Total 16388

After a slow start (possibly those G and T's were to blame?) we carried on further north and found ourselves back in real Africa again. Cows, goats and donkeys wandering across the road, no more houses - only reed huts and plenty of happy, smiling locals. We bush camped somewhere in the bush again for the night.

Day 171 20/5. Ngepi camp, 14km South of Diviundu, Namibia

18°07.03'S 21°40.21'E. Miles today 88, Total 16476

It was just a short drive today towards the Caprivi strip and we stopped to check out Ngepi Camp on the Okavango River. It is quite pricey to camp (€7pp) but such an idyllic spot, we just had to stay there. There's a fantastic floating pool in the river, with hippos and elephants all around you, open air loos, showers and baths and a great restaurant and bar! Needless to say, I took a bath with the most amazing view of the river with hippos grunting in front of me and elephants playing on the river bank. We met a lot of very interesting travellers and sat chatting on the sun deck for sundowners. With our campfire cooking skills becoming more and more creative, we managed to whip up a pizza on the fire. Flopped into the roof tent after a wonderful day. Africa Rocks!



Day 172 21/5. Hippo Lodge, 7km east of Katima Mullilo, on banks the Zambezi river, Namibia

17°29.79'S 25°00.00'E. Miles today 204, Total 16680

After a wonderful lazy morning enjoying the campsite, we drove on further to Katimo to pick up some basic supplies in the very crowded OK supermarket. We had heard about these houseboats that you could rent on the Okavango river nearby and so went to investigate. Sadly, they were beyond our budget for an overnight cruise but they were willing to take us on a sunset cruise for €11 each. We opted to stay at the nearby Hippo Lodge, which was cheap, the gardens were magical and the staff were super nice. The houseboat picked us up right on the banks of the river outside the lodge and provided us with a fabulous river trip, ice cold beers, the most spectacular sunset so far and of course, a whole lot of hippo watching. Incredible.



Day 173 22/5. Namibia-Zambia border post

**17°82.64'S 24°17.74'E.
Miles today ?, Total ???**

We are off to Zambia today, just another border crossing. No problems leaving Namibia, it was way too easy actually. Almost too good to be true.....

Summary of SLROC Committee Meeting.

Date: Wednesday 1st July 2015 – 8pm

Apologies – Tim Alden

Attendees – Gareth King, Jack Myers, Michael Whitting, Andy Jeff Chris Finbow, Pat Corps, Simon Bareham, Hannah Jeff

Notes from previous meeting

SB - Proposed

PC - Seconded

Actions from previous meetings

6th May 2015 Certificates of competence for winning – **PC Ongoing**

6th May 2015 AJ to put articles in Nooze about chosen charities (Greyhounds outstanding). **Ongoing**

6th May 2015 CF Forward on Greyhound email to **AJ Ongoing**

3rd June 2015 Clarification about Jate rings. What is acceptable. Nooze Article - **PC Ongoing**

3rd June 2015 JM T Rex autopsy article **Ongoing**

3rd June 2015 CF Suffolk Show off road course to be top soiled by organisers. Should stop dust. **Ongoing**

3rd June 2015 CF See-saw to have additional welding for strength. **Ongoing**

3rd June 2015 Land Rover Factory tour. **JM** to organise. **Ongoing**

3rd June 2015 MW Setting up competition at Badwell Ash **Ongoing**

Membership

Total Membership: 309

Made up of:

Full 193

Joint 85

Junior 31

Finance Report

17376.70 Total in account

6604.42 Club money

10772.28 Charity money

MW/JM to find out how much money has been raised for charity over recent years

Club shop

Sales £230.50

Float £107.10

Outstanding orders £146.50

Club Site

GK to change site padlocks. 2 locks and 12 keys.

GK to check and modify black course to allow it to be driven backwards. Also check yellow course for same reason.

DR has completed the handover to GK and is now able to finally step down from the committee.

Website & Social Media

500 likes on Facebook

New photos are being prepared for major update on the galleries section of the web site.

Nooze

210 copies of Nooze ordered.

Articles for Nooze required.

Shows & Events

Henham organisation continues and is looking good.

LRO currently saying only 5 vehicles per stand? SB Investigating.

Show trailer is coming to the end of its working life and needs replacing.

Public relations

Site signs need amending to mention 'beware young children'

Decision needs to be made for traders attending open day. Main dealer possibly bringing vehicles?

Highways Agency have no problems with roadside signs for the open day.

Safety and Training

Two more marshals have been trained.

PC - Need to advertise for next winch training day.

Competitions

9 pre booked for the Badwell Ash trial

Correspondence

Nothing to report

Club shop

MW to speak to DM about club shop accounts coming under finance umbrella

IOPD

Subscriptions need paying in December

Chat from the chair discussion

Thanks to Dan for his help on the committee

Ask about replacement trailer.

Looking to reverse the black course.

Maintenance on the course has been completed.

Any other business

None

Meeting Closed at 10:12 PM

Next meeting to be held on Wednesday 5th Aug 2015 at the club site.

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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CLUB SHOP

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clubshop@slroc.uk.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.

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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Benefits available include:

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