



November 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

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

Or email me at:
nooze@slroc.uk.com

COPY DEADLINE:

15th of the preceding
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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

Fantastic to see that even new
Landrovers are put through
their paces at SLROC.

Nooze News!

Brrrrrr...Dark evenings and cold wet days.

Winter is now truly upon us.

The ground that has been baked all summer long is
getting wetter and wetter and slowly turning to
mud.

But that's a good thing right? At Newbourne, the
club site is turning into it's normal winter paradise
of puddles and porridge and before you know it,
that once easily drivable black course will be a
challenge for all but the most competent of Land
Rovers and their drivers - let the winter fun
commence!

And whilst we can't all make it to Newbourne for a
multitude of reasons, we can read about what's
going on with the club at Newbourne and indeed all
over the county and country here in Nooze.

In this months issue, as well as results and write
up's from some of the recent competitions held by
the club, there's also an invite to the up coming
winch trial at Snuggs Pit - always a topsy turvey
affair, and an explanation of the recently
introduced 'Trailer Class' into trialling. And whilst
we are mentioning invites, don't forget about
Children in Need Driving day and the end of year
Mince Pie Driving day, further details inside.

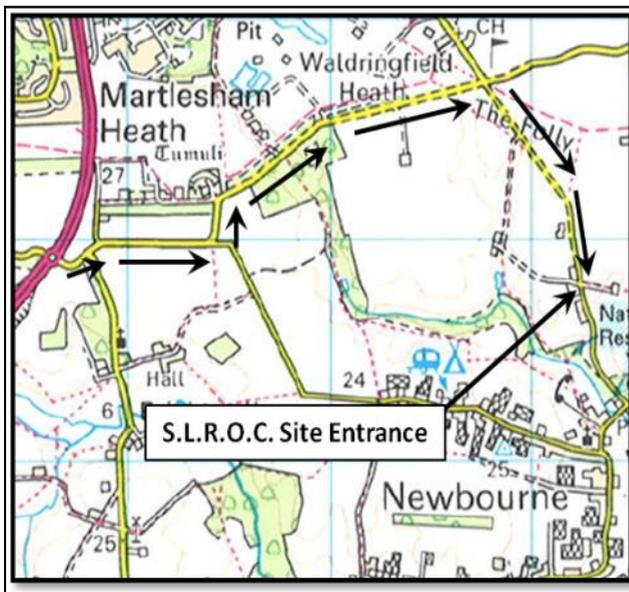
We also get a rubbish account from a recent trip
that Fred made to Great Balkenham - you'll see
what I mean.

It's sad to say that for another month, I've had to
leave out the next instalment of 'Tales from
Wales' (we'll be made another trip before I get
around to finishing the story at this rate), but the
good news there is that means you're getting
involved and sending in your own articles to include
here in Nooze. Just don't think that we're rolling in
spare things to print, we're not, so keep on sending
things in we'd love to hear and print your stories

All the best...

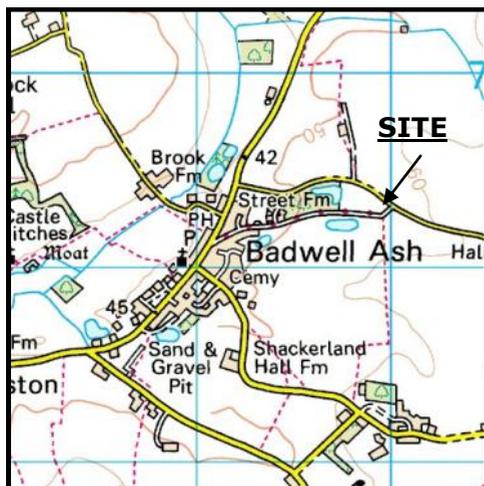
Andy.

Directions to the Newbourne club site



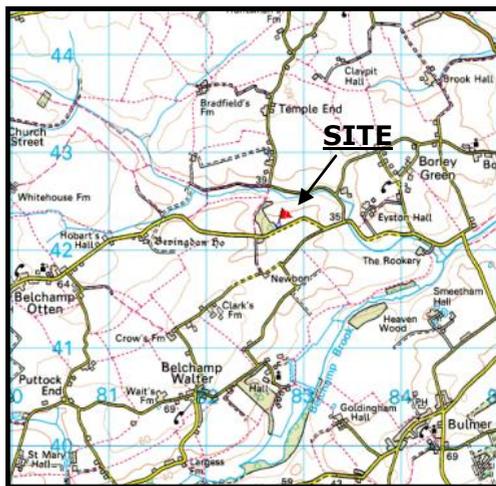
The club has its very own off-road driving site which we use monthly for weekend events, and competitions. The site is situated to the east of Ipswich, near to the village of Newbourne. Strict rules must be adhered to when using the site, to protect the safety of all users. Please keep your speed down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

First off apologies for the lateness of Nooze this month, I was very late in getting my chat from the chair in, Sorry Andy!

So as we continue to barrel towards the end of another year, autumn is well under way with the vibrant colours of the trees, the shortening of the days and the final element, the changing of the clocks. But, no sooner have we started autumn then begins the speculations on just how severe this coming winter will be! And this year is no exception! According to a number of sources this year will be the "Coldest winter for 50 years", "months of heavy snowfall", "a repeat of the winter of 1963". Well so much for global warming! Who knows what sort of weather we will actually have but it's a good time to give out the usual reminder to make sure you and your vehicle are prepped for the months ahead. Usual points like anti-freeze, tyres, lights, etc as well as checking the sort of kit that alot of us carry eg: Torch, waterproofs, warm clothes and some food and drink. But also think about keeping an eye on the daily forecasts and if needs be, give yourself a bit more time in the morning to deice or de-snow and get the heaters on to clear the windscreen. Now I know that many of us have heaters that resemble an asthmatic mouse blowing through a straw, but, take that into account, there's nothing worse than seeing an oncoming vehicle crawling down the road with a pair of wide eyes straining to see through a letterbox size patch of clear windscreen. Remember (and I've checked) Police will prosecute, if your windows and roof are not cleared of accumulated snow and if you can't see clearly enough to see hazards around your vehicle. So remember be safe out there.

It's a little way out but remember to save the date for this year's Mince Pie driving day, Sunday 27th December where once again we will be presenting our donations to this year's charities. We were very late in confirming our charities for 2015 and so in order to allow us to be better prepared for 2016 could I ask you all to have a think about which charities you would like to see the club support next year. As always we ask that they are local charities that give support to those living in and around Suffolk. All nominations should be sent to the Club Secretary (secretary@slroc.uk.com) and the committee would like to discuss and make a final decision at the March committee meeting ahead of the AGM. This will allow us to be much better prepared for the start of the Show season in April.

Well that's all from me for another month!

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>
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**

Children in Need Driving Day – 22nd Nov.

As some of you will know, every November Driving Day as a club we try to raise a bit of money for BBC's Children in Need, and this year is no different; it's time to embrace the Pudsey spirit again

Traditionally there have been a few buckets floating around on the day for donations, and we will also be heavily encouraging you to have a quick rummage in your pockets if you happen to need a marshal recovery on the day!

The normal raffle will run at lunch time, all funds raised from this will go to children in need. I'm also hoping to run a small cupcake sale, running again on the principal of donations.

The main theme for this year is 'be a hero', so I'm not asking you to dress up in a costume (though I also wouldn't stop you if you felt like it) but by dropping a few pennies or a few pounds in one of our buckets you could make a difference to a child's life and you could be their hero.



Please help us support Children in Need this November by taking part in our fund-raising activities!

The Addition of a Trailer Class to Trialling

Some of you will have noticed the addition of a trailer class to the TYRO Trial that was held in September. Trailers can now be towed in their own separate class in TYRO CCVT's. All of the normal rules apply, no extra shunts are given, it's just an added level of difficulty to keep you entertained!

Trailer Specifications:

The trailer must have been designed to be used off road, most commonly seen is the military styled Sankey trailer. This must be attached to the vehicle by a fully functioning NATO hitch, which includes it being able to swivel so it articulates with the car while off roading. These are the rules that the MSA have given us permission to run under, therefore meaning any vehicle and trailer not adhering to this will fail scrutineering.

For those of you that this has got your brain ticking and eager to try a new way of trialling, the next TYRO trial you need to prepare yourself to get ready for will be at the beginning of February.

Hannah Jeff
Competition Secretary

Single Vehicle Winch trial – 29th November at Snuggs Pit

Snugg's Pit is a heavily wooded site has much to offer drivers who enjoy powering up long hills and dodging between trees, there's also open areas of soil heaps and stream. With trees at every turn this is a fantastic venue for this type of winch event.

Each team will consist of two team members and one vehicle, the trial will be run in two classes "Class One" for trucks with multiple winches and additional traction aids and "Class Two" for vehicles with single front mounted winches and no additional traction aids.

Pre Booking for this event is via the Club Forum or compsec@slroc.uk.com. Remember pre-booking entrance fee £25 or arrive and drive £30, please remember ALL competitors must be club members (although you can sign up on the day).

Day will begin at 9am for Scrutineering, followed by a prompt 10 am start (no late entries sorry) and be prepared for a full days winching aiming the finish at around 4pm.

Hannah Jeff
Competition Secretary

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Tyro Trial 26/9/2015

I'd like to take this opportunity to thank everyone at the club who has a hand in running events for the benefit of people like me. I really enjoy the relaxed competitiveness of events, and certainly appreciate the hard work that goes into the organisation. Sincere thanks must go to Michael Whitting for setting out the course on this occasion, and also to



the merry band of marshalls and spotters on the day.

My previous tyro history is potted with partial successes and failures, notably because I think I lack any form of competitive backbone.

I tend to view events like this as an opportunity to just have some fun, and with Rob Heather as my co-driver that was guaranteed!

During the past year, my attendance at club events has been scarce due to a busy home and work life and in no small part due to my Defender 90 being in bits for a lot of the year.

Immediately prior to the tyro, I had rebuilt the front end with new stub axles, bearings, discs, pads etc and fabricated a snubber for the turbo pressure pipework. I had also taken the opportunity on the Thursday before to "tweak" the turbo vane position stop to close in the vanes a small amount, to bring in boost a little lower in the rev range. (Please note that the engine tuning is an ongoing project and until the fabrication of the snubber, I had the boost and the vane position wound down to a very mild state.) With fingers crossed, the drive to Newbourne was the first road test.

I arrived at the site just grinning, the noise from the intake, and the improved boost cut in point, (turbo starting to produce boost at around 1600-1700rpm), did much to lift the spirits.

I was confident scrutineering would not be a problem, although the handbrake hill test has been a problem in the past due to a poorly functioning X eng handbrake. On the day all seemed to be working, so through we went.

I felt that my trial driving skills were very rusty, especially with the 90 having been off the road for so long, and I was looking forward to the day as a testing circuit for the latest mods to the engine.



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My aim is eventually to achieve turbo boost from just off tickover through to approx. 4000rpm without turbo stalling, so I was keen to see how the engine performed in low range under trial conditions with the recent tweaks.



Rob and I always walk the course

before we drive, and try and work out a "line". We've learnt a thing or two from fellow competitors in the past, and the philosophy of how to drive the gates is maybe beginning to sink in.

Whilst we like to have fun, and certainly don't take ourselves too seriously, we do like to get further than the first set of canes, so we sort of work out a plan, and then concentrate on the driving. Rob gives very detailed and precise directions and feedback, which works really well for me, and I do my best to listen to what he's saying.

My rusty driving showed itself in the first two sections where we picked up a 5 and a 6 successively.

We surprised ourselves on the third section with a clear round, and then hit a 2 on the fourth.

On the fifth, (at the start of the mud run on the black course), I pulled away, (by mistake), from where we were parked, in 3rd low, and commented that we'd better not do that through the first gate as it was at the bottom of a steep drop down the bank to the second gate.

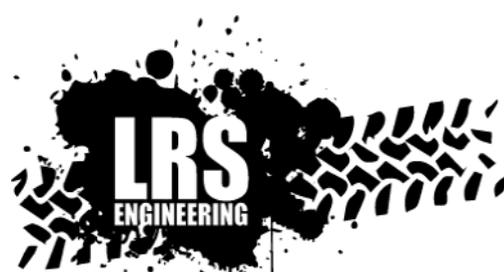
So carefully selecting low first....we pulled away in low third, (again by



mistake), and roared far too fast down the steep slope careering sideways towards the second gate.....

Thankfully I managed to regain control and we amazingly missed the canes through the second gate and roared uphill through the third.

We carefully negotiated the axle twisters at the top of the hill through the final two gates to run a clear section again.



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Section six was a tricky section, and we could see our fellow competitors struggling to get up the steep climb for gates 3 and 2. It seemed that those that struggled just didn't have enough momentum.

Our strategy was if we cleared gate 4, then we'd change up to 2nd low, get our line in, and floor it up through gates 3, 2 and 1.

Quite amazingly we cleared through to gate 4, lined ourselves up, changed gear and hit the loud pedal. With the sunroof and windows open we were drowned out by the roar of the intake, and with both of us laughing we flew up the incline.

We were so enthused by the fun of it, it was only when we stopped at the crest, we realized gate 1 was to our right and we'd flown right past, forgetting it was even there!

As I got out of the drivers seat laughing, I could see the other groups over on the white course watching and obviously wondering what we were up to.

It was hilarious fun, and again we were surprised to get through the section with just a 1 scored.

Section seven we picked up one point again after failing to get a hub through the final gate, missing it by about 4".

On a roll now and thoroughly enjoying ourselves, we cleared the final three sections 8, 9 and 10.

I hadn't been keeping score through the day, so had no idea as to how we may have performed.

I'd been watching the other drivers in our group and seen a few points picked up here and there, but was oblivious to what was happening in the other group. I was conscious that in previous trials, drivers such as Tim Dyer, in his 110, Rob Ford, in his 110, and Hannah Jeff, then in her 90, had breezed through everything and made it look so easy, as I struggled..... and so expected to be somewhere near the middle to rear of the pack.

However on this occasion, it really was a genuine surprise to win, made all the more pleasant by the laughs along the way. Looking forward to the next one.



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Results - Ladies Tyro October 24th 2015

1st	Nicole Broadley	10 pts
2nd	Tracey Hannet	15 pts
3rd	Holly Middleditch	16 pts
4th	Cathy Jeff	18 pts
5th	Ellie Johnson	22 pts
6th	Hannah Jeff	29 pts
7th	Amy Berwick	44 pts





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A Waste of Time - Or - Time for Waste

Over the last couple of years Wendy and I have been watching, with a great deal of interest, the building of the 'Energy From Waste' complex at Great Blakenham, as we live quite close to it. This facility finally opened in January 2015 and recently we had the opportunity to visit it for a guided tour, where we were made to feel very welcome and the whole operation really impressed us both.



This project became necessary to solve the county's problem of escalating amounts of domestic waste, and the mounting costs of sending it all to land-fill. The proposal to site the incinerator at Great Blakenham had met with considerably fewer objections than other Ipswich based sites and certainly much less concern than had been experienced with a similar proposal in Norfolk. The main concern from local residents was more about increases in traffic and much less about the possibility of noxious fumes and smoke from the burning process.

Our visit started with a detailed explanation of why the facility was built, followed by some health and safety information. Our guide then described the process by which the waste is handled and incinerated and the safeguards which are in place to protect local residents and the environment from harm. We were then shown around the visitors' centre which is very modern and particularly suited to visits by school parties to do project work. From this point you can view the constant stream of refuse trucks arriving and discharging waste into a closed receiving area.

The tour started with everyone in the group donning hi-vis jackets, hard hats, safety glasses and gloves. We were then shown into the sophisticated control room from where emission gases are constantly monitored. Through a huge glass wall, two computer controlled grab cranes can be seen which thoroughly mix the waste to aid even burning during the incineration process. Two further cranes then load the waste into hoppers on its way, via feed chutes, into the furnaces. Moving grates pass the material through the furnace to first dry and then burn it at temperatures of around 1000 degrees C. It was very exciting to be able to stand right outside the furnaces and look through glass viewing panels at the burning waste less than a metre away. The resultant hot flue gasses are then fed through a boiler transferring the heat to water in the boiler pipes, converting it to steam. This is then piped to huge steam turbines which drive generators capable of producing sufficient electricity to run the entire plant and export enough power, through the National Grid, to supply up to 30,000 homes. The steam is then condensed and returned to the boiler in a closed-loop system.

The burning process creates several residues which are rigorously controlled. Combustion gases are filtered and sprayed with urea and lime to neutralise any pollutants. The levels of these emissions are checked at the base of the chimney and should this monitoring system fail, or the levels exceed prescribed limits, the facility will automatically shut down. The emissions are also independently monitored by the Environment Agency.

After incineration what remains is known as 'bottom ash'. This is fed onto a conveyor belt where ferrous metals are removed by powerful magnets and non-ferrous metals ejected using an eddy current system, which literally throws the metal articles from the belt into large bins. These metals are then recycled. The residual bottom ash, amounting to approximately 70,000 tonnes annually, is then graded and transported to other sites for crushing and used in road building. Another by-product of the incineration process is fly-ash (also known as 'air pollution control residue'). Because this contains high levels of lime it is difficult to do anything with at present so it is pumped into sealed trucks and sent for land-fill although it may eventually be possible to make it into masonry blocks. The operators of the site are contracted to achieve a 94% avoidance of land-fill and this fly-ash is the remaining 6% at present.

The facility cost £180 million to build and is capable of processing 269,000 tonnes of waste per year and, at present, can handle all of Suffolk's non-recyclable domestic waste. Some commercial waste is also accepted, and it is estimated that 'energy from waste' will save £350 million when compared to land fill costs.

The whole facility is operational twenty four hours a day and run by a team of only forty-seven staff, closing down for just short time each year to allow for plant maintenance.

Given the nature of what goes on there two things became immediately obvious during the tour. The first was the total lack of litter or rubbish anywhere on site (except that which was being delivered for processing) and, secondly, there were none of the unpleasant odours which are so familiar at the old-fashioned refuse transfer-stations. Additionally, it was very pleasing to see the vast amount of effort that is continually being expended to keep the site as safe and as healthy as possible for both staff and visitors, and for the protection of the surrounding environment.

Wendy and I spent a very interesting two and a half hours at the site and if you are at all interested in what happens to your household waste, or indeed, would like to see a very modern plant in action I would thoroughly recommend a visit to the Great Blakenham 'Energy From Waste' facility. Maybe a club visit could be organised one evening if there is sufficient interest.

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26 Countries... 26000 miles... Zero Punctures! - Part 33

Day 173 22/5. Cholwe camping, Livingstone, Zambia 17°51.44'S 25°51.33'E. Miles today 136, Total Miles 16816

After I narrowly managed to avoid getting arrested for trying to use my South African passport to enter Zambia, Rob was having his own battles with the customs officials. They were insisting we pay some Carbon Emission Tax, which was \$40 for a 4x4 according to their notice on the wall. However, on closer inspection, Rob noticed that it excluded all vehicles on a temporary import, which is exactly what we are. They insisted that there was a "new" notice somewhere explaining that we had to pay. At this stage we offered to wait until they found it. A long story really but we waited for a very long time. I think the crunch came when they saw us preparing lunch in the car park, which suggested we weren't going anywhere in a hurry. They eventually called us back in and explained that they had decided to forego this fee with us. Whether this additional notice ever arrived by 'email' from 'head office', we'll never know but I certainly didn't see any computers. Driving into Livingstone, we found the camping ground at the Cholwe River Adventures. Queen, the receptionist was so nice and there was a great pool, fab showers and the sweetest Labrador ever. A few ice cold local Mosi beers at the bar and we were hooked.

Day 174 23/5. Cholwe camping, Livingstone, Zambia 17°51.44'S 25°51.33'E. Miles today 0, Total Miles 16816

Spent the day exploring the the town, changing some money at Mo Money (the best rate in town) and booking a few activities. We are going White Water Rafting tomorrow and are pretty anxious about it, especially after spending the evening at the bar listening to other travellers horror stories of their experiences.

I was doing OK until someone mentioned the Popcorn rapid that when you reach it, you all just pop out like popcorn. One at a time... pop, pop, pop! Excellent! Guess who didn't get much sleep then.

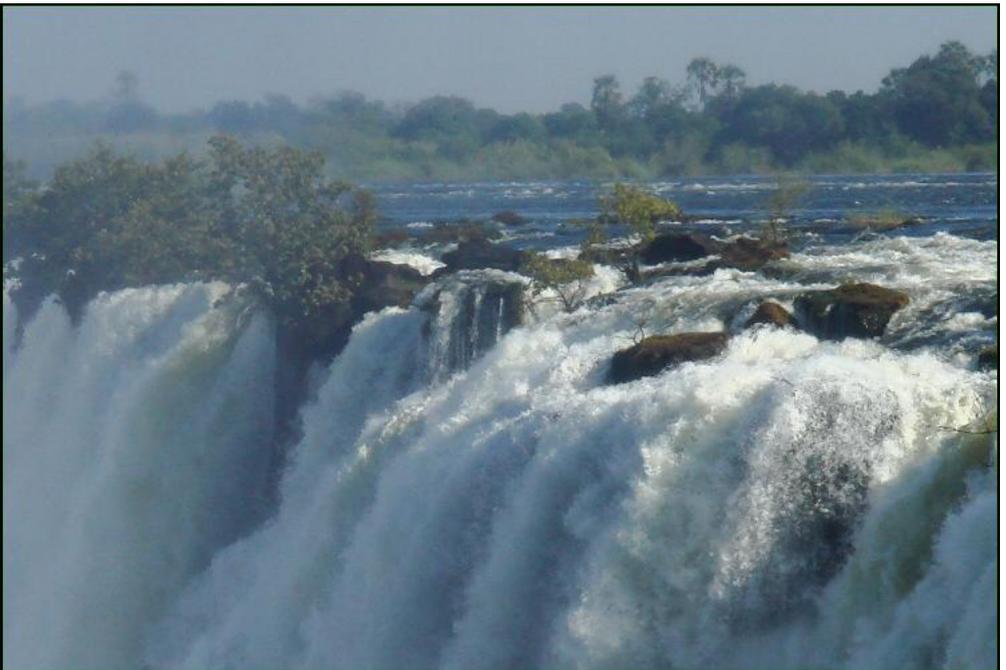


Day 175 24/5. Cholwe camping, Livingstone, Zambia 17°51.44'S 25°51.33'E. Miles today 0, Total 16816

After arriving at Bundu Adventures, we were met by our guide, who introduced himself, "My name is Potato," he said. "OK, here's your very unattractive red lifejacket and your equally unattractive blue helmet and if that's not enough to carry, here's your paddle." Now, we just had to walk down the long, incredibly steep gorge, which was pretty hard going. Not sure if what followed had something to do with six years of yachting and being in pretty nasty seas but the actual rafting turned out to be an absolute breeze. I think we were just lucky. We never flipped once and no one fell out. The waves weren't all that big at all. Still, big enough to make it fun though for a few hours though rapids number 14-25. Rob jumped off a 10m rock, swam down a rapid and broke a shoe. Then there was the long climb out the gorge. There is a cable



car but we decided to walk. I mean, how bad can it be? My advice here..."Take the flipping cable car!" Oh and eat before you leave. They say they offer breakfast but they don't. Drink plenty of water before. They don't offer any and you can't take anything with you in the boat. Also, you only get lunch after you've climbed up the gorge again. We celebrated our day's achievements with a very cool dinner at the Zambian restaurant just up the road. Excellent food and service, complete with oxtail, beef, fish and "nshima" (maize meal) all eaten with our hands. You sit outside on cushions while they bring you thick African blankets should you be feeling a little chilly. Fabulous!



Day 176 25/5. Cholwe camping, Livingstone, Zambia 17°51.44'S 25° 51.33'E. Miles today 0, Total 16816

We all woke up feeling scarily stiff. After lots of deep heat, we took a slow wander around the wonderfully impressive Victoria Falls, which were way more impressive than I ever imagined they would be. You get so close up and be prepared to get VERY wet! Awesome and very invigorating. We got back just in time to join the Booze Cruise along the Mighty Zambezi River. Watch out, the drinks flow fast, the crew are a great laugh and you WILL get drunk! The party continued well into the night back at the campsite.



Day 177 26/5.Cholwe camping, Livingstone, Zambia 22°33.76'S 17° 04.53'E. Miles today 31, Total 16847

A very slow morning followed thanks to last nights festivities but we had to eventually get moving to get Lisa to Livingstone airport, fighting our way through hundreds of American tourists all clutching their obligatory life size wooden giraffes. It was very special to have her with us and will miss her dearly.

Day 178-180 27-29/5.Cholwe camping, Livingstone, Zambia 22°33.76'S 17°04.53'E. Miles today 0, Total 16847

It's been a slow few days, Rob has taken the car to pieces and has been fixing the leak from the clutch master cylinder and re-adjusting the wheel bearings. Sanet, Frik, Queen and Leia (the Labrador) who run the joint have been so good to us and we have thoroughly enjoyed our stay here. I guess it's time to hit the road again.

Summary of SLROC Committee Meeting.

Date: Wednesday 2nd September 2015 – 8pm

Apologies – Andy Jeff, Tim Alden

Attendees – Gareth King, Jack Myers, Michael Whitting, 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 winching – **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 Done**

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

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

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

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

5th August 2015 SB to send **AJ** full membership spreadsheet **Done**

5th August 2015 GK to change site padlocks. 2 locks and 12 keys. **Ongoing**

5th August 2015 GK to check and modify black course to allow it to be driven backwards. Also check yellow course for same reason. **Done**

5th August 2015 LRO only 5 vehicles per stand? SB Investigating. **Done**

5th August 2015 Site signs need amending/replacing. **Ongoing**

5th August 2015 Decision needs to be made for traders attending open day. Main dealer brings vehicles? **Ongoing**

5th August 2015 PC Need to advertise for next winch training day. **Ongoing**

5th August 2015 IOPD needs paying in December. **Ongoing**

2 September 2015 PC needs to check fire extinguishers. **Ongoing**

2 September 2015 JM to investigate club calendar for things that need paying etc. **Ongoing**

Membership

Total Membership: 309

Made up of:

- Total 311
- Full 194
- Joint 85
- Junior 32

SB to order next year's membership cards.

Finance Report

£15706.19 Total in account

£4508.51 Club money

£11197.68 Charity money

Recent outgoings include costs for maintenance day.

Club Site

GK to organise another maintenance day at the end of the year.
Signing on shed needs to be repainted.

Website & Social Media

Nothing to report.

Nooze

Continue to need articles for Nooze.

Shows & Events

Organisation for club open day making good progress. May need to use additional field for parking

LRO show in progress.

Henham in progress.

JM to chat with CF about committee calendar.

Search for new trailer still in progress.

Public relations

Simon Turner was on Radio Suffolk talking about CBs

Safety and Training

PC to organise testing and servicing for fire extinguishers.

Competitions

Badwell ash ready to go. MW Setting.

Correspondence

Nothing to report

Club shop

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

IOPD

Nothing to report.

Chat from the chair discussion

Advert for ladies tyro

Last camp-over

Write up for LRO show.

Any other business

None

Next meeting to be held on Wednesday 7th Oct 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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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

Land Rover Insurance



Benefits available include:

- Agreed Value
- Club Member Discounts
- Limited Mileage Discounts
- FREE Legal Cover
- Off Road & Green Lane Cover
- Breakdown Cover

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