



**January 2016**

# **NOOZE**

**The Suffolk Land Rover Owners Club Magazine**



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# NOOZE

is the "mouthpiece" of the  
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SLROC welcomes any  
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Send your contributions to:

**Andy Jeff**

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

Or email me at:

**nooze@slroc.uk.com**

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SLROC Supports both national  
and local 4x4 response groups

### **Cover Picture**

First time solo - Daisy has a  
new driver at the wheel!

## **Nooze News!**

First one of 2016!

I hope Santa brought you whatever you wanted  
and if you've made (or are about to make) any new  
years resolution - **stick with it!**

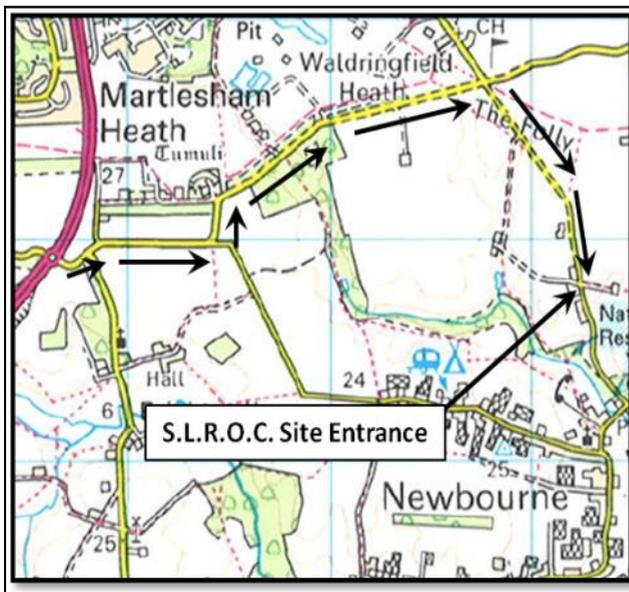
In this months issue Tim gives us another round up  
of Land Rover news from the press pulling in  
information from far flung corners as well as close  
to home. Jack recounts helping out on a film shoot  
of a totally Jurassic adventure where all you  
needed was a green oval to take part and he was  
rewarded for his efforts too! Also well done to all  
taking part in the Snuggs winch trial, the results  
are inside too! Of course Rob and Ally continue  
through Africa this month continuing through  
Zambia.

The weather is unseasonably warm at the moment  
so I had a trawl through the archive to find a  
reminder that it does sometimes get cold in these  
parts. The photo below that was taken after a  
particularly snowy drive around the block back in  
March 2013 - the last time we had decent drifts!

**Andy.**

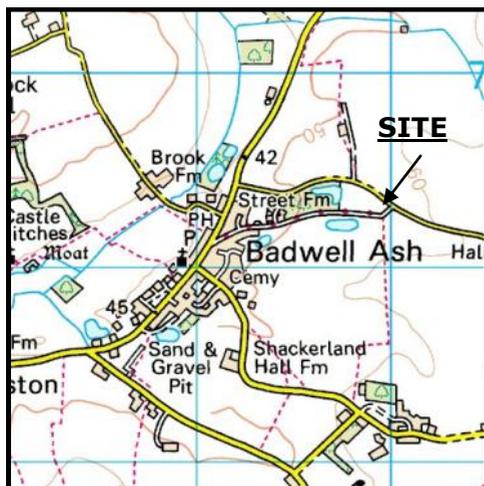


# Directions to the Newbourne club site



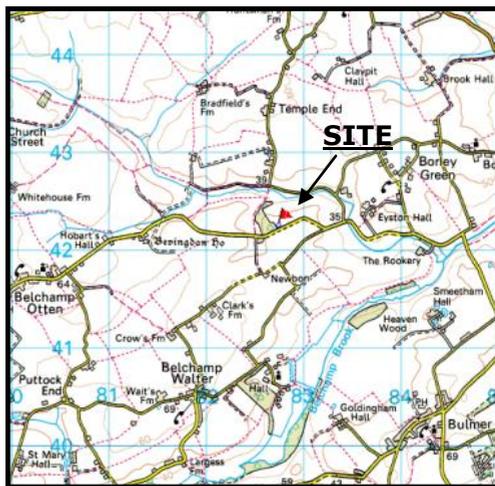
The club has its very own off-road driving site which we use monthly for weekend events, and competitions. The site is situated to the east of Ipswich, near to the village of Newbourne. Strict rules must be adhered to when using the site, to protect the safety of all users. Please keep your speed down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

Happy New year to you all and welcome to 2016 and another year here on planet earth. Christmas is done and dusted for another year, the days are already starting to get longer and I'll give it about 2 weeks before the first Easter eggs start appearing on the supermarket shelves! (Sigh)

A couple of months ago I wrote about how the Met Office were forecasting the coldest winter on record and expected huge volumes of snow. Well low and behold that now looks less and less likely, more likely the snow will be replaced by rain! And boy has it rained, as I write this the reports and footage of the devastating floods in Cumbria dominate the news and my heart goes out to all those affected. I know of a number of friends and work colleges that have gone up to Cumbria to assist wherever they can and I hope that all of those involved have somehow managed to find some time and somewhere safe and dry to celebrate Christmas.

Amongst all the news and social media coverage of the floods there has been a few reoccurring images that have caught my attention, mainly 4x4's in flood water and more often than not it happens to be Land Rovers (other marques are available it's just Land Rovers seem to be in the majority) . There were farmers trying to go about their daily lives, rescue teams and emergency service vehicles helping stranded vehicles and even images of an elderly lady being transported to dry ground on a Defender bonnet! One couple even used a Landy to get through the floods to their wedding venue. However there are a number of "every day" owners as well, who have managed to get themselves into real trouble. The two that stick in my mind are, a Gent in his fairly new Range Rover who was getting frustrated with not being able to get across a river as all routes were flooded. So at the next ford he decided to "go for it!" The resulting image was his vehicle wedged in the middle of a swollen river completely trashed. Second was a youngish guy and his mate who can be heard on the video footage saying "it's got a snorkel, I'll be fine it's not that deep!" (Famous last words!) a very short while later you can just hear the driver shouting over the noise of his mates laughter " Hurry up, its stalled . . . Its floating!" Thankfully in both cases all occupants were ok but the vehicles were not so lucky.

Now some of you may recall a few years back I found myself in a similar situation although in my defence I was trying to recover someone else! Never the less I learned a very valuable lesson, water and vehicles don't mix. Just because you drive a Land Rover (or any 4x4 for that matter) doesn't make you invincible. Driving through water up to the bottom of the wheel rims is generally ok, up to the hubs again ok but slowly any deeper you need to be thinking about breathers for axels and gearboxes, waterproofing electrics, etc. Also just because you have a snorkel doesn't mean water can't get into your engine, getting a snorkel and air intake system to seal properly is much much harder than you think. Also once you get water up to the bonnet level, the vehicle floating is a real possibility! Are you happy to flood the inside of the vehicle to keep the wheels on the ground (bear in mind Bonnet level is about the same height as the seats! In short if you really want to drive through any deep water, don't go alone, be prepared and if in doubt don't!

That's it from me for another month, here's looking forward to a great 2016.

Happy Landrovering, **Chris.**

# **EVENTS PLANNER 2016**

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

<u><b>When</b></u>	<u><b>Club Event</b></u>	<u><b>Where</b></u>	<u><b>Org</b></u>
Jan 24 <sup>th</sup>	Driving day	Newbourne	A. Jeff
<b>Feb 6<sup>th</sup></b>	<b>Day into Night CCVT &amp; Camp Over</b>	<b>Newbourne</b>	<b>T. Gant</b>
<b>Feb 7<sup>th</sup></b>	<b>Tyro CCVT</b>	<b>Newbourne</b>	<b>C. Finbow</b>
Feb 21 <sup>st</sup>	Driving Day	Newbourne	M. Whitting
<b>Feb 28<sup>th</sup></b>	<b>Single Vehicle Winch Trial</b>	<b>Snuggs Pit</b>	<b>H. Jeff</b>
March 13 <sup>th</sup>	Driving Day & AGM ( <i>12:30-1:30pm</i> )	Newbourne	C. Finbow
<b>April 3<sup>rd</sup></b>	<b>CCVT</b>	<b>Badwell Ash</b>	<b>H. Jeff</b>
April 16 <sup>th</sup>	1 <sup>st</sup> Training Day & Camp Over	Newbourne	P. Corps
April 17 <sup>th</sup>	Driving Day	Newbourne	TBC
<b>May 14<sup>th</sup></b>	<b>Novice Winch Trial &amp; Camp Over</b>	<b>Newbourne</b>	<b>B. Welburn</b>
May 15 <sup>th</sup>	Driving Day	Newbourne	J. Smith
June 11 <sup>th</sup>	2 <sup>nd</sup> Training Day & Camp Over	Newbourne	P. Corps
June 12 <sup>th</sup>	Driving Day	Newbourne	TBC
July 23 <sup>th</sup>	3 <sup>rd</sup> Training Day & Camp Over	Newbourne	P. Corps
July 24 <sup>th</sup>	Driving Day	Newbourne	TBC
<b>Sept 4<sup>th</sup></b>	<b>CCVT</b>	<b>Badwell Ash</b>	<b>M. Whitting</b>
<b>Sept 24<sup>th</sup></b>	<b>Tyro CCVT &amp; Camp Over</b>	<b>Newbourne</b>	<b>H. Jeff</b>
Sept 25 <sup>th</sup>	Driving Day	Newbourne	TBC
<b>Oct 22<sup>th</sup></b>	<b>"Ladies" Tyro CCVT &amp; Camp Over</b>	<b>Newbourne</b>	<b>C. Finbow</b>
Oct 23 <sup>th</sup>	Driving Day	Newbourne	C. Finbow
<b>Nov 6<sup>th</sup></b>	<b>CCVT</b>	<b>Snuggs Pit</b>	<b>A. Cutting</b>
Nov 20 <sup>th</sup>	Children in Need Driving Day	Newbourne	TBC
<b>Nov 27<sup>th</sup></b>	<b>Single Vehicle Winch Trial</b>	<b>Snuggs Pit</b>	<b>R. Lambourne</b>
Dec 27 <sup>th</sup>	Mince Pie Driving Day	Newbourne	G. King

**\*\*\*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**

# **EVENTS PLANNER 2016**

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

<u><b>When</b></u>	<u><b>Show</b></u>	<u><b>Where</b></u>	<u><b>CoC / Org</b></u>
March 20 <sup>th</sup>	Modified Car Show	Stonham Barns	A. Jeff
April 9 <sup>th</sup> – 10 <sup>th</sup>	Custom Car show	Stonham Barns	A. Jeff
30/4 - 1/5	Mid and West Suffolk Show	Stonham Barns	A. Jeff
June 1 <sup>st</sup> – 2 <sup>nd</sup>	Suffolk Show	Trinity Park	C. Finbow
June 18 <sup>th</sup> – 19 <sup>st</sup>	Vintage Rally and County Fair	Goodrich Park	N. Warden
July 2 <sup>nd</sup> – 3 <sup>rd</sup>	Country Fair, Wings & Wheels	Heveningham	R. Heather
July 30 <sup>th</sup> – 31 <sup>st</sup>	Land Rover Fest	Billing	N/A
Aug 7 <sup>th</sup>	Club Open Day	Newbourne	H+C+A Jeff
Aug 21 <sup>st</sup>	Classic Car Show	Stonham Barns	A. Jeff
Sept 17 <sup>th</sup> – 18 <sup>th</sup>	Henham Steam Rally	Henham Park	R. Heather
Sept 17 <sup>th</sup> – 18 <sup>th</sup>	LRO Show	Peterborough	S. Bareham

## **Results - SV Winch Trial Snuggs Pit Nov. 29th 2015**

A great and very busy day was had by all despite the cold and the biting wind. Good to see some new and returning members to the club competing in a very well set trial that tested all the competitors to the max!

<b>Class 1</b>		
1st	Sam Springett	3290 pts
2nd	Lewis Tayler	2800 pts
3rd	Matt Baldwin	1995 pts
4th	David Roots	1545 pts
5th	Matt Walker	1505 pts
6th	Paul Bone	1390 pts
7th	James Oxford	1135 pts
8th	Chris Oakley	1130 pts
<b>Class 2</b>		
1st	Buggs Eley	890 pts
2nd	Tim Dyer	795 pts
3rd	Phillip Graham	525 pts

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# Rover Round Up

By Tim Alden

I'm writing this on the day the 2,000,000<sup>th</sup> Defender goes on auction, so by the time you read it the vehicle in question will either be saved by a crowd funded group such that it can stay in the UK, or will have been snapped up by some other wealthy individual. No matter the outcome, charities such as the Red Cross / Crescent and the Born Free Foundation will benefit.



There was a nice video made to celebrate the event as well – for those interested, here's a link...

<https://youtu.be/GtzTT9PdI0>

Gingerbread Defender anyone?

As one line draws to a close, another line has been given the go-ahead. Plans for a new manufacturing plant in Slovakia have been given the go-ahead. Costing an estimated €1.5 billion, the new plant will employ 2,800 people and will contribute another 150,000 to 300,000 vehicles a year to those already manufactured in the UK, China, India and Brazil. Details are sketchy as to which models will be built there. When we recently attended a tour of the UK Defender line at Lode Lane, officials would not be drawn on the topic, but did seem to indicate Defender would be a UK produced vehicle.

JLR have seen a 27% year on year increase in sales. Interestingly, in a reversal of trend, the growth has come from Europe and North America whilst the Chinese market has declined. In November alone LR sold 38,500 vehicles, with growth mainly attributed to the new Discovery Sport.

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North America is an interesting market to look at, not least because it has been mired recently with respect to the diesel emissions scandal. Diesel, is the mainstay of many a LR product, but diesel has always been a poor cousin in the US, relegated mainly to commercial vehicles. The knock to the market from the recent VW scandal. Many vehicles, including Land Rover use similar emission technology, however Peter Wright, LR's Principle Engineer went on record at the launch of the V6 diesel Discovery Sport in the USA to declare JLR use different emissions management systems and technical review systems to ensure they operate within prescribed guidelines. So the push to get diesel acceptance in mainstream USA is still a high agenda item for JLR it would seem.

So what else has been going on recently? It's difficult to find stories other than those by yet another 'design firm' inspired end of the line Defender special to be honest!

Well JLR are rumoured to be looking to buy up the Silverstone Grand Prix circuit. In a deal estimated at £23 million, the plans on the drawing board are for a 5\* hotel, JLR Heritage centre, a motor industry museum (do we need another one??), a vehicle design workshop and a visitor centre. Talks are 'on-going'.



LR lifted the lid, quite literally on the Evoque by launching a convertible version. Starting at a mere £47,500. It takes Gerry McGovern's idea of daylight openings (windows to you and I) to new heights. Scheduled to be built at Halewood (hooray for the UK), the hood of the vehicle has allegedly had design input from Ben Ainslie Racing – who knows a thing or two about airflow over fabric.



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Apparently the vehicle sports the longest and widest of any fabric roof of any car currently in production. Stored out of view when folded down, there's also a roll over protection bar that deploys in less than 90 milliseconds. So don't leave your flask and sandwiches on the rear shelf. The vehicle goes on sale in the spring.



You may have seen some publicity shots of the 2016 Range Rover on a paper bridge in China? Well did you also know that the guy who designed it was from Teesdale, Steve Massam along with dry stone waller Ewan Allinson travelled to Suzhou in China and took 4 days to build the bridge that spanned 5 metres and was able to support the 3 tonne RR Vogue.



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# Not Just An Extra - Stepping Back In Time

By Jack Myers

It all started after reading a post on the club forum. Someone who organises vehicles for films and TV wanted four military Land Rovers to escort a dinosaur down a runway as part of a film set at RAF Bentwaters. Anyone who volunteered their vehicle was offered £250 plus fuel, so I was put in contact with the vehicle organiser. This is where the struggle to get vehicles began. With a couple of weeks to go before the filming date, I was the only person confirmed with the organiser to attend with my truck, and one other vehicle was tentatively available as other people had cancelled or not followed through after expressing an interest in assisting. This was partially the directors fault for not being able to decide on a time or date for the filming, so there were some last minute changes during the run up to the filming. Fortunately I was able to contact various people via military Facebook groups and forums, as well as the Military Vehicle Trust to arrange the four required vehicles. We had agreed a time of 2:30PM to arrive and start. This time was agreed until the night before, when I received an urgent phone call from the vehicle organiser to tell me that the directors had made a last minute change, and asked whether I could arrive at 12:00PM instead! This was fine for me as I had the whole day off work, but the MVT members were unable to arrive until the previously arranged time.

I arrived at RAF Bentwaters at the arranged time and met up with Marcus with his Tithonus 110 Defender, who had agreed to help after I posted the urgent requirement on the military Land Rover Facebook group. RAF Bentwaters is a US Air Force base which was abandoned in 1993 and sold to a private owner. The owner now rents out the site and buildings for film and event work. Shortly after, Dan the



vehicle organiser turned up and met with us to discuss what was going to be happening. A short time after Dan arrived, the film crew turned up in several vans and started unloading various cameras, audio equipment, computers and even a drone with a camera for aerial shots. After a short introduction and safety brief, we prepared the Land Rovers by fitting flashing beacons and radio antennas. I also had a set of military plates with the military registration of my truck which I fitted. Once this was complete, the director met with me and Marcus to check our vehicles and discuss what was going to happen. After inspecting the vehicles, the director took a liking to mine as it had all the radio fittings and a soft top which could have the back rolled up.

# Happy New Year



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The first scene required both vehicles to drive towards a large gate, which would be opened as we sped through and past the cameras. To assist with this, the company had literally called in the Army, with soldiers from the Ipswich Army Reserve volunteering to act in various scenes. Several soldiers manned the gate, while two were put in the back of my truck, along with a cameraman and a sound recording guy. The soldiers were provided some lines to read as I drove through the gate with Marcus following. This shot was repeated several times until the director was satisfied he had enough footage to edit together.



We then progressed onto the next location, which was on the main runway of the airfield. While the director was discussing with the crew, we were all given bacon rolls for lunch. It was at this point that the third of the four Land Rovers arrived. This scene required us to follow an 'aircraft' as it was landing. We were instructed to race up the taxiway to the edge of the runway, then proceed after the plane as it was landing.

The plane would be added later with special effects. This scene was shot a few times before moving on.

The next scene was shot further up the runway next to a large hangar. This was where the 'aircraft' was meant to have taxied to and stopped. Fortunately, the fourth Land Rover had now arrived. The premise for this scene was that the dinosaur

was going to be unloaded from the plane and escorted into the base. This was accomplished by the use of two lorries. One lorry with a flatbed trailer was parked where the plane was meant to have stopped. The other lorry with the dinosaur trailer was then reversed onto the flatbed trailer.



This was later edited to make the dinosaur lorry look like it was inside the plane, with the lorry underneath acting as the plane's floor. The dinosaur was mocked up by placing a large tarpaulin and camouflage nets over various miscellaneous items which gave an outline of a body laid on the trailer.

To escort the dinosaur, a Land Rover was driven from behind some hangars to the plane, ready for the dinosaur to be unloaded. The dinosaur was driven off the plane, followed by two soldiers as the first Land Rover turned round, ready to lead the lorry in convoy. Two more Land Rovers moved into formation behind and to the side of the lorry, as I moved forwards to pick up the soldiers before joining the back of the convoy as we raced away.



Next, we were required to drive on a road round some of hangars while remaining in convoy with the dinosaur. This was filmed as an aerial scene with a reasonably large drone equipped with camera underneath. It took several attempts filming this to keep the convoy together round the sharp corners enough for the director to be satisfied with the footage, but after several laps round the hangars, we were told to stop and briefed for the next scene.

We would now be driving a long way round the base in convoy, following the film crew in the back of their Land Rover Discovery. The route took us through several industrial areas, past hangars, through a large warehouse depot, and then onto a main access road which linked up to the runway. While we were driving, the film crew were weaving in and out of the convoy to get various different angles of the vehicles. The convoy finally concluded back where we had started.

**Concluded next month...**



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## 26 Countries... 26000 miles... Zero Punctures! - Part 35

**Day 187 5/6. Track & Trail, South Luanga NP, Mfuwe gate, Zambia 13° 06.05'S 31°47.42'E. Miles today 112, Total Miles 17920**

The back road we took from Petauke to the Luanga National park turned out to be no more than a donkey track. There have been some terrible floods here recently and the damage was horrendous. After driving through fields of cotton plants and sunflowers, negotiating our way across a small river and towing some locals out that were stuck in the mud, we were still some distance from the camp and it was dark already. There was a huge amount of elephants and other wildlife about, so bush camping just didn't seem like a safe option. We decided to push on in the dark and we finally reached the camp of Track and Trail. We set up camp in the dark, while the manager warned us not to walk around alone in the dark. It's not safe he said, there are a lot of wild animals about. After a quick dinner of surprisingly delicious nshima and meatballs, we climbed into bed. At 2am, I heard the familiar cracking of branches outside, which usually indicates the presence of elephants. "Honey, I think there are elephants outside" I whispered. As Rob unzipped the tiniest peekhole in the



tent, I heard "Holy crap, they're right here" We were literally surrounded by elephants. It turns out we had parked right next their favourite tree that they usually scratch their bums on! What an amazing (albeit scary) experience just watching this family of elephants wandering around. Suddenly the main elephant spotted me and was staring right at me. Eye to eye. We

stayed as quiet and still as possible and they soon wandered off. It did make me wonder just then how much we resembled an elephant with the Hannibal tent open on the roof. An hour or so later, a group of hyenas passed through followed by a few hippos. Geesh, are we glad we bought this roof tent! Nothing wrong with a bit of altitude.



**Day 188 6/6. Track & Trail, South Luanga NP, Mfuwe gate, Zambia 13° 06.05'S 31°47.42'E. Miles today 0, Total Miles 17920**

We woke up to the most amazing view of the river, with groups of hippos grunting and lazing about. Having organised a night drive for later tonight, we spent the day watching hippos and playing in the pool. Track and Trail have a Dutch film crew staying who are making a documentary about the lives of people starting a new life somewhere exotic. They were following the new managers, Robert and Ingrid about and word soon spread fast about our "longroadtripsouth" and the wedding and they pounced on us for footage. We are now known as "The Honeymoon Couple" and every corner we turned in the next two days, they managed to shove the camera and fluffy microphone thingy in our face. Could they not have waited until we at least were not looking quite so grubby. The night drive was awesome. No lions or leopards were spotted but the suspense and excitement of tracking them was very cool.



**Day 189 7/6. Track & Trail, South Luanga NP, Mfuwe gate, Zambia 13°06.05'S 31° 47.42'E. Miles today 71, Total Miles 17991**

Our park fee was still valid until four pm so we had the whole day to trundle around the park in the Landy. We did manage to get a little lost but we saw



loads of animals and my little Nikon Uber-nerd was in his glory. The highlight was a pride of four lions a metre away from us snoozing with full bellies under a tree. On the way out, our nerves were shattered a little when a group of thirty elephants surrounded us and wouldn't let us pass. A lot of ear flapping and swaying about and we were both actually pretty nervous.



We eventually managed to back up a bit and waited for a gap before sneaking out. You don't want to mess with the elephants.

We found out later that if they are moving about, you are usually ok. It's when they suddenly go very still. That's when you need to worry. It usually means an impending stampede. Nice.

**Day 190 8/6. Mama Rulas Campsite, Chipata, Zambia  
13°34.92'S 32°36.59'E. Miles today 88, Total 18079**

Back on the road, we took the main dirt road to Chipata, which was still quite a nasty and took us three hours to do the bumpy 120km. We tried to buy some bread but the shops were empty. But we soon realised that the locals buy the supermarket bread stocks out for KW 2400 a loaf and sell it outside on the pavement for KW3000. That's entrepreneurship for you! We checked in at Mama-Rulas. (\$6pp) A nice place with shade and grass (we are so easily pleased!) Here, we met a South African called Ernest, who was travelling all over this vast continent on a bicycle. Now, he had some adventures to tell. No hiding from the elephants on a bicycle!

**Day 191 9/6. Mama Rulas Campsite, Chipata, Zambia  
13°34.92'S 32°36.59'E. Miles today 0, Total 18079**

We took a long walk to check out the cotton farm at the end of the road and bought some veggies from a family run stall on the road towards town. When I told her to keep the change, she launched into a song of joy, "Oh bless you madam, bless you." Back at the campsite, the owners had managed to talk us out of taking the back roads up to Tanzania and convinced us to go to Malawi first. So we spent the evening in the bar, where a local Cotton Plant managing director insisted we stayed for just one more drink and promptly bought us and dinner and many, many more drinks!

**Day 192 10/6. Zambia-Malawi border, Mwani  
13°45.11'S 32°47.78'E. Miles today ?, Total ???**

Onwards towards Malawi today. I guess that means another border, number sixteen now, I'm guessing. We still had heaps of Zambian Kwacha left due to this change of plan but managed to change it easily outside the Zambian immigration. (well, ok, only after a tremendous amount of calculator waving and "negotiation") With both of us feeling a little shady after last night's hospitality and not really in the mood for stropy border officials, we crawled towards the Malawian border.

# Summary of SLROC Committee Meeting.

**Date: Wednesday 7th October 2015 – 8pm**

**Attendees** – Hannah Jeff, Jack Myers, Michael Whitting, Andy Jeff, Chris Finbow, Gareth King.

Apologies - Pat Corps, Simon Bareham, Tim Alden.

## **Notes from previous meeting**

**CF** - Proposed

**MW** - Seconded

## **Actions from previous meetings**

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

**05th August 2015** **GK** to change site padlocks. 2 locks and 12 keys **Done**

**05th August 2015** Site signs need amending/replacing **Ongoing**

**05th August 2015** **PC** - Need to advertise for next winch training day **Ongoing**

**05th August 2015** IOPD needs paying in December **Ongoing**

**02 September 2015** **PC** needs to check fire extinguishers **Done**

**02 September 2015** **GK** to organise another maintenance day at the end of the year. **Ongoing**

**02 September 2015** Need to invite charities to Mince Pie Driving Day **Ongoing**

**07 October 2015** **MW** to send invoices to companies for Nooze adverts **Done**

**07 October 2015** Clerk of course needs to ensure marshals are at their posts **Done**

**07 October 2015** **MW** to find when MSA needs paying **Ongoing** – **HJ** to contact MSA

**07 October 2015** More IOPD winch day competition licences required. **Ongoing**

**07 October 2015** Need replacement windscreen stickers [www.slroc.uk.com](http://www.slroc.uk.com) **Done**

## **Membership**

No report.

## **Finance Report**

£20310.38 Bank

£6087.55 ours

£12991.33 Charity

£1231.50 Collection for Factory tour

Water bill to be paid

## **Club Site**

Black course needs to be monitored for damage

## **Website & Social Media**

Starting to upload photos to website galleries.

### **Nooze**

220 Ordered,  
Continue to need articles for Nooze.

### **Shows & Events**

Club calendar for 2016 sorted  
New club shirts required.

### **Public relations**

No report.

### **Safety and Training**

No report.

### **Competitions**

13 pre booked for CCVT

### **Correspondence**

None

### **Club shop**

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

### **IOPD**

Paperwork to be sorted by **CF** and **PC**.

### **Chat from the chair discussion**

Charities

Membership fees

### **Any other business**

None

**Next meeting to be held on Wednesday 2nd Dec 2015 at the club site.**



**Sam Springett taking the honours in the recent winch trial at Snuggs Pit**

# **SLROC CLUB SHOP**

## **Clothing, Stickers, etc**

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

<b>T-Shirt</b>	<b>£10.00</b>
<b>Polo Shirt</b>	<b>£13.00</b>
<b>Sweatshirt</b>	<b>£16.00</b>
<b>Hoodie</b>	<b>£16.00</b>
<b>Rugby Shirt</b>	<b>£24.50</b>
<b>Fleece</b>	<b>£20.00</b>
<b>Bomber Jacket</b>	<b>£32.00</b>
<b>Overalls</b>	<b>£34.00</b>
<b>Children's T-Shirt</b>	<b>£9.50</b>
<b>Children's Polo Shirt</b>	<b>£11.50</b>
<b>Children's Fleece</b>	<b>£19.50</b>
<b>Children's Polo Hoodie</b>	<b>£14.00</b>
<b>Children's Bomber Jacket</b>	<b>£29.00</b>
<b>Baseball Cap</b>	<b>£10.00</b>
<b>Embroidered Hat</b>	<b>£10.00</b>
<b>Door / Panel Sticker</b>	<b>£4.00</b>
<b>Small Sticker</b>	<b>£1.00</b>
<b>Window Sticker</b>	<b>£1.00</b>
<b>www.slroc.uk.com Sticker (Black, Orange, Silver, Yellow, Red, Blue &amp; White)</b>	<b>£2.00</b>
<b>Cap Light</b>	<b>£3.00</b>
<b>Childs Hi-Viz Vest</b>	<b>£2.50</b>

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

# SLROC CLUB SHOP

## Recovery Gear

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

**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 CONTACTS

## **CLUB PRESIDENT**

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## **PR & SHOW CO-ORDINATOR**

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## **COMPETITION SECRETARY**

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## **CLUB SHOP**

Dave Marriott  
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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
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