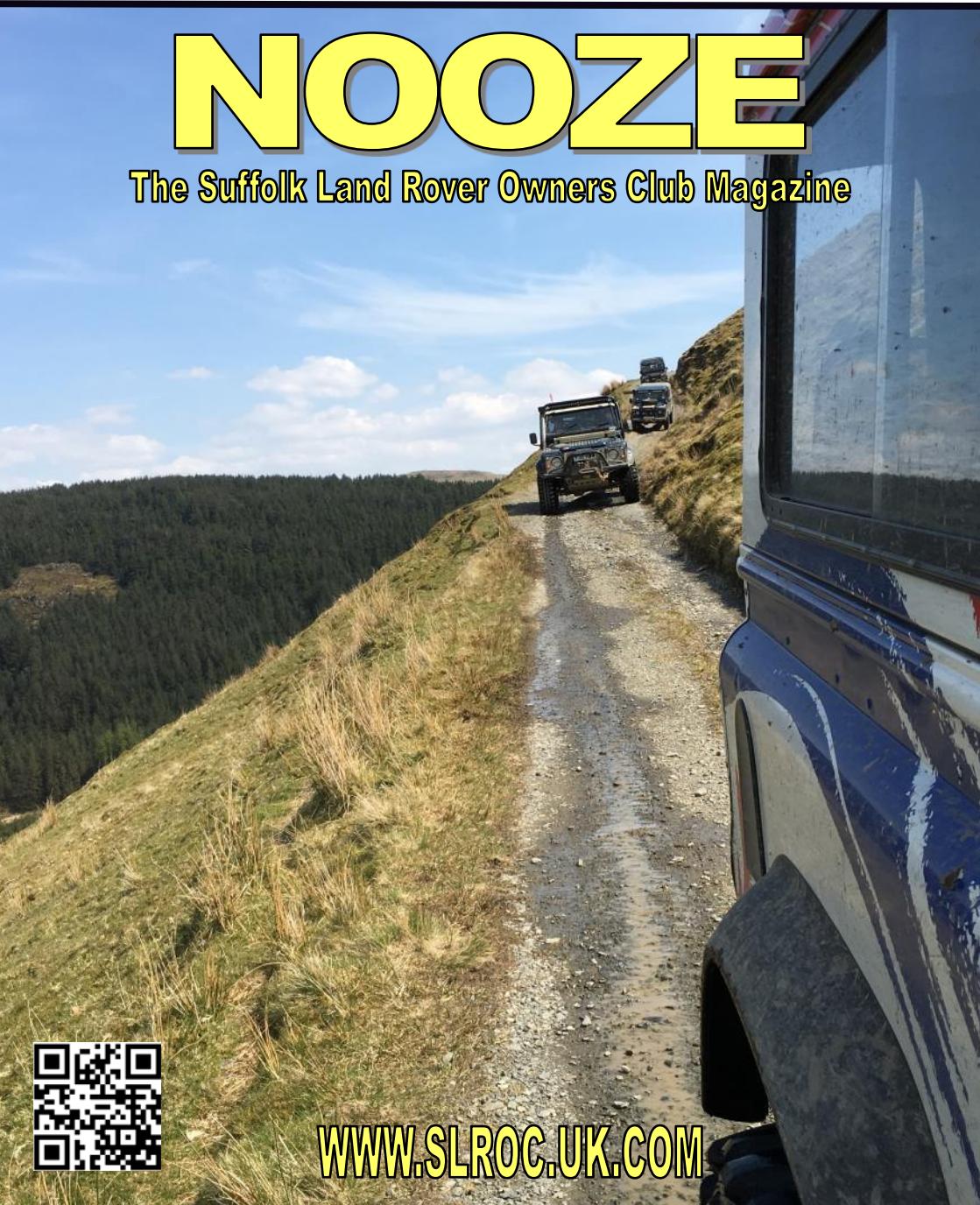




November 2016

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
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Tel: 07801 470055

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

COPY DEADLINE:

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

SLROC uses CB Channel 7

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We would like to thank
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SLROC Supports both national and local 4x4 response groups

Cover Picture

Wales...You've gotta love it!

Nooze News!

A busy issue this month with plenty of stories and other articles to keep you going for at least a while, many thanks to those that have contributed!

There are one or two announcements (as ever).

- A reminder that the end of the year brings membership renewal time and details of dates where you can renew at club meetings.
- A quick reminder that we don't just use scrutineering to get at your Land Rovers, there's a serious point behind it.
- This months driving day is geared around helping Children in Need, please come along and help raise a bit extra for a great cause!
- At the end of the month there's the Snuggs Winch Trial. Look inside to pick up all the details you'll need.
- Nooze needs your help. This time it's more than a shout out for articles, we need a new editor too. Read on to find out why and get a brief understanding of what's involved

We have a couple of reports from recent trials. Richard Gilmore won his first Tyro Trial at his first attempt in a car he had only just bought, and Cathy Jeff gives us a blow by blow account of winning this years Ladies Tyro Trial. It'd been coming for a while and very pleased she was too!

Tried and Tested looks at digital mapping, a subject of great interest to green laners and concentrates on switching to a relatively new and very competitive service and app from the Ordnance Survey group.

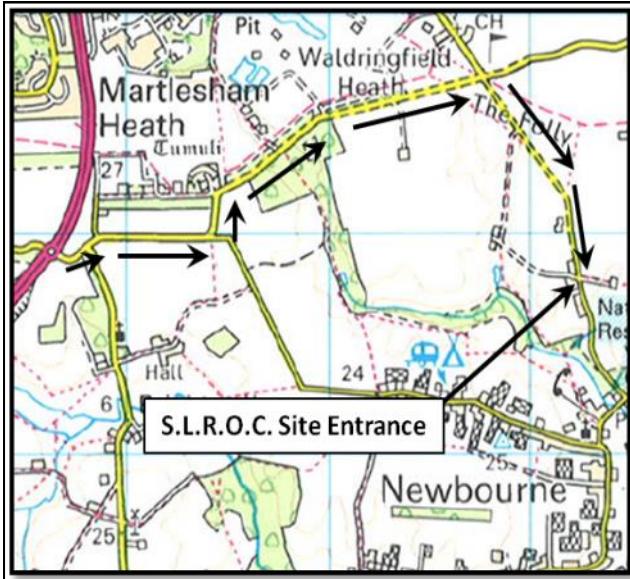
Brian finally gets his 90 back on the road after major surgery and a difficult extraction of his credit card from his wallet!

Last on this list - but of course not least!, Rob and Ally forge on into South Africa and journey's end is not too far away!

Enjoy the read and 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



Snugg's Pit



OS sheet 155 grid ref TL 000 693

OS sheet 155 grid ref TL 826 421

Chat From the Chair

Recent days at Newbourne have surely been proof that summer has lingered on a little while longer than usual and conditions under foot at this time of year are drier than I can remember for a good few years, but change is in the air and the thermometer is dropping into single figures and the rain is beginning to fall. Winter is truly on its way bringing all of its challenges both on and off the roads. But please remember, use respect when using all roads in bad weather, especially our green roads which suffer more than most at this time of year, there are enough restrictions and TRO's in place without giving county councils reason to add more to the ever growing lists.

The popularity of off-road driving especially at this time of year also benefits our club and new members are joining all the time to come along and join in the friendship and fun that we all enjoy. As long as things start off on the right foot, the understanding and responsibility usually follow. The recent young and novice training afternoons on driving days at the club are the perfect start to anyone's off-roading adventure and hopefully show that as a club we are responding to the needs of it's members. I want to also point out however that whilst training for the skills and responsibilities in vehicles is important, it's just as important that children and younger members coming to the club start with that responsibility early and stick to the club rules for those under 16 years old. The text at the back of Nooze says "**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**" and these 'responsibilities' must be stuck to.

There are other areas of responsibility that need to be considered too. The club doesn't run itself, a dedicated group of individuals often steps up to help with the running of the club. The recent maintenance day, the installation of the new fence around the cabin area and the extra play equipment are a testament to those who help throughout the year, but we're always on the lookout for a smaller group of members to go the extra half yard and join in with the club committee and help shape the direction of the club. If you feel you can make this dedicated contribution, get in contact to find out further information we'd love to see you taking on the added responsibility and making a difference. We've been looking for a competitions secretary for a while, but there are always other positions that would really help.

The last thought is with our fund raising efforts. We've had another exceptional year and soon the funds will be apportioned to this years charities, but this leaves us needing to sort out charities for next year. We don't need to have them on board at the beginning of January, but the sooner the better if we want to build a relationship that lasts for the year. Any nominations that are made by you the members will be brought together and considered by the club committee ready for the new show season. So if you have an idea for a charity we should be supporting contact a committee member saying who the charity is and why we should be helping them. There will be more about this next month so start thinking now and make those nominations.

all the best...**Andy.**

EVENTS PLANNER 2016

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 6th	CCVT	Snuggs Pit	A. Cutting
Nov 20 th	Children in Need Driving Day	Newbourne	A. Jeff
Nov 27th	Single Vehicle Winch Trial	Snuggs Pit	R. Lambourne
Dec 27 th	Mince Pie Driving Day	Newbourne	G. King

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

Driving Days - **£10*** - Driving Day Junior Afternoon **£5**

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

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Single Vehicle Winch trial – 27th November at Snuggs Pit

Snugg's Pit is a heavily wooded site and has much to offer drivers who enjoy powering up long hills and dodging between trees, there's also open areas of soil heaps and streams. 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 aides and "Class Two" for vehicles with single front mounted winches and no additional traction aides.

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 note ALL competitors must be club members (1 day membership is available at this event for £5)

The day will begin at 9am for Scrutineering, followed by a prompt 10 am start (sorry, no late entries) and be prepared for a full day's winching aiming to finish at around 4pm.

Directions: Take the A131 or A134 to Sudbury and head for Ballingdon at the crossroads with the Kings Head Public house turn onto Bulmer Road heading for "The Belchamps"

Follow the road for about half a mile and then turn right onto "Finch Hill" follow this road over a small bridge and then follow the road round the sharp left hand bend. Continue on past the turn for Foxearth and take the next turn on the right signposted "Belchamps". The entrance to Snugg's Pit is about half a mile on the right. OS sheet 155 Grid ref TL 826 421

Children in Need Driving Day – 20th 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.

The main theme for this year is 'Do Your Thing', we're not asking you to dress up in a costume

(though we won'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 help them do their thing.



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Membership 2017

Just a quick note from the membership secretary please be aware that membership fees increased in January 2016 and will remain unchanged for 2017.

Fees are as follows:

Standard full membership is **£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 and will either become full members in their own right or a joint member. Please ensure that if you pay by standing order or BACS that the correct amount has been set for payment.

Underpayments will not be chased and your membership will not be processed.

The membership team will be on hand at "Children in Need" driving day on 20th November for those of you who want to renew your membership early and again at the Mince Pie Driving day 27th December.

If you have any questions regarding your membership fees please do not hesitate to get in touch. (01255 484852 eves).

Safety First

In scrutineering we're always harping on about having your battery secured down indeed it's an instant fail if it's not. This was on Facebook this week!

Driver - Just had a pretty major battery fire! Nearly lost the defender. Serious flames from the battery box beneath the passenger seat as a result of a bump induced battery short (on the lid of the box), this caused the positive insulation to melt, causing a worsening of the short. The side of the battery then melted causing gassing and more fiery mess. Now to work out how to get it going again.



Nooze Magazine

There are a couple of problems with Nooze at the moment, firstly it's often that there are very few or even no articles to print. There's a small number of people who often send stuff in for which I am very much grateful, but despite this and a plea for more articles which goes out most every month, things are always lean and copy needs to be 'generated'. This is compounded by the second problem, time to write articles and pull Nooze together is time that I often don't have and as a consequence Nooze is late pretty much every month. I always knew things were going to be tight getting everything done, but month on month letting members down is not right. Having talked things through with the club committee, we've decided it's time to look for the next Nooze editor. So what does the job involve? Here's a short list of the main responsibilities.

1. Encourage club members to contribute articles for Nooze.
2. Work with advertisers making sure they are up to date.
3. Decide which articles and announcements will be published.
4. Edit and re-write articles and where necessary and work with the contributor to complete articles.
5. Manage the layout of articles, images, announcements and advertisements for publishing.
6. Have a good command of English, strong writing and IT skills.
7. Ensure that Nooze is proof read before it goes to print.
8. Meet the deadline for print and have a working relationship with the printers.
9. Manage the distribution of Nooze after printing.
10. Update online copies of Nooze.
11. Be responsible for the Nooze budget.
12. Report monthly to the club committee on the status of Nooze.

Whilst it may seem like a lot to take on in one step, I'll be happy to work with whoever takes over the job until they understand the process upside down and inside out. It's also worth mentioning that Nooze doesn't have to be a one person job, in the past there's been a 'Nooze team' that worked closely together to get articles in, and Nooze out, making it much less of a task for each person. It's also worth mentioning that the Nooze editor doesn't have to be a club committee position, although that could of course be arranged if you'd like to join the club committee!

Of course there may be a situation where no one person or team of people are able to donate their time to take on Nooze, what will happen then? Well, without a new editor or editing team, from the new year, Nooze will drop back to being issued quarterly. Indeed it may even have to drop back to quarterly even with a new editor depending on how much time is available! On from this, there's the question of what will that quarterly issue of Nooze look like? This is something we can't be sure of at this time, some things will change for sure though. It may not even be anything like todays Nooze and an overhaul that is probably already long overdue isn't always a bad thing!

If you're interested in getting involved either on your own or as a team and you want more information, my contact details are in the back of this issue of Nooze and I'd be more than happy to discuss in detail what's involved today and how you think you'd perhaps like to take your clubs publication forward into the future. - **Andy**

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My First TYRO!

Having been a Land Rover owner in the past, but due to job relocation they had to go, the desire of owning one again never goes away. So this year my wife bought me a series 2a for my 50th birthday and once again the addiction started. We came along to the open day in August and joined up and then went to watch the CCVT at Badwell Ash..... That was



it, the disco was bought as a joint venture by myself and my son (also Richard which caused a few confusing emails and membership queries for Cathy) and our first TYRO was

booked. Not having much time to do anything in the 2 weeks between buying and driving we decided to leave it totally standard and see what happens, although we did remove the LPG tanks from under the sills and fitted recovery points, as we guessed we would be using these !!!



On the day we arrived and everyone was very friendly, this alleviated any concerns regarding it being our first trial and we felt part of the group already. Kayleigh our Daughter was the co-pilot!

So then it began....

We passed scrutineering and were issued a start number of 13, not a good omen!!

We all had a briefing on how the day would



run and began to walk the course. So we watched nervously on the side lines as the Landy's started to complete the first section and learnt the lines to follow from other people's goes. Then it was our turn.....

We past gate 10 that was good, first potential embarrassment over and continued through the remaining 9 gates to achieve a zero. Oh my god what had we done, there were a few

raised eyebrows from the others, thinking really a zero, must be a fluke. Then onto section 2. Another Zero and this went on throughout the morning. The disco was performing far better than we or anybody else could ever have imagined. During lunch there was a lot of conversation and questioning around whether this really was our first trial!!!





The afternoon continued in a similar pattern, however at this stage I began to feel the pressure was on, and on section 7 I hit the 1 gate to a raucous cheer across the marshal's radios, 'He's got a point' echoing around the valley !!

The sections obviously became slightly harder throughout the

afternoon, however to everyone's amazement we finished the day with only 1 point, coming first overall in the day's events.

As you can imagine there was a lot of banter flying around regarding this result, but all in good fun. Over all we had a fantastic day and felt that this was very much down to everyone we had met



on this day and the few dates before being so friendly and welcoming. We would like to thank everyone involved for making this day memorable and can thoroughly recommend it to anyone who is thinking of taking up trialling.

I feel we are going to need a bigger Driveway at home!!!

Richard Gilmore



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Don't Poke Rust Pt 2

It's difficult when you have this much work done to your truck, there are lots of decisions to be made. One of the problems I have come across is what I am going to do with the snorkel once the challenge wings get fitted? Do I keep the Southdown one, or do I go for something a bit different? After a fair bit of thought, different is what it's got to be. I've got plans for a nice stainless steel one straight from the turbo, out of the side of the bonnet and wrapping itself over the roll cage and having an air filter on the end. But I'm not 100% sure and this presents a problem, I'd like to drive the truck for a bit before making my mind up and this means I'll need a filter to stop muck getting in the engine in the mean time. After a quick visit to a local car parts shop I managed to find a cheep filter that just fits on the turbo inlet. That's that problem solved, well for a bit at least.



After another couple of days, the phone rang yet again. It was Bruce from Mansfield "Hello Brian, I've got a bit of bad news, we've come across a bit of a problem". At this point, as you do, I naturally thought the worst. "You know that problem you've had with the steering?", yes I said, "well we've found what it is, the top steering bar is stuck solid and you'll need a new one.", there was nothing to do but order a new one. At least that will fix what's been a niggling problem for ages!

I've also been thinking of a new paint colour for some time. I fancy something that stands out a bit, a nice blue, but which one? Whilst at the Land Rover

Owners show at Peterborough this year, I saw a very nice 110 on a stand and got chatting with the owner. Fortunately he remembered the paint code or at least part of it - 5005, not much to go on, but working where I do, I have a paint shop right next door. After a good chat with the guy that runs it, we typed the number into the computer to check against their database, luckily it came back as a blue but would it be the right one? So far so good, I worked out how much paint and thinners I'd need for the Landy and of course a few other bits were added to the list and the order went in. When the paint was delivered, we took a look to see just had to see how bright the blue was, and it's safe to say no one is going to miss me now! However, the painting might have to be put on the back burner for now until it gets a little warmer.



I called into the workshop on Saturday morning to see how it was going. And wow, the bulkhead was sitting in position and for the first time in what seems like ever, I have working gun flaps. I just could not believe how much better the truck is looking already. I thought I'd 'help' and gave the old bulkhead a proper 'tap' as there was nothing left on it to take off. Two minutes later and there's at least a bucket full of filler and rust on the floor - oops! I was very happy that I decided to get the work done before the MOT as I don't think they would let this one through. Unfortunately for me though right at this time Tim got called out on a shout for Norfolk and Suffolk 4x4 Response to help find a missing person. As he left the workshop, he handed the broom over, "You can clean that mess up!". Well I suppose it was mostly my rust.

I called again on Wednesday to check progress. Thankfully the answer came back "No more real problems and progress is going well". It turned out that the challenge wings were a bit of a pain to fit and needed a few bits fabricating to be properly mounted. I called in the next day to see how things were and have a catch up about bits and pieces. The wings were indeed more work than planned and as we all know, more work means more pounds. I was beginning to wonder what I should do myself to finish the job and reduce the final bill that seemed to be growing and growing. I had a good chat with Adam about what was left and on the way out had another chat with 'The Management' about how much every thing was going to cost. In the afternoon the phone rang, they had played with the figures and I was very pleased with the price for 'everything' so we agreed it was all going to get done - what a relief.

Pick-up day soon came around and though I planned to be knocking on the door first thing, traffic that day annoyingly held me back. On arrival, Adam was there finishing off bits and pieces and indeed he had done well! The Landy looked fantastic. I had a quick road test and received a sore credit card in exchange for the keys, but I was more than happy to be able to drive my Landy again. I had a good drive home and got a lift back to pick up my other car. When I got back to the workshop, I was greeted by "You might need this!" and was handed my rear view mirror. I'd had so much fun driving home earlier I hadn't even noticed it was missing.

A big thank you goes out to Adam, Ralph and everyone at Mansfield 4x4.

Brian Welburn





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Ladies Tyro Trial October 2016

Unfortunately I didn't have a co-driver for the day but I thought I'd probably be okay as I did the last tyro on my own and finished 3rd. The first 3 sections were on the white course so I was hoping they would be easier, I was wrong as I scored virtually all my points there! My aim was to not score more than 5 on any one section.

Section 1 – I was rather nervous as I walked the course as I didn't have a co-driver but Andy Broadley very kindly offered to step in. Gate 9 was at a rather strange angle so I had to line up at the 10 gate to allow for this, I set off and although it was a bit tight in a couple of places I thought I'd managed a clear only to be told I'd brushed gate 4!

Section 2 – Fairly straight forward until the 4 and 3 gate which was quite a tight turn to line up for the 2 gate, oops didn't make it through the 3 gate.

Section 3 – Another difficult 9 gate as there were two rather large holes to avoid. The plan was to keep left and to try and straddle one of the holes. Kayleigh had her turn and got completely beached

as one of her wheels fell into a very large hole. Change of plan, keep right and try and straddle the smaller hole. Set off through the 10 gate and put my foot down and managed to get up the bank avoiding the holes ☺ There were some more holes towards the end of the section and the idea was to hub the 1 gate, unfortunately I didn't quite get far enough so scored a 1, never mind it was my best section so far.

Section 4 – Onto the yellow this time, this was a shorter section straight down the hill along and then up over the telegraph poles, all sounded easy but there were some nasty ruts which needed to be crossed to get to the 7 gate. Started well even though the 9 gate was a little tight, took it slowly down the hill and managed to get across the ruts, chose the right place to cross the telegraph poles and ended up with a clear, yay my first clear of the day ☺



Section 5 – Last section before lunch, the start was down the access track to the bottom of the bank and we were to start in the corner. Oh no the 9 gate was at the top of a hill with lots of mud at the bottom! Andy said this was a second gear section as I would definitely need some power to get through the 9 gate. Heidi went first and managed to get through in the buggy,

I was second so off I went but didn't give it enough "beans" and didn't make it up, oh no that's a 9!!!! Nicky E went after me and couldn't get up the hill either. Chris then decided it was too difficult and we were able to start again after the hill. Phew, so off I went again heading for the 8 gate, luckily got through that, up the hill out of the corner of the bank and onto the gorse section, plenty of holes here but managed to avoid them, next through the muddy section and up

the next hill which I thought I was going to get stuck on but somehow managed to keep going, after that the last gates were easy, phew made it, another clear 😊

Time for a lunch break and I was on 8 points so doing quite well.

Section 6 – First section after lunch and I'm number 6, oh no that's me to go first. We started in the yellow, this time the beginning seemed much easier so that was a relief. I really wasn't keen on the tight turn down the sand bank in the middle of the course and the end wasn't friendly as it was a sharp turn after the 2 gate across the ruts and up the bank to the 1 gate. Oh well got to give it my best shot, managed okay with the sand bank and got as far as the 2 gate without any problems, as I turned to go up the bank the back wheels slid into the ruts and I stalled – oops!



Section 7 – The start of this section involved a cross axle hill on the yellow, how I managed to get through gate 8 I'm not sure as when I checked my mirror I thought the back of the car was going to brush the flag but somehow I made it. Next was out onto the access track and then back into the yellow, after



gate 4 we had the choice of whether to go straight over but wouldn't be very well lined up for gate 3 or down the dip and hope we then got up the hill all lined up for gate 3, took the chance with the dip but needed second gear to get up the other side then straight through gates 3 and 2 and over the pipe with a very loud bang into the car park, phew another clear.

Section 8 – Having walked this section I really didn't like the look of the end as I knew I wouldn't be able to get the car round to go through gate 1 so the only option was to hub it but that meant being on quite a side slope which I really wasn't keen on. We started okay and went over the table top but I'd got gate 1 on my mind, I got through gate 2 so I knew I would need to attempt to hub gate 1, if I'd been on my own I wouldn't have attempted it and just taken 1 point but Andy seemed to think I could do it so I thought I ought to give it a go and I did it. I couldn't stay there long enough to have my score card written on though, I needed to get back onto level ground.

Section 9 – This was a really long section which included the black bomb hole and the cross axle hill after it, wasn't looking forward to that! I watched Kayleigh have a go and she got stuck coming up the cross axle hill and had to be pulled out by Hannah, watched Hannah have a go and she made it up the hill but slid in the sand at gate 3 so was a bit worried about this section. We started well going down into the black and then heading for the mud run, Andy wanted me to use second gear to get out of the mud run but I was a bit worried I may go into the turn at the top of the bomb hole a bit too quickly and it was at quite an angle so I kept it in first but luckily still managed to get out then it was nice and slow into the bomb hole and up the other side over the little bump and then into second gear keep to the left and put my foot down. I managed to get up the hill somehow with my windscreen wipers going mad by the time I got there then round to the left and up through gate 3 on the sandy hill, phew made it and then through gate 2 and up the bank and hub gate 1 because if you went too far you hit a tree! Wow another clear that was 3 in a row now ☺

Section 10 – The last section of the day and I was on 9 points, Niki B had cleared all the sections so far but had been given a 10 point penalty as she won the last tyro trial. I started to think I could win this if I managed to keep my head, only thing was it was a bit of a deja vu moment as in the Ladies Tyro Trial last year I had started the last section with 9 points but managed to make a silly mistake and scored 9 so therefore finished the day on 18 points. I really didn't want this to happen again so I had to concentrate. When we walked the section the 2 gate looked a little tight as we had to make a left turn at the bottom of the yellow bomb hole and go straight up the bank to finish. Oh well here goes I thought as we started, having got through gate 9 I was happy I wouldn't score another 9 then the 2 gate appeared but with Andy's guidance I managed to get through and up the bank to hub the 1 gate, great I'd scored a clear which meant I'd won, I couldn't believe it I was really happy 😊

Thank you so much to Andy Broadley for stepping in as my co-driver at the last minute, you really helped with my nerves and I'm glad you were there to guide me through the sections I really couldn't have won without you. I also need to thank Michael Whitting who has patiently been my co-driver for the last 2 years and has taught me most of what I know about off-roading and trialling, unfortunately he wasn't able to co-drive for me at this event but I managed not to forget what he'd taught me. Also thank you to my hubby Andy for convincing me to drive Albus for the first time 3 years ago, unfortunately you've created a monster as I really enjoy off-roading now, can we get a trialer next?

I would also like to say congratulations to Niki B, Hannah, Kayleigh, Charly W, Heidi and Nicky E, I had great fun competing against you girls and I thought we all did brilliant, same time next year?

Cathy Jeff



Ladies Tyro at Newbourne 22/10/16 Results

1st	Cathy Jeff	9pts
2nd	Niki Broadley	10pts
3rd	Hannah Jeff	14pts
4th	Nicky Edwards	18pts + 3s
5th	Kayleigh Gilmore	27pts + 3s
6th	Heidi Finbow	42pts
7th	Charly Willson	44pts



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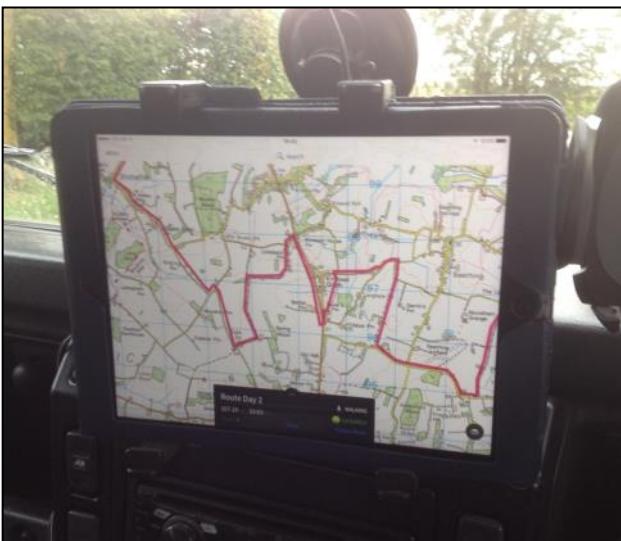
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Tried and Tested

I highly recommend OS Maps for anyone who has a use for or just likes maps, as it's almost too good to be true.

Having initially trialed both Memory Map and Anquet Mapping, I opted for Anquet as I found it more intuitive. Originally I purchased a DVD with the map program, in my case Ordnance Survey 1:50,000 covering the southern part of Britain. With my purchase I was able to plan routes, work out distances, heights, times, etc and print off. But as 1:50,000 scale is not adequate for walking, which I



do a lot of, I then started buying 1:25,000 maps and 'tiles' (part of Maps). You are probably starting to get the picture, as over the years this becomes quite an investment. Over the years Anquet have developed their software to suit the development of different technologies and operating platforms. Whilst there were offers to upgrade, the whole business of increasing map coverage, updating to current map issue and updating to latest operating software was becoming a costly exercise. Then a friend told me about OS Mapping, which I now use.

For me OS Mapping has overcome all the updating and cost issues. For an annual subscription of less than £20, which is little more than the cost of a laminated map, I get all the up to date Maps of the whole of the UK. It allows me to create and import routes, which I can then transfer to my GPS or print* up to A3 any Ordnance Survey map, as many as I like. It is easy to use, does all of the things I want out of mapping software and I am able to use it seamlessly across my PC and my iPad. Creating routes, saving, printing is straight forward, I can change the style of the route line on the map, work out distances and times, print off way points, I can do all I need to do.

Recently Andy sent me a ".gpx" file of the routes for the Coast to Coast Greenlaning trip. With my iPad mounted on the dash board I had an interactive map. I could see the route clearly shown as a 1:50,000 OS Map, with a marker showing my position progressing along the route, I could also zoom in and out as required, features that Anquet hadn't given me.

For anyone not sure about spending £20, OS Maps provide a trial, but this (as with any free trial) has limited functionality

For a 100% waterproof map, print on Toughprint paper (sold through eBay, Amazon and others)

Graham D White

26 Countries... 26000 miles...

Zero Punctures! - Part 45

Day 255 12/8. Thaba Marula, Beestekraal, South Africa 25°22.47'S 27°33.54'E. Miles today 158, Total Miles 24792

Welcome to South Africa. Easiest border crossing ever! (apart from the obligatory three hour argument with the customs office!). We were welcomed with wonderfully smooth tarmac and there on the horizon was the alluring red, shiny, welcoming golden arches of McDonalds! Golly this trip really is nearly over. We have arranged to stay with friends, Anel and Jamie, near the town of Beesterskraal. Her parents own a game farm and adventure centre for children. After a sunset game drive, sipping ice cold Savannah ciders and beers on the mountain and a sublime home cooked meal, we fell into the most comfortable bed ever. I'm talking marshmallow meets fluffy cloud kind of bed. A far cry from that roof tent mattress. What an incredible welcome home to South Africa.



Day 256-258 13-15/8. Thaba Marula, Beestekraal, South Africa 25° 22.47'S 27°33.54'E. Miles today 0, Total Miles 24792

So, we were only meant stay one night but with such glorious hospitality and wonderful company (and let's not forget that enormously comfortable bed!) we simply had to stay longer. A huge thanks to Anel, Jamie and the family for making us feel so welcome. They treated us to a drumming lesson around the campfire at the camp, which was great fun. I even felt like we have rhythm.



Day 259 16/8. Twana Lodge, Pretoria, South Africa 25° 48.51'S 28°23.28'E. Miles today 82, Total 24875

We drove into the vast metropolis of the city of Pretoria today and set up camp at the Twana Lodge (€4.50pp). It is a huge place just outside town with massive grounds and a vast array of dogs. And so we are back to inventive camping food and frosty nights in the tent. Brrrr.

Day 260 17/8. Willies House, Centurion, South Africa 25°50.18'S 28°08.29'E Miles today 47, Total 24921

We found ourselves exploring the contents of the Menlyn Mall, one of the largest malls in the Southern Hemisphere. It was huge and very overwhelming. How can we successfully navigate our way round Africa, yet somehow manage to get lost in a mall? But we carried out some very un-overland, yet almost 'grown-up' activities: We bought our wedding rings. We had been invited to



stay with the keen landy owners, Willie and Annetjie, who we meet in Tanzania and headed to their security en-capsuled home in the suburbs. They truly spoilt us rotten with the most delicious home cooked meal and more fluffy cloud moments.

Day 261 18/8. Willies House, Centurion, South Africa 25°50.18'S 28°08.29'E Miles today 0, Total 24921

Once again, we just had to stay another day due to fabulous South African hospitality. Another night of meat feasts and good company.



Day 262 19/8. Malelane Golf Club campsite, Malelane, South Africa 25°27.96'S 31°32.52'E. Miles today 252, Total Miles 25173

We just have to leave today before we explode from all this lovely food. We are back on the overland road to explore the Kruger National Park (Will we ever find that elusive leopard?) The accommodation in the park was choc-a-block, so we had to camp just outside the Malelane Gate at the golf club. (€5pp) Admittedly, not the most glamorous of places but heck, since when did we become fussy?



Summary of SLROC Committee Meeting.

Date: Wednesday 3rd August 2016 – 8pm

Attendees – Gareth King, Jack Myers, Michael Whitting, Andy Jeff, Tim Alden, Pat Corps, Jane Bareham.

Apologies – Si Bareham.

Notes from previous meeting

AJ - Proposed

JB - Seconded

Actions from this and previous meetings

02 Mar 16 - **AJ** Checklist needed for opening and closing the cabin. - **Ongoing**

06 Apr 16 - **PC** can get posts for a new fence round the club caravan. £290 for all materials. - **Done**

1 Jun 16 - **CF** has Suffolk Show expenses that need paying - **Done**

1 Jun 16 - **GK** A maintenance day needs scheduling for bramble cutting - **Ongoing**

6th Jul 16 - **MW** currently organising Badwell Ash CCVT. - **Done**

6th Jul 16 - **SB** to organise Tyro trial for Sep 24th - **Ongoing**

6th Jul 16 - **JM** Another autojumble needs to be organised. 23rd October. **AJ** to put something in September Nooze **JM** to post message on Facebook and the Forum - **Ongoing**

3rd Aug 16 - **PC** Information needs to be provided to new drivers regarding recovery points etc. ready for driving off road - **Ongoing**

3rd Aug 16 - **MW** Send donation of £250 to the Woodbridge Old Soldiers charity - **Ongoing**

3rd Aug 16 - **SB** New club show trailer to be investigated and purchased. - **Ongoing**

3rd Aug 16 - **PC** Start young/novice driver training on closed white course on a driving day to promote driver training, needs a qualified trainer/marshal available to accompany them. - **Done**

3rd Aug 16 - **PC** Need to extend marshal training day to cover winches. Alternatively extend marshal training over two days to allow for additional subjects to be covered. - **Ongoing**

3rd Aug 16 - **JM** is investigating Rougham off road course. - **Ongoing**

3rd Aug 16 - **PC** to buy posts for new fence. - **Done**

3rd Aug 16 - **JB** Club rules need amending for membership packs. - **Ongoing**

3rd Aug 16 - **JB** suggests picture boards for use at shows. - **Ongoing**

Calendar Items

Read water meter. - **Ongoing**

Plan next year's calendar. - Discuss more dates at next meeting. - **Ongoing**

Membership

Total Membership 273

Made up of: Full 163, Joint 80, Junior 30

New Members

- | | |
|--|-----------------|
| • Tobias Parker | Beccles |
| • Joel, Poppy, Zebedee, Lily, Esme Stone | Snape |
| • Sasha, Scarlett Wyman | Snape |
| • Ken Abbott | Felixstowe |
| • Stuart, Spencer Morten | Bury St Edmunds |
| • Richard, Jane Gilmore | Stowmarket |
| • Richenda Wistow | Bury St Edmunds |
| • James Utting | Newmarket |
| • Charlotte, Gable, Rosa Delaney | Beccles |

Proposed & Seconded **PC/MW**

Club Site - no report

Website & Social Media

TA - 111 Twitter followers.

Nooze

AJ - 180 copies to be ordered.

Shows & Events

TA - We have received positive feedback from Tractor fair show from public on Tractor Show page – SLROC will be making a donation to them.

All - Discussion took place regarding shows and arrangements for next year.

JM - to investigate Cars on the Green for next year.

SB - Vehicle passes available for Peterborough.

Public Relations

TA - PR going well. Often get responses from media on social media

TA - Next year's calendar will be published once it's ready.

Safety and Training

PC - Risk assessment pack to be made and put in trailer, ready for shows.

PC - To contact Matt in regards to updating marshal training course to include winching.

Competitions

AJ - 15 pre booked for Badwell Ash trial.

Correspondence

SARS have ordered their Volvo response vehicle, using money from charity donations.

AJ has been contacted by the Suffolk Punch Trust in regards to attending their event, however it coincides with the Suffolk Food Hall show. This show has been noted for next year.

Any other business

PC - Club Stickers have been done

JB - Card printer issues with Windows 10.

Next meeting to be held on Wednesday 7th Oct. 2016 at Club Site.

SLROCK 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.slrock.uk.com Sticker (Black, Orange, Silver, Yellow, Red, Blue & White)	£2.00
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:

Chris Finbow: 07771 588298 - 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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<u>COMPETITION SECRETARY</u> Position Vacant	
<u>CLUB SHOP</u> Chris Finbow 07771 588298 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

Land Rover Insurance



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