



September 2017

NOOZE

The Suffolk Land Rover Owners Club Magazine



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is the "mouthpiece" of the
**Suffolk Land Rover
Owners Club**

SLROC welcomes any
comments, contributions or
complaints from our members.
Send your contributions to:

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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

Pat entertaining the crowds at
the Suffolk food hall, Tractor
Fair

Nooze News!

Again another busy month, just gone by with just
some of what went on documented through this
edition of Nooze.

We have a very interesting article from Tim Alden,
when he recently visited Iceland, with some place
names that I can't even try to pronounce, let alone
spell. However it sounds like a fantastic adventure
and maybe some great tips for anyone adding this
to their bucket list. Look forward to the next
instalment in October.

About 3 months ago, it was brought up at the
committee meeting, that we would not be having
an open day, due to Cathy, (who has in the last
few years taken on this task very successfully) still
recovering from her recent health concerns. So
around the table we discussed the implications of
not running this event and how this would be
decremental to everything that the club has
worked towards in raising money for our charities.
Before I knew it, Richard had put my name down
and thanks to Cathy's handover the event still
went ahead.

We had a very successful open day, with great
feedback from both the club members and the
public, with a lovely letter from one of our
customers with great feedback from the day.

There is another Tyro article from Richard Gilmore
JNR from the new event held in July at Snuggs Pit,
that was a great success and I guess we will be
seeing this again in next years calendar!

Look out for a great gift idea in this months edition
from Sheila and Russell.

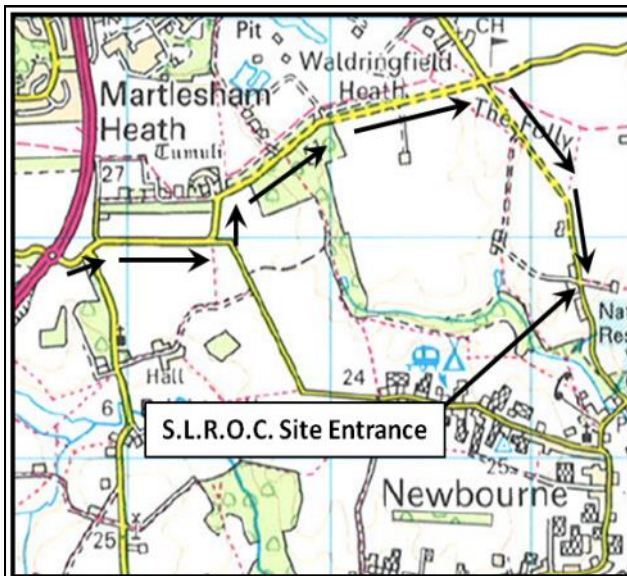
There is a very interesting article on guidelines to
taking part in Tyro events, with some key points to
help you enjoy the day.

Lastly please take time to read the memo from our
Membership Secretary, with regards to some
changes coming into effect in the new year.

Enjoy your months reading.

Jane

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

For the first time in three years, that old song by Bernard Cribbins came to mind. No not the one where he sang with his mate Fred, the one where he was digging this hole...hole in the ground, so big and sort of round. And that in a nutshell describes the headline story from the maintenance weekend. For the first time in three years we had the BIG DIGGER in and boy did we need it!

It's been many years since there was any re-modeling in the routes around Newbourne, but over a very busy weekend Gareth and Si worked their magic and the yellow course is now the 'new' yellow course. And interesting it is too! Thought is needed about how you're going to negotiate some of the new turns – even if you're in a 90, and though I've seen it driven with a 110 without a shunt, there's likely to be some head scratching to begin with.

But that's just the yellow, the black, traditionally more of a 'challenge', hasn't had a change of route, but where it had become somewhat 'every day drivable' (apart from one or two boggy bits), has been returned to how it was a number of years ago and should now be a proper challenge for anyone looking for a technical drive/winch.

Because of this, It's likely to be self recovery only for it's first outing at the September driving day so don't expect marshals to come and pull you out. Instead, make sure you've got the capability to get yourself moving again and I'm sure there'll be plenty of cameras clicking to catch the antics on the day. As with all course modifications, it's likely that things will 'soften' over time, but I hope we can keep some parts of the black to be the kind of challenge that might take you a good hour of head scratching to do a full lap.

New course layouts and tough driving conditions weren't the only things that got attention over the weekend, the whole of the car park and club house area received a massive vegetation tidy up and cut back and some much needed club-house maintenance was also carried out with the fence around the picnic area finally completed.

All in all it was a fantastic effort from all of the volunteers that attended and gave time and plenty of sweat to make it one of the most successful maintenance weekends for some long while!

The benefit of all the hard work was soon felt at the following weekend for the club open day and whilst there's always more that can be done for the site, I heard so many comments of how well presented everything was over all and how it's a great facility for the club and its members and that in turn adds to the success of the open day itself. Jane and Richard and their team certainly made this year's event a great success and though they took on the challenge with only short notice, the work that was put into the event combined with the weather and the helpers on the day made for another fantastic club event.

And with that, we roll into September and another busy club month, hope you enjoy it!

All the best....Andy

EVENTS PLANNER 2017

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>
Sept 10 th	3 rd Training Day (Novice Driver)	Newbourne	P. Corps
Sept 23rd	Tyro CCVT & Camp Over	Newbourne	S. Bareham
Sept 24 th	Driving Day	Newbourne	S. Bareham
Oct 21st	"Ladies" Tyro CCVT & Camp Over	Newbourne	C. Finbow
Oct 22 nd	Driving Day	Newbourne	C. Finbow
Nov 5th	CCVT	Snuggs Pit	A. Cutting
Nov 19 th	Children in Need Driving Day	Newbourne	A. Jeff
Nov 26th	Single Vehicle Winch Trial	Snuggs Pit	R. Lambourne
Dec 30 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**

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

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

Tyro Cross Country Vehicle Trial

Saturday 23rd September 2017 @ the Club Site Newbourne

For the less-experienced member, youngsters of 13 and above and just the plain curious, come and have a go and see what all the fuss is about with this trialling lark, it's seriously addictive, you have been warned.

This is also a camp over weekend so why not stay on for the Driving Day on Sunday?

The day will begin at 9am for scrutineering followed by a prompt 10am start (sorry no late entries), be prepared for a full days trialling aiming to finish at around 4pm. The access roads around the yellow course will be available between 9am and 9:45am for driver familiarisation.

Pre-booking for this event is via the Club Forum, Facebook or email compsec@slroc.uk.com.

Pre-booking entrance fee £15 or Arrive and Drive £20

All drivers must be members but co-drivers don't need to be.

SHOW PLANNER 2017

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

<u>When</u>	<u>Show</u>	<u>Where</u>	<u>CoC / Org</u>
Sept 16 th – 17 th	Henham Steam Rally	Henham Park	T. Alden
Sept 16 th – 17 th	LRO Show	Peterborough	G. King

Thank you message received from Jayne & Steven who attended the club open day

Dear Graham,

Just to say a big thankyou to all the guys and ladies at the Suffolk Land Rover Club.

I am a support worker for Leading Lives and came along to your Family day with a gentleman I support.

Not only did he get to enjoy seeing all the Land Rover's, but your colleagues made it possible for him to ride in one on the off road course.

Just to ask you to pass on our thanks to all involved in making his day a fantastic one.

We are in the process of making a story board to go on Leading Lives site. Hope this will encourage everyone that anything is possible, no matter what your disability.

Please pass on our thanks to everyone involved on the day.

Kind regards

Jayne and Steven



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Snugg's Tyro Trial

Snuggs Pit Tyro 16th July 2017 what a joy it was to hear there was going to be a Tyro Trial squeezed into the events for this year.

With many entries it was gearing up to be a good day with some challenging sections, set with the help of Simon, Richard & Gareth.



A good start to the day with a McDonald's breakfast and another trip to the fuel station (good old v8's). Wesley went straight through scrutineering and we were set, however this time I was without a co-driver.

8th in line and I was ready, many visits to Snugg's pit but only as a co-driver I was more than excited to get going and find out what it was really like to have a drive around trying to dodge so many trees!



Onto section 1 and straight through with a clear a personal best some must say even if I was starting with a 10pt penalty after my win at Newbourne earlier this year. The sections carried on throughout the morning with plenty to think about and a couple more clears and arms like pop-eye after all Wesley was nursing a

poorly steering box, we stopped for lunch, time to recharge and chat amongst the crowd finding out peoples thoughts on the day so far.

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Soon came the afternoon ready to start the sun was still shining however the clouds looming didn't give you much confidence the weather was here to stay. First trial after lunch and off I went through the gates a little cautious stopping gently just to make sure I didn't hit the cane resulting in me getting a 7!

Beginning to believe my luck had ran out I had a walk over the next section hoping to beat the rain. Just as I began this section the heavens opened, lucky for me this gave me a slight advantage as I was starting this section 1st. I went through the 2nd gate which took you over a tricky tree root section, Wesley went right through and I managed to get through this section clear, however much to the disgust of the others that were to follow, as the rain



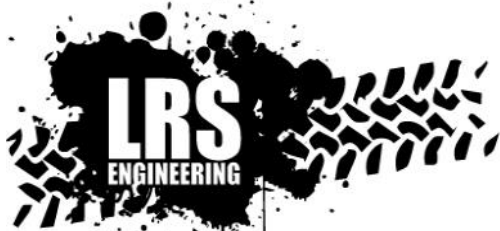
didn't help and they were struggling to get their wheels up the slight slope which caused them to hit the cane.



The days fun went on with the rain in full force making the remaining sections very different.. this is where my competitive blood got the better of me, seeing Michael before trying to get Jake over the logs at the last gate I had something to prove. I cleared the section until the end, that last gate. The one I had to sacrifice just to prove a point I

made it over.

Over all I had a fantastic day and came through with a win, I would like to thank everyone for their help and efforts to make the day a success I will be looking forward to the next event.



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What part of Eyjafjallajökull don't you understand?

Many years ago, we were lucky to plan a short break to Reykjavik and always planned to come back and explore more of this country – this time in a 4x4. Early in the planning it became obvious that ambitions to hire a tricked-out Defender whilst possible were extremely expensive so we set our sights lower. More on that later!

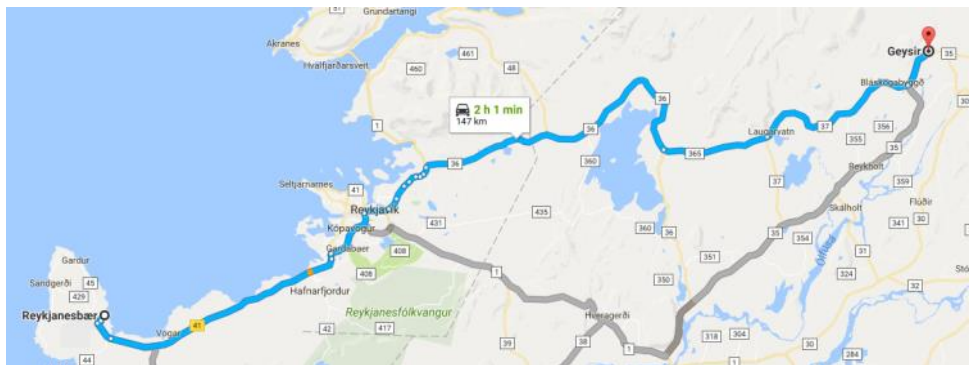
Iceland as you all know is an island in the Atlantic just south of the Arctic Circle.



Infamous for its volcanoes, Geysers and now its football team it has a ring road called route 1 which is the main highway that runs around the island but most of the other roads are gravel with many routes classed as F routes accessible only by 4x4. Most of these are akin to graded green lanes but many also cross rivers and climb mountain passes. You are simply not allowed to drive these roads without a 4x4 by law (although we did come across

someone in a Hymer campervan one day!).

Off to see some old Geysir



After collecting our mighty steed from Iceland 4x4 rental we negotiated the mean streets of Reykjavik and headed off up route 36 towards Geysir for our first nights stop. It had been a 3am start so we planned to take day 1 easy. The road up to Geysir is taken by the tour buses that ferry the cruise ship passengers up to the famous sight of regular spouts of boiling steam shooting up into the air. The road is paved all the way so no chance to try out the low range box just yet.

Now a word about Icelandic hotels. If you look them up on sites such as booking.com they are...(a) Expensive, (b) look like motels and (c) in the middle of nowhere. The first you can do nothing about its down to the economy sadly, the second we can only put down to the climate – severe weather means that exteriors take a battering, the interior though are typically Scandinavian and generally very well kept. Lastly, yes it's the middle of nowhere but then so is the whole country – that's the point of going there. Staff are on the whole.... Icelandic – which means they have their own way of dealing with tourists. Some are very nice, others are indifferent, no change from your average Premier Inn I guess. Most offer breakfast which is usually very good especially if you like jam

with your pickled herrings and rye bread. Other breakfast choices are available :-). Take some sandwich bags to make your lunch – everyone does it and you may not find somewhere to stop during the day anyway.



Geysir is impressive. If you are staying local then choose the Little Geysir Hotel, its quieter and you can walk over the road to see the sights. We stayed in July so it never gets dark, the bonus is that you can still see the spout at 11pm when all the coach trips have left.

If you have no sense of smell like I do then the sulphurous pong will not affect you. If you have a sense of smell then breathe in that eggy heavenly aroma.

There are a number of hot pools of water around 100C not all of which spout steam. The main one which lends its name to the place erupts approximately every 5 minutes and, like waves on the sea there are usually a few small spurts before the main event where it can reach in excess of 100 feet in the air. The

hole you see in the photo apparently extends down more than a kilometre.

[Off road to Varmahlíð](#)

Waking early the sun was up – because it never went down. A quick few photos, few herrings and some porridge and we are set to tackle the first F route.

The tarmac ends just a kilometre from the hotel and turns into compacted gravel. This road then continues for another 156km steady climbing up to high plateaus of glacial and volcanic deposits. There is a bus that takes this route twice a day but there are no towns on the way so fill up before you set off.

Years ago, fuel stations were a problem, they were manned but not on Sundays and few and far between. As a precaution, we asked the hire company to provide a spare fuel can, but we didn't need it all holiday. Now, all the fuel stops are marked on the maps and all are fully automated. A few words of advice

A) Since they are automated they use credit cards to take payment – so make sure you have a card that doesn't charge you an exchange fee

B) Whilst the fuel pump may look like it's on the forecourt of an establishment the smaller single pump stations may not own the pump and therefore don't expect them to help if you have a problem

C) It is possible to buy a prepaid card from the bigger stations but then of course you are restricted to one of 4 different fuel companies. N1 is the most widely seen.

D) The pumps have a touch screen, all have multi lingual capability and ask you to pre-authorise an amount in Isk (Icelandic Kroner) that you want. If you take less you are charged less. None of the pumps we used gave us receipts despite asking – so make a note of what you take.

E) Some have an option in the bottom right of the screen to 'fill tank' – which we found on day 3!



So, the F35, it's the first F route and the scale and the scenery are something else. Imagine a green lane that is 100 miles long and crosses deserted plains of grey pebbles as far as the eye can see. In the distance are snow-capped mountains and just visible are the tops of huge glaciers. Every now and then a track heads off into the distance to an unpronounceable place full of j's w's and k's. Half way across one of these desolate plains slogs

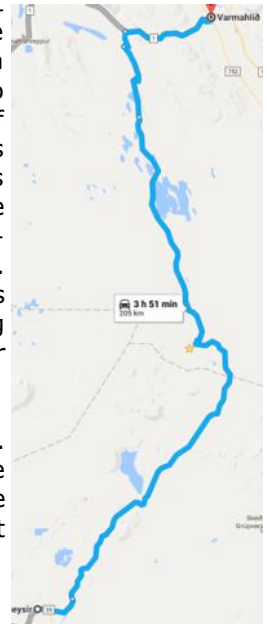
a cyclist, panniers bulging and seemingly not enjoying life to the full. Smiles are few and far between in the long-distance cycling world I guess. We offer a cheery wave. By the way please slow right down when you come across a cyclist especially in warm weather it can't be fun being peppered with gravel and having to inhale a dust trail for the next few km.

Just a few kilometres up the road from Geysir is Gulfoss. It's a huge glacial waterfall often featured in films, the most recent of which I believe was Prometheus where that odd tall chap dissolves himself for reasons best known to him.



This is a very popular site, lots of selfie seekers but hike up to the side of the waterfall and you can start to appreciate the scale of the falls. The grey water full of glacial sediment has carved a jagged canyon through the landscape.

To be continued, more about the vehicle next time





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Club Open Day

A massive shout out and thank you to everyone who came and helped set up on the Saturday and to everyone who came and helped on the open day. We had a fantastic day, the weather was perfect and we raised just over £900 towards our desperately needed show trailer, which will enable us as a club to attend shows, where we raise funds for our chosen charities.

All our charities were there on the day to support us in return for the hard work you as club members do throughout the year supporting them.

Well done everyone, great team effort.

Jane & Richard

A Memo from Membership

Now that we have reached the last third of 2017, with the holiday season drawing to a close, the kids have gone back to school and Christmas is fast approaching, it is now time to think about your SLROC membership 2018.

It was announced at the AGM back in March there will be some changes to the membership fees in the coming year. Where joint membership increases to £10 per person.

The fees are as follows

Full member £30; Joint member £10*

*joint membership is for adults over the age of 17 living at the same address.

Please be advised that any junior members who have turned 17 in 2017 will become joint member from 1st January 2018, where a joint membership fee of £10 is required.

As a gentle reminder for payees of electronic banking (BACS or Standing order), your bank transactions will need to be updated.

NOTE: Insufficient subscription fees will not be processed.
Re-joining fees of £5 per person are payable from 1st February.

For more information please do not hesitate to contact membership@slroc.uk.com

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An idiots guide to Trialling

Sign-on.

All of our events are published in the Main website, Nooze and the Club forum in the "Pre booking" section. Details on the trials location and how to get there and what time it all starts are listed. As a rule of thumb if you want to compete you need to come armed with your membership card (or you could join on the day). Be there between 08:45 and 09:30 to insure all the official paper work is out of the way in good time for the event start at 10:00 prompt. Tryo trials tend to start later to give the younger drivers some time to get behind the wheel before they start the first Section.

On arrival find the competition control to sign on. This involves you parting with £20.00 of you hard earned cash (or £15 if you have pre-booked). You will be asked to produce your membership card that you so carefully remembered to bring. With this in order, you fill out your details on the official list of competitors, and are passed a score card.



NB before you sign on your vehicle will need to have passed a Scrutineering check first.

Scrutineering.

Safety is a key part of any motor sport, the scrutineer for the event will check your vehicle for basic safety and soundness. If your vehicle fails, then you may be able to rectify minor a point (that's why it's always a good idea to get there early!) and re-submit the vehicle before the trial starts. Scrutineering check list can be found in Nooze and on the Club website and Forum.

Drivers Briefing.

The Clerk of the Course or (CoC) will call all the competitors together to outline the days trialling ahead. Drivers will be made aware of deep water, dangerous or out of bounds areas, and other issues that can be foreseen, and then it's off to play.

The Competition & Scoring.

This is quite straight forward really, even though some competitors/marshals get confused in the heat of the moment. The objective of trialling is to get the lowest score at the end of the day (here, points don't win prizes). A section will comprise a series of 'gates' – a pair of bamboo canes- that are numbered in sequence from 10 down to 1. The canes are clearly numbered to guide you through the section, red markers are on the left and yellow makers (with numbers) on the right.

Having identified the canes, all you simply do is drive between them without touching them with any part of the vehicle or ceasing forward momentum. That would be so simple if it wasn't for the fact that most clerks of the course set canes in awkward positions on difficult terrain.



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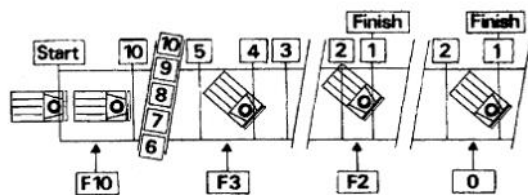
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You must start at the start gate (logical so far) with your front wheels at the start line, and be stationary unless otherwise directed. You then proceed in an orderly fashion through the course marked by the canes without deviating from the driven route. What this means is that there is an imaginary route directly between the canes that you should follow, no scenic country drives are permitted between two gates unless the course is set that way.

To explain how the scoring works, take the example of passing gate 5, and clipping the red cane with the roof – you score 5 points. If you pass through gate 5 successfully but stop before gate 4 – you score 4 points. If you pass through gate 5, but only manage to get one front wheel through the 4 gate before stopping, you are considered to have passed gate 4, so score 3 points. Still not clear? Don't worry ask on the day and all will be explained.



On some sections you will find that the 1 gate has been set such that you are only able to get one wheel through at an angle – this to the pro's is known as 'hubbing it'. The diagram below explains all this far more clearly, and has been re-produced from the MSA yearbook.



An exception to all this is for vehicles with a wheelbase of 100 inches and over. Because of the reduced turning circle, these are allowed 1 'shunt'. That is, they can stop (before they come to an involuntary stop), reverse a little to re-align themselves, and then

carry on. When stopping to perform a shunt prior to losing forward momentum indicate to a marshal your intention to "take a shunt" by either beeping the horn or shouting "SHUNT" (make sure you shout so there's no doubt). Generally, there is only one shunt allowed per section, although occasionally a clerk of the course (CoC) will permit more.

On the day of the trial, the marshals will watch the canes carefully to make sure that none are hit. The CoC will advise where the marshals should stand so that they are not in a place of danger and can see canes that are likely to be hit. The more wily driver should take note of marshal positions to have some clue as to where difficult bits may be.

Classes.

Certain vehicle types are categorised into classes. This allows for a level playing field, as you will be competing against like vehicles in the same class, as well as possibly beating every motor to win the event out-right.

Class 1 – Modified (bobtailed, trialer's), trailered vehicles, additional driving aids (lockers)

Class 2 – Coil Spring, Road taxed, standard drive train

Class 3 – Leaf sprung

Tyro trials

Tyro is Latin for novice, and so this is the novices' trial and is a very good way of Getting into trialling, and open to competitors as young as 13 (accompanied but a full driving licence holder). The emphasis is on safe vehicle control, but this doesn't mean it's boring. Mainly aimed at clean shiny factory standard vehicles complete with road tyres, side steps, tow hitches and spoilers, the regulations are quite strict on what you can or can't drive in these trials, side slopes are kept to a minimum, climbs and descents are limited in length and steepness, and water is to be no deeper than the tyre, that is you shouldn't get the rim wet. That is not to say the trial is easy by any means. You will still face the thinking and difficulty of a CCTV, but against terrain that will not damage the vehicle (unless you go completely off the course).

The trial is aimed much more at the family end of trialling, and is generally good fun. You can use your own family 4x4 or parent's trialler. (Please ask first! as TWOC (Taken Without Owners Consent) is not encouraged and will probably not end well). Generally, these events start around midday to early afternoon (light dependant) giving those who don't regularly drive a chance to get behind the wheel and familiarise themselves with clutch, throttle and brake controls and the vehicle extents (ie width, turning circle, etc)



Competition Secretary's top trialling tips

- Always walk the whole section prior to driving it.
- Take along a co-driver, they can concentrate on where the next gate is and tell you how close you are to each gate.
- Watch others drive the sections.
- Fold in your wing mirrors – you'd be surprised how much narrower it makes your vehicle.
- Check water depths – you will see some competitors with walking sticks, a broom handle or a cane. This is not the help them get around its to check water depths and see how deep and soft the mud is.
- Concentrate on every gate – sometimes you think gate 10 is just the start gate but clip it and it will have a huge impact on you score.
- Sometimes its best to stop, than attempt a gate you have little chance of clearing – trials are often won and lost on single points.
- Don't forget "hubbing"
- If you allowed a "shunt" don't forget it – sound obvious but sometimes forgotten.
- Enjoy yourself – don't tackle anything you're not confident about, stopping on section not a problem, ask advise if you new to trialling and above all remember its "all a bit of fun"



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Committee Meeting

Meeting held Friday 30th June 2017, 8pm

Minutes prepared by Graham White

Present

Andy Jeff (AJ) (Chair), Si Barham(SB), Jane Barham(JB), Pat Corps(PT), Tim Alden (TA), Richard Gilmore(RG), Chris Finbow(CF), Jane Gilmore(JG), Graham White(GW).

Apologies

Michael Whitting (MW), Gareth King(GK).

Minutes of previous meeting.

Approved as a true account. Proposed SB, Seconded PC

Matters arising from previous meeting.

Outstanding actions.

07/10/16 – 12v charging system for caravan lights needs repairing -action GK
07/04/17 – Confirmation of 2x diggers & dumper required for site overhaul – action AJ
07/04/17 – Crew to evaluate road worthiness of trailer – action SB
09/06/17 – Check additional parking availability for open day – action AJ
09/06/17 – Document what ALRC tag means – action AJ
09/06/17 – Write helmet article for Nooze – action AJ

Actions arising this meeting

063001 – Contact Jack for recorder and other Club Secretary items then pass to GW – action AJ
063002 – Add Bearmach link to website – action AJ
063003 – Advise JG of charity contact to receive Nooze – action AJ
063004 – Review Tractor Fair course with a view to making improvements – action TA
063005 – Produce “Scrutineered” labels prior to Heveningham Show – action AJ
063006 – Confirm additional Marshal training course for September – action PC
063007 – RG to liaise with GK to create a to-do list so volunteers on 5/6th August will be effectively employed and materials as necessary are available – action GK&RG

Calendar Items.

None

Membership

Full = 158 Joint = 77 Junior = 27 Total membership = 262

New members: Edward Watson, Halesworth; Approved SB; Seconded PC

Membership procedure is written.

Finance report

£19,146.02 in the Bank; £10,869.00 is 2017 Charity; £8,277.02 Balance
Nooze June invoice with stickers and postcards paid.
Next site rent instalment due August

Club Site

An overhaul of the yellow course and general maintenance throughout the site is to be carried out 5/6th August. GK to manage major works with diggers etc. RG to manage other activities.

Website & Social Media

Numbers to be provided.

Nooze

It was agreed the charity representatives should receive a copy of Nooze.

Shows & Events

TA reported that Heveningham show is expected to be bigger than previous years, with extensive advertising apparent. The Henham Steam Rally bookings are underway and this show is also growing. The Club awaits further information following an initial approach from Sudbury Carnival committee requesting the Clubs attendance. It may be possible to modify and improve the course at the Food Hall.

Safety & Training

PC reported that the Marshal renewals had been carried out. That low retention of Marshals is a significant reason why the Club continues to be short of Marshals. It was agreed to organise an additional Marshal training course in September.

Competitions

The Tyro is to be held 16 July at Snuggs Pit is to be set up by SB & RG. RG has not received any response from his Forum post requesting Marshals for this event, although a good number of entrants are expected.

IPOD

International Organisation of Professional Drivers

Correspondence

Letter from Sudbury Carnival with an invitation to attend.

Next Meeting

8pm Wednesday 2nd August at the Club

Minutes approved

..... A.Jeff 2/8/17

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, 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**

Land Rover Cross stitch

This is the Wonderful cross stitch, very cleverly done by Sheila, whilst sat in the campervan up at the club, whilst Russell is helping Marshal and recover some of us from the course!. She can take commissions if anyone would like one.



CLUB CONTACTS

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NOOZE EDITOR

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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.

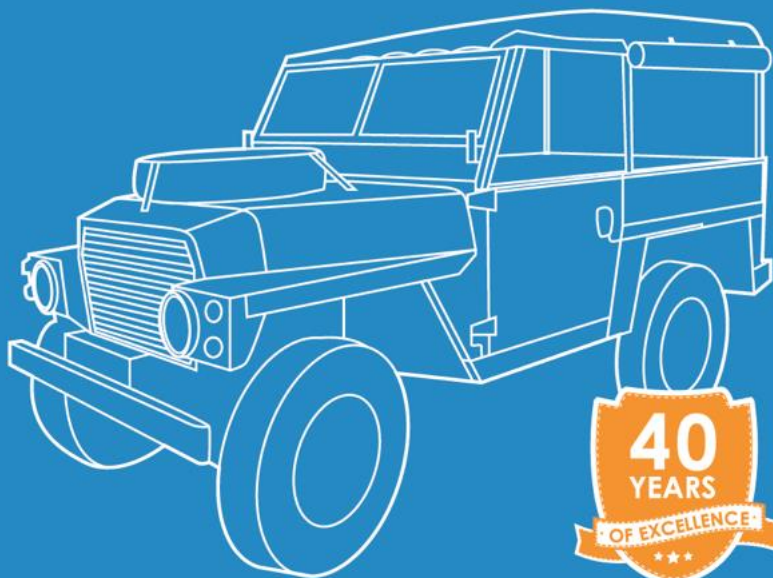
Strictly no drinking and driving. No motorcycles or quad bikes.

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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