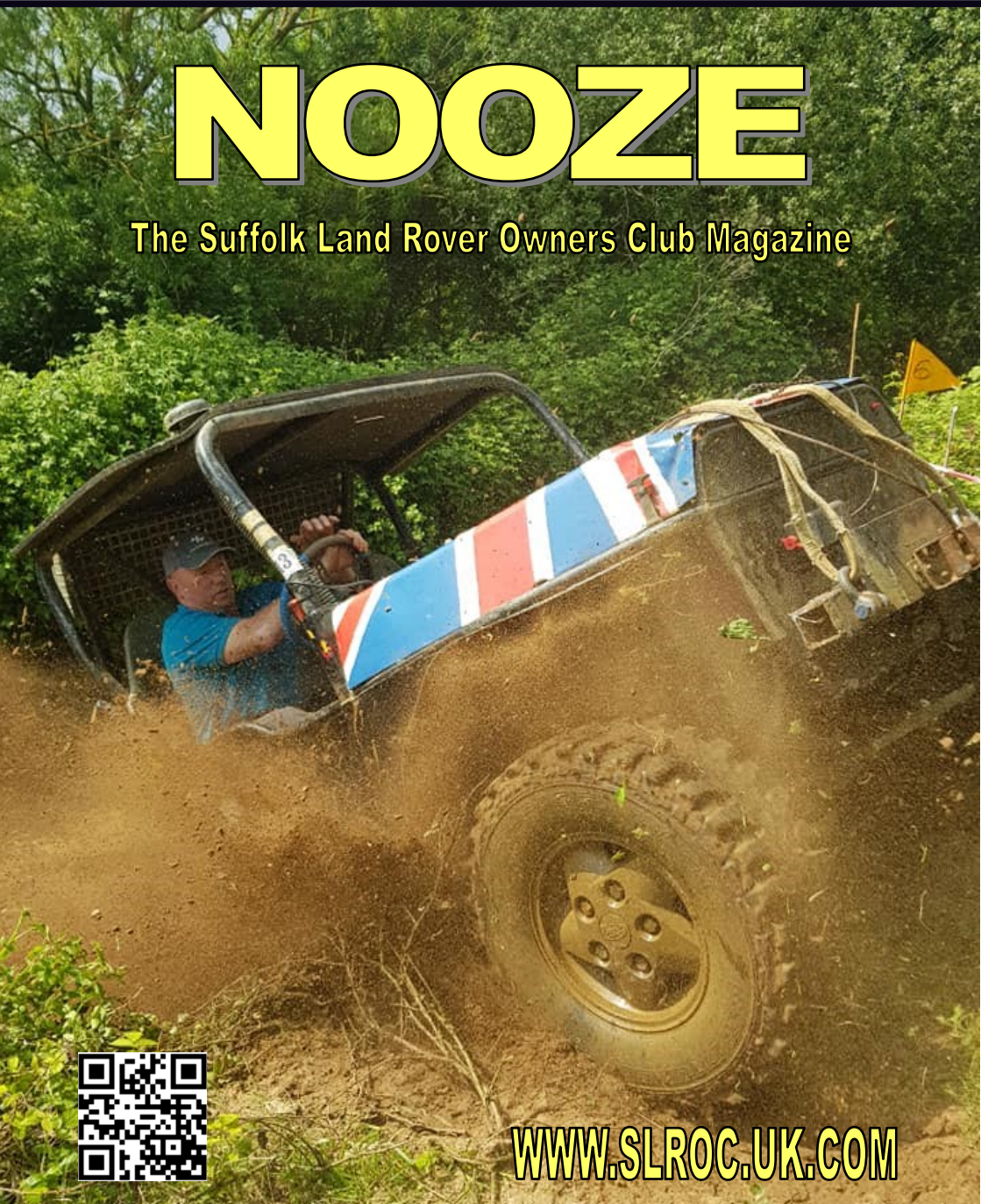




June 2019

NOOZE

The Suffolk Land Rover Owners Club Magazine



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GO BEYOND

Nooze News!

NOOZE

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

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

Amy Berwick

10 Hall Lane, Wacton,
Norwich, NR15 2UH
Tel: 07496549234

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

COPY DEADLINE:

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

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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

Simon C showing his
competitive streak at the winch
trial

It is weird to think that by the time you are all
reading this, Suffolk Show will be over! All I
can currently do is hope for some good
weather, as I must admit I am a fair weather
camper! I'm not quite sure what to expect from
camping at this show, but the early mornings
are already seeming quite daunting!

Last month saw the novice winch trial at our
club site, followed by a driving day which was
extremely quiet! I have included a few photos
from the events, but here's just another plea...
If you attend an event, I will always always
always be grateful for any photos you may
have been able to take! After all, it makes for a
more interesting Nooze for all of you! Also, if
you fancy adding a couple of lines to
accompany your photo's that would be amazing
too!

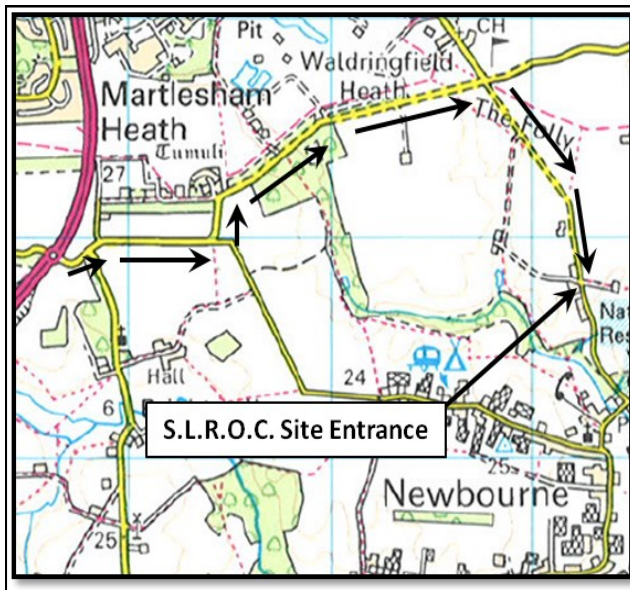
In this Nooze, Pat has gone some way in
explaining the insurance for club shows within
his chairman's chat, which is definitely worth a
read. There is also a final update from Jon
regarding his latest Jaffa project, and a further
installment from Fred and his lightweight
project. Also, if any of you are wondering what
a maintenance day entails, Graham has written
a writeup of the one he attended in March. It
would be great to see a large number of
helpers assist Tony with the never ending job
of attacking the brambles at the upcoming
maintenance day, along with other jobs!

This month we have the second training day
and camp over at our club site, with a driving
day on the Sunday. We also have the Country
Fair at Heveningham Hall where we will be
adding to the charity pot.

Hope to see you all soon!

Amy

Directions to the Newbourne club site



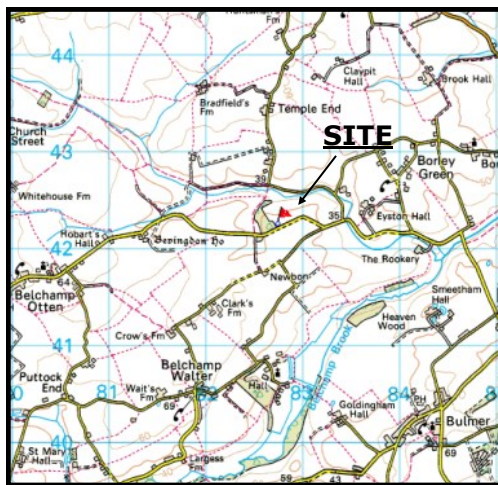
The club has its very own off-road driving site which we use monthly for weekend events, and competitions. The site is situated to the east of Ipswich, near to the village of Newbourne. Strict rules must be adhered to when using the site, to protect the safety of all users. Please keep your speed down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

My chat this month, goes some way to explain our club insurance, and who could be ultimately responsible. These are only a few questions that are likely to be asked.

Are we covered for;

- 1.** A driver claiming against another driver in the event of vehicular damage? - The policy is like any other motorsport liability policy and contains a number of motorsports conditions including a 'Participant to Participant' exclusion. So in response to your question a driver to driver claim would be excluded under the policy.
- 2.** A driver claiming against another driver for any injury proven to be sustained during one of these experiences? - As per the question and answer above such a claim would be excluded under the policy cover.
- 3.** A passenger claiming against the club for any injury proven to be sustained during one of these experiences? - The 'Participant to Participant' exclusion extends to include passengers within the definition. Please see the Motorsports conditions on the reverse of the liability schedule. So in response to your question there is an exclusion under the policy for this expose. However as per my email in November 2017 the policy is 'negligence based' and will not prevent claims being brought against the club where negligence is against the driver or club is alleged. Participants would be expected to acknowledge the risk and sign disclaimers indicating this, as with any insurance claim for it to be successful the claimant would be required to prove negligence on the part of the club/driver.
- 4.** A passenger claiming against a driver for any injury proven to be sustained during one of these experiences? - As above, The 'Participant to Participant' exclusion extends to include passengers within the definition. Please see the Motorsports conditions on the reverse of the liability schedule. So in response to your question there is an exclusion under the policy for this exposure. However, as per my email in November 2017 the policy is 'negligence based' and will not prevent claims being brought against the driver where negligence is against the driver is alleged. Participants would be expected to acknowledge the risk and sign disclaimers indicating this, as with any liability insurance claim, for it to be successful the claimant would be required to prove negligence on the part of the club/driver. I think it more likely that any claimant would be guided by legal representation and make a claim against the club.
- 5.** A member of the public sustaining any injury within the bounds of the cordoned area if they have, or have not signed a risk acknowledgment form? - The 'Participant to Participant' exclusion extends to include any other person who has been **permitted to stand/remain** in the restricted area. Restricted area means; an area requiring authorisation or permission to enter or any area where admission by spectators is prohibited including but not limited to the racing surface and pit area. So in answering your question if a member of the public is permitted to remain in the restricted area and is injured, there would be an exclusion under the policy. However if the member of the public had crossed in to the restricted area without permission the policy would respond.

Hope this hasn't put you off.

All the Best.

Pat.

EVENTS PLANNER 2019

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>
June 15 th	2 nd Training Day & Camp Over	Newbourne	TBC
June 16 th	Driving Day	Newbourne	TBC
July 13th	Tyro CCVT & camp over	Snuggs Pit	R. Gilmore
July 14th	Punch Hunt	Snuggs pit	R. Gilmore
July 20 th	Maintenance day & Camp Over	Newbourne	T. Parker
July 21 st	Driving Day	Newbourne	TBC
Sept 1st	CCVT & Interclub	Badwell Ash	M. Whitting
Sept 8 th	3rd Training Day (Novice Driver)	Newbourne	P. Corps
Sept 21st	Tyro CCVT & Camp Over	Newbourne	S. Bareham
Sept 22 nd	Driving Day	Newbourne	TBC
Oct 19th	"Ladies/Junior" Tyro CCVT & Camp Over	Newbourne	C. Finbow
Oct 20 th	Driving Day & Auto Jumble	Newbourne	C. Finbow
Nov 3rd	Single Vehicle Winch trial	Snuggs Pit	R. Lambourne
Nov 17 th	Children in Need Driving Day	Newbourne	A. Jeff
Nov 24th	CCVT	Snuggs Pit	A. cutting
Dec 29th	Mince Pie Driving Day	Newbourne	G. White

*****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**

SHOW PLANNER 2019

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>
June 22 nd —23 rd	Heveningham Country Fair	Heveningham	T. Alden
Aug 3 rd —4 th	Festival of Wheels	Trinity Park	T. Alden
Aug 11 th	Club Open Day	Newbourn	A&S Berwick
Sept 14 th —15 th	LRO Show	Peterborough	TBC
Sept 21 st —22 nd	Henham Steam Rally	Henham Park	R. Heatehr

May Driving Day



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Jaffa Mk3 Final Update

There comes a time when you have to take a leap of faith. The brakes needed re-bleeding and a bulb put into the high level brake light. So I smoked the neighbours out with big piles of black smoke and loaded it onto the trailer..

Nothing else to do on a Saturday afternoon so I indulged in a bottle of prosecco that I won while dancing a few weeks earlier. The Sunday was an uneventful day which included a rare appearance at the club site, and an early night due to work on Monday (0200 start).

I was hoping to be back in time for the MOT but fate and road closures held me back. With it being delivered to the test station for me I could only hope for a pass.



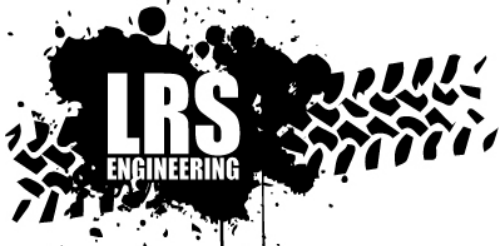
All I can say now is, who's got the undercoat and ral2003. It passed with a couple of advisories. I should have wiped the excess grease from the brake pipes and there's a ball joint that will need replacing before the next test.

Cost for this project less than £400.00 including the initial purchase... So it goes to show that you can get a Freelander cheap enough to put back on the road.



See you guys soon, maybe in an orange Freelander.....

Jonathan
aka TINY



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The Lightweight Project

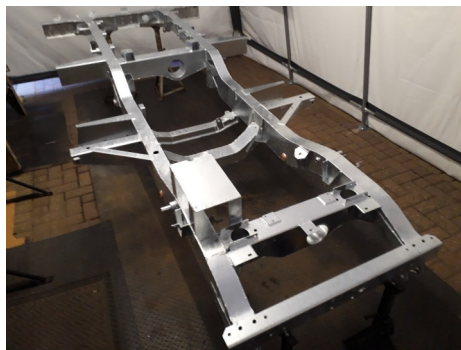
It was at this point that the new chassis, a galvanised version supplied by Richards Chassis, arrived and was installed in the tent. I had decided to paint it, so it was Scotchbrighted and degreased and a coat of etch primer applied and allowed to dry. All threaded holes were checked for any excess galvanic deposits and retapped where necessary. The chassis was then painted with two coats of black chassis paint. All coats were applied where possible by roller which gives a much more even coat than a brush.



With the paint coats dry and hardened the exciting task of rebuilding could begin. The road springs were re-installed which allowed both axles to be refitted. These were followed by the engine and transmission assemblies being installed on new mounts. The braking system, which when working well still leaves

a bit to desired, was completely overhauled. New wheel cylinders and shoes, pressure differential valve and master cylinder being replaced. New hydraulic pipes were fabricated and fitted. Hub bearings were all renewed and the hubs refitted to the axles. Next came the turn of the steering linkage. The original steering relay which, as usual, was not only completely seized in the chassis cross-member, but also would only rotate using considerable force from tool number one or a very long piece of tubing!! A new relay was installed. All new steering ball-joints were fitted. The steering box seemed in good condition so it was refitted and filled with fresh oil and adjusted.

The next step was to set about the refurbishment of the bodywork. This is something about which I am much less familiar. However, I decided to take one piece at a time and make decisions as I went. The main engine bulkhead was the obvious first component to receive attention as it is central to the fitting of many other parts. It was obvious from my original inspection that both footwells would need replacing together with the outer side panels. New items were obtained from Les Cromie and welded into position. It also needed fairly extensive work to the instrument box to replace the corroded areas. Added to this both outer front corners had considerable rust which were cut out and repair sections fabricated and welded into position. The whole panel assembly was taken back to sound material and primed, undercoated and top coated in deep bronze green, again using a roller, and then fitted to the chassis. The radiator/front panel also needed some rusted areas replacing, and then the panel painted and refitted. This was followed by similar treatment to the front wings and headlamp boxes. Fitting the bulkhead allowed the refitting of the previously refurbished clutch and footbrake pedal boxes together with their respective master cylinders and several electrical items. I then fitted some of the ancillary components to the engine bay such as the throttle linkage, radiator and hoses, ignition coil etc.





At this time I set about inspecting the electrical systems, in particular the wiring looms. Many of these were still covered in the old fashioned woven material which was in an advanced state of decay. I stripped all of this off and retaped the various sections whilst trying to maintain the exit of the various cables at odd points. This was helped by the fact that I had labelled all cables when I removed them from the different components. I did this because I have a memory like sieve and am colour-blind to boot. The main

loom to the dash panel runs through the bulkhead and also goes to the engine compartment and the steering column. The other main loom runs, in true Land Rover fashion, through the offside chassis rail to the rear lamps. Both front and rear lamp wiring across the chassis was in such a state that I made up new sections. This permitted the refitting front side lamps and upgraded headlamps.

Earlier I mentioned the vent panel which, unlike all other utility Land Rovers, is a separate component. The existing one was beyond redemption so I tried to find a replacement only to find that it is a very common fault and second-hand items are as rare as hens' teeth. Having consulted a couple of military Land Rover club forums I found a firm called Pegasus Parts who profess to make 'New parts for old Land Rovers' and included in the parts list was the part I needed 'at a price'. This was in May 2018 and they were forecasting delivery in late June. Quite acceptable I thought, so I duly placed an order and paid up-front. June came and went as did July. I tried contacting them but the phone always went to answerphone and messages were not accepted. Emails received no response either.

In August we had occasion to visit the area where Pegasus Parts reside, so we thought we call on them in the hope that some progress could be made. It was just a private house with a small workshop attached. There was great reluctance to open the door to us but eventually they did respond. Lots of excuses were offered as to why we had not received the part and were told that the parts were now available and he actually showed me the component parts and said that they just needed final assembly. We left with a promise that we would be advised as soon as mine was ready. Needless to say September, October and November passed without a word. In December, we again had to visit the area and decided to repeat the procedure. Again with much delay the door was finally opened and, although the guy was not at home, after much discussion his wife agreed to get him to phone that evening. Imagine my surprise when I got his call. He said that he had my panel ready it just required a small amount of welding to complete it. He said he would phone again in a 'few' days to confirm. This he did and by 10 o'clock the following morning I was on his doorstep! Despite all of the aggravation, over an eight month period, when I saw the panel it was a fantastic piece of engineering and once home it fitted like a glove.



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Maintenance Day - 16th March

On Saturday 16th March eight Club members arrived at the Club to undertake some of the many tasks that need doing throughout the Club site. Obviously there is a limit to what just eight people plus one digger can do, so under the direction of our newly appointed Off Road Secretary Toby; we had to prioritise. Recently a long awaited load of road planeings, intended for driveway repairs, had arrived at the Club. It was January 2018 when the action to fill the holes, that were appearing in the driveway, was first raised. Then the estimate of 3 tonnes would have been more than enough and the job would not have been so significant.



Starting at the road the potholes, which were full of water from the overnight rain, had to be drained. Moving water from one pothole to the next, to where it eventually drained away using a broom, was the first task before getting Brian, using the digger, to scrape the surface to remove the high points. The planeings were then added before using Tony's wacker plate to compact the infill, adding more material until we had a level surface. We gradually moved along the driveway filling holes and compacting them until we run out of planeings.

Meanwhile elsewhere on the site an excessive overgrowth of brambles around the Yellow course was being addressed. The war on brambles seems never ending, where an army of volunteers is required to make a significant and lasting difference.

Brian, whilst not assisting with the driveway was improving the access to the Black Course, widening the drop into the yellow Course horseshoe, and making other course adjustments before making some 'interesting obstacles' in the Black Course to make it more challenging.



The driveway next to the scrutineering area with its potholes is compressed sand, quite different to the driveway from the road to the car park. It was decided to remove the ridge between the tracks using this and other material to fill the potholes. This area was then cordoned off to give it time to drain before traffic is allowed to use it again.

I'm sure members will notice and hopefully appreciate the difference that just eight volunteers have made in one day.

Personally, I enjoyed volunteering as I felt I was able to make a positive contribution and would like to thank my fellow volunteers Toby Parker, Tony Reilly, Tom Reilly, Russel Harvey, Rob Hawley, Simon Callum, Mark French and Brian Welburn, for making a positive difference to our Club.

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Novice Winch Trial, 18th May



Notes & Reports following Friday 5th April Cancelled meeting

Circulation Richard Gilmore (RG), Graham White (GW), Pat Corps (PC) (Chair), Andy Jeff (AJ), Amy Berwick (AB), Tim Alden (TA), Michael Whitting (MW), Niki Broadley (NB), Toby Parker (TP), Spencer White (SW)

Minutes of March meeting.

Approved as a true account. Proposed GW, Seconded PC

Outstanding actions. (NB Action reference = Date + numeric i.e. MMDDNN)

110311 – Membership Sec to have access to bank acc to check memberships –

Action MW

110204 – Action Complete

18090704 – Organise fire extinguisher service – **Action PC**

100503 – Confirm current value expectations of the 5kW generator – **Action MW**

110203 – Copy & Post IOPD Events notice – **Action AJ**

010401 – Change Bank if Membership Sec still has no access to account after January – **Action MW**

010403 – Set up Toby Parker (TP) with an email account – **Action AJ**

010404 – PC to loan the Club a generator for its use – **Action PC**

010407 – Obtain chosen charities logos for trailer – **Action RG**

010409 – Action Complete

010411 – Organise NB access to bank account (action 110311 & 010401) –

Action MW

010412 – Discuss with Paul Whitting potential Committee position – **Action AJ**

010413 – Contact G.Nurse re 5kW generator – **Action PC**

010416 – Visit / discuss the Clubs possible involvement at the Warren Classic –

Action TA

020803 – Alter driving sign on sheets to include a driving licence declaration. –

Action PC

020804 – Ensure XXL size T shirts are available in Purple – **Action TA**

020805 – Obtain CF signature to enable bank mandate change – **Action MW**

030801 – Action Complete.

Membership

Total Members 229 Full = 143 Joint = 62 Junior = 24

New members

David & Denise King Buxhall,
Kieran Bennett Ipswich,
Jack Olding Debenham,
Daniel Hurlock Norton

Club Site

Ten members attended Maintenance day on Saturday 16th March undertaking range of tasks, including cutting back bramble overgrowth, filling driveway potholes and making improvements to both Black and Yellow courses.

Nooze

AB reported the April edition of Nooze had gone to print.

Shows

TA reported that we have final mock-up of the T-shirt, now obtaining quotes Plus, press release for Suffolk Show agreed. Charities advised of planning for show. Gotelee are hiring a marquee extension from the show. Terry Gant will transport see saw to show and Simon Turner discussing with Terry regarding return. This is likely to be the only outing for the see saw as dates clash with those that Terry needs it for.

Web

AJ reported that Club has 1311 Facebook likes.

Club Shop

SW reported that the Stock is now transferred from CF and recorded. No purchase or sales history was available. The logistics of using the existing supplier are impractical so an alternative supplier has been identified to maintain supply of existing items. SW aiming to have any items not in stock ordered for delivery at the next driving day with a postage option for customers paying p&p. A small stock of Hi Vis vests, shackles, bridles, jate rings, will be available at each driving day.

Next Meeting 7.30pm Friday 3rd May at the Club



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www.slroc.uk.com Sticker (Black, Orange, Silver, Yellow, Red, Blue & White)	£3.00
Key Ring	£1.00

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

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Jate Clamp	£18.00
Battery Clamp	£6.00

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:

Spencer White: - 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

Training Day, April 27th





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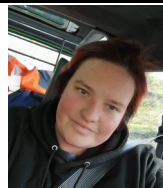
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Andy Jeff



Please note: Some of the Committee Members have requested that details of their addresses are not published within the newsletter for personal reasons. Please do not let this put you off contacting any of the Committee, they will be only too glad to receive phone calls (as long as they are at a reasonable time of day, say **no later than 9:30pm**).

If you have any mail you wish to pass on to a Committee Member then it can be sent via any of the published addresses above. The Committee also respects the privacy of each and every Club member, and to that end, we do not give out details of Club members to any other organisation.

Important Information

On entering the access lane to the site, please adhere to the **5mph** speed limit. Failure to do so, may result in removal from the site with no refund of fees.

If only watching or socialising, please turn right to park in the rear car park. Do not park in the main car park or proceed to signing-on/scrutineering.

Trailers to be parked in designated area in main parking area.

If taking part in the event please stop at the signing-on hut first:

For insurance purposes, membership cards **must** be available for inspection at **any** club driving event, if requested. Only members holding a full UK driving licence* and who have **signed on**, may drive at any club event. *With the exception of 'Tyro Trials' where Supplementary Regulations may allow drivers of 13 years and upwards.

Then continue to scrutineering: **All** vehicles must be scrutineered prior to driving onto the courses. Minimum requirements for recovery points are two -points at the front with bridle, and manufacturer's tow hitch at the rear or two 'Jates' and bridle. Please fit bridle before scrutineering.

Seat belts (inc. lap-belts) must be fitted and worn by all occupants.

(No belt, no ride. This is for your own safety).

Once signed-on and scrutineered, you may continue to the parking area.

All loose items must be removed from the vehicle before going on the courses. Vehicles will be checked for these items and stickers.

15 mph site speed limit

No driving along the footpath at the bottom of the site, except at the designated crossing point for access to and from the Woodland Course.

All recoveries under the supervision, and at the discretion of a Marshal. All facets of winching operations may only be carried out by persons aged 18 and over, including rigging.

Pedestrians must not walk on the courses, only the access roads- this is for your own safety.

Children (under 16's) remain the sole responsibility of parents/carers at all times. Children must wear a Hi-Viz vest whilst outside a vehicle in all areas. Children must be accompanied by an adult in all active vehicle movement areas.

Dogs must be kept on leads and under proper control at all times.

It is the responsibility of the owner to clear up after your dog(s).

Do not drive roped-off areas.

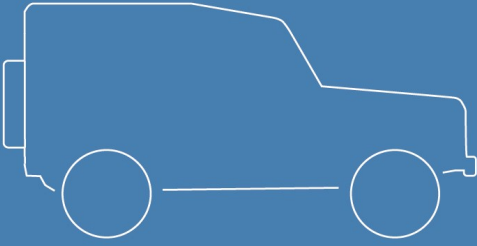
Do not remove ropes or posts unless instructed by a Marshal.

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

No tractor, Implement or overly-aggressive treaded tyres.

Please take all your litter home with you.

The Marshal's decision is final



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- Driving other vehicles**

Car Club Quoteline: 0800 916 1288

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