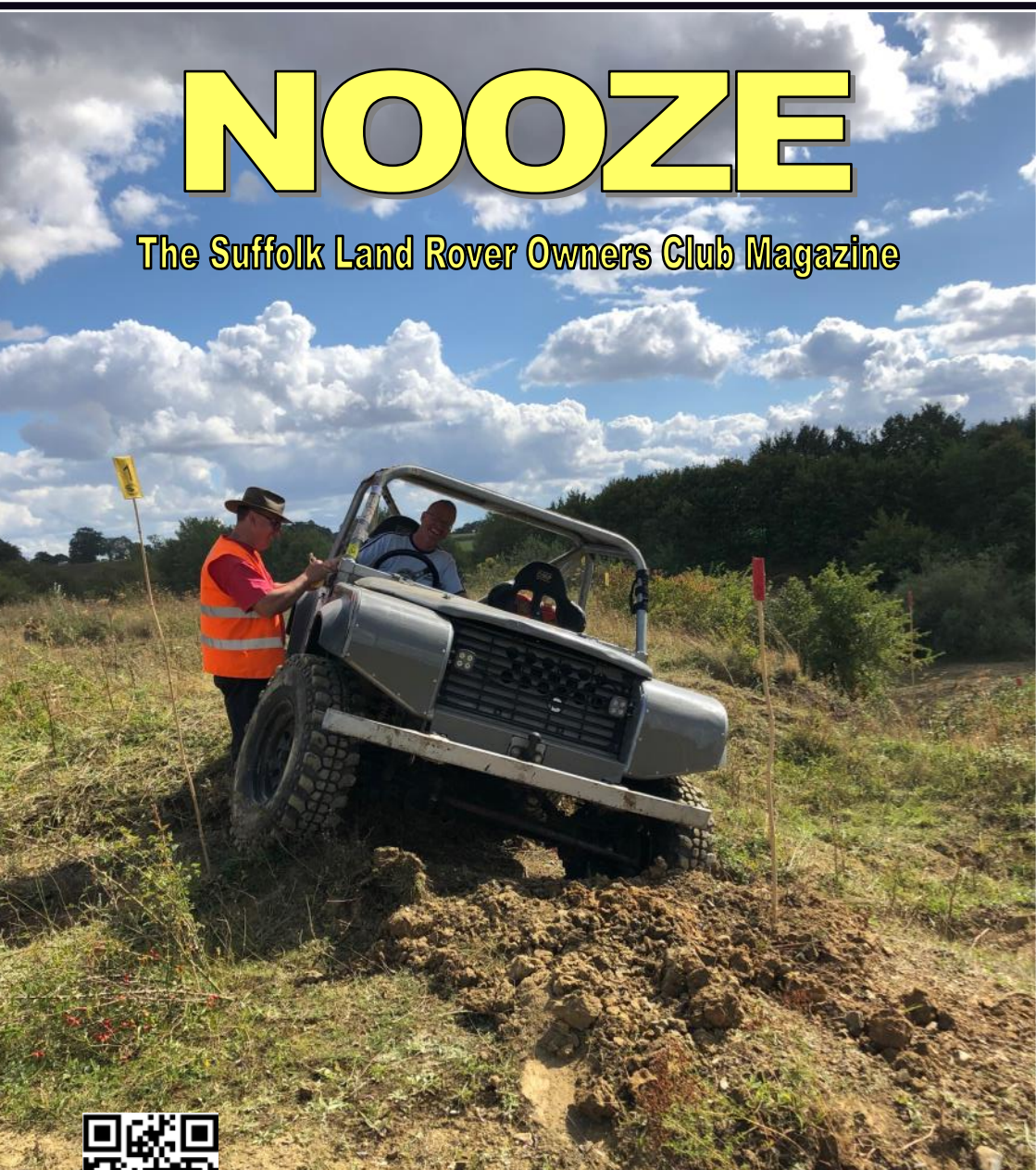




**October 2019**

# **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**

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Tel: 07496549234

Or email me at:  
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### **COPY DEADLINE:**

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

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We would like to thank  
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Nooze

SLROC Supports both national  
and local 4x4 response groups

### **Cover Picture**

Mark H after completing a  
section at the Badwell Ash  
Interclub trial

So, in case you haven't heard I have started my journey on the slippery slope of Land Rover ownership! After quite a while of keeping my eyes peeled I have found myself a great little ex military soft top 90, which is going to make such a great project! It is definitely a rather different experience when on the road to driving my Fiesta around!!!!

This year is the first year I can remember that Henham and LRO haven't clashed, so I asked the old man to come to Peterborough with me. I think I got a few too many ideas for future installations for Freddie (my 90)... Not sure Land Rover ownership and student life is quite going to go down too well!

Unfortunately summer is long gone now, reinforced by the visibly darker nights and cold weather! Therefore, here's just a quick reminder that membership will be due at the end of the year. More details will follow in next month's Nooze.

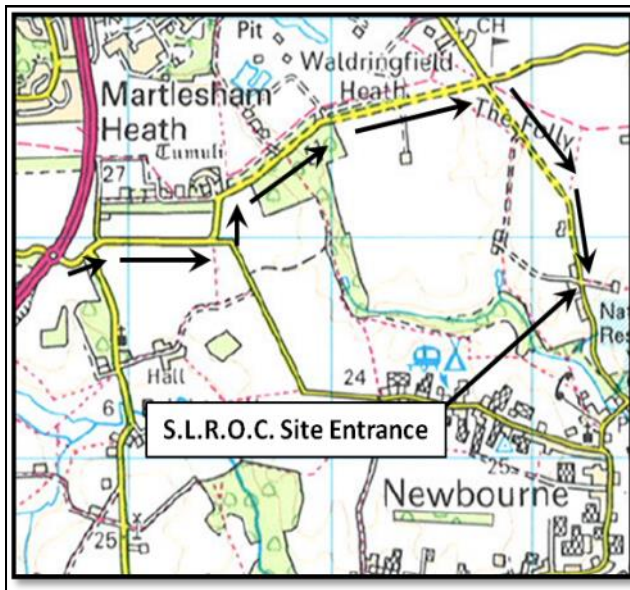
There aren't so many events left on the calendar now, with show season over, However we do have the ladies/junior tyro this month, followed by the driving day where there will be an autojumble. If you have been meaning to empty out the garage of Landy parts for a while then this will be a great way to move them on!

In this months Nooze, we have an article from Fred James about his Sankey Trailer project which looks great, and also a writeup from Andy Broadley after winning the CCVT class at the inter-club trial.

Hope to see you soon,

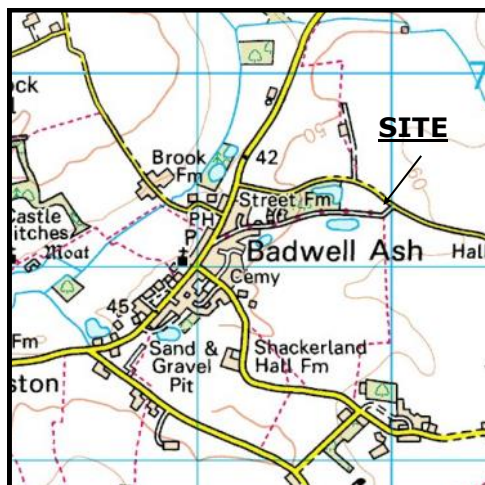
Amy

# 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

The Henham Steam Rally brought our show season to a close. The weather over the weekend was very good to us until 16.30hrs on the Sunday when precipitation started to raise its ugly head. We got our marquee down before the skies finally opened. The turnout of members, as the LRO at Peterborough didn't conflict this year was excellent, they must have heard about Sheila's Bacon Butties, we were actually over staffed, meaning more rides being shared. The course stood up well, but was very dry, which led to it being easily dug up, leading to one of the hills having to be closed. It wasn't missed too much by our customers.

Over both days, we took over £800.00, but we have to donate some to Henham, so until we have settled with them we won't know our final sum. A big thank-you to all members who have given up their time, fuel and vehicles to support the club at all our shows this year, and hopefully in the future years.

All of you that enjoy trialling, we have two left after our September one this year. "Ladies/Junior" Tyro CCTV & Camp Over at Newbourne on October 19<sup>th</sup>. Driving Day and Auto Jumble on 20<sup>th</sup>, don't forget to turn out your garages and sheds for all the spare Land rover related stuff that we all accumulate. Then on November 24<sup>th</sup> a CCVT at Snuggs Pit. I'm sure, any volunteers willing to help set any trial would be greatly appreciated. (Contact Richard Gilmore our Competition Secretary).

The Suffolk Land Rover Owners Club was represented again this year at the Land Rover Owners Show at Peterborough, thank-you Will for organising it for us. I managed to make it there this year as it didn't clash with Henham Steam Rally. I arrived before the gates opened at 09.00hrs, joined the not too long queue and eventually everyone was let loose into the show ground. People dragging trolleys, carrying large rucksack, all to accommodate what was on their shopping lists. I didn't actually have a shopping list, but after twice round the stalls, then an hour and a half watching the antics in the arena while eating lunch, I had made up my mind that I had seen several things I just had to have, like we all do at Land Rover Shows. You can't go home empty handed, you need something to show when you eventually get home. Luckily, the Saturday wasn't too crowded, so it was an enjoyable day out.

For all Marshals and Winch qualified personnel that are due for renewal next year, Winch requalification will be in April and Marshal requalification will be in June. Keep your eye on Nooze for the exact dates and put them in your diaries.

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><b>When</b></u>	<u><b>Club Event</b></u>	<u><b>Where</b></u>	<u><b>Org</b></u>
<b>Oct 19<sup>th</sup></b>	<b>"Ladies/Junior" Tyro CCVT &amp; Camp Over</b>	<b>Newbourne</b>	<b>C. Finbow</b>
Oct 20 <sup>th</sup>	Driving Day & Auto Jumble	Newbourne	C. Finbow
Nov 17 <sup>th</sup>	Children in Need Driving Day	Newbourne	A. Jeff
<b>Nov 24<sup>th</sup></b>	<b>CCVT</b>	<b>Snuggs Pit</b>	<b>A. cutting</b>
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**

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# **SHOW PLANNER 2019**

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

**All shows are finished for this year, thank you all so much for your hard work and support over the summer!**

## **Ladies and Junior Tyro Trial** **Newbourne** **19th October 2019**

This event is open to ladies and junior members.

So this is a call to the fairer sex members of the club. The annual Ladies trial is just around the corner. So those of you who have competed before, those of you who have been thinking about it and those of you who just want to make their "not so better half's" heart rates hit 200bpm then get you names down below and come and enjoy what is always a cracking day.

Junior members need to be 13 years and older to complete.

Usual Tyro rules and timings apply so if you have any questions drop Richard a line ([compsec@slroc.uk.com](mailto:compsec@slroc.uk.com)) or put a comment on Facebook/the forum.





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# The Sankey Trailer Project

As the Lightweight Project was nearing completion, I believe Wendy began to fear that I would start spending much more time in the house, so she had an idea! She had been very involved with the Lightweight, particularly in finding parts, so was well aware of what other Land Rover enthusiasts had done.

Anyway, one day she came out to see what I was doing in 'the tent' and said, "Do you know what would finish off the project really nicely?"

"What's that?" I replied.

She said, "Get an old ex-military Sankey trailer to go with it."

"Sounds interesting", I answered.

"Good, because I've just bought you one", she said.

All I had to do was pop around the corner to High Wycombe and collect it. Apparently, it was at least road worthy. So two days later I did just that and brought it home.

Unlike civilian trailers which assume the registration of the towing vehicle, military trailers have their own allocated registration number. This one bore the registration 28 ET 22 on a plate still riveted to the chassis. So again, I contacted the Royal Logistics Corps Museum in Deepcut, Surrey and obtained the 'B' Card for it. This confirmed it to be a 'Sankey Cargo ¾ ton 2 Wheel Trailer', also known as a 'narrow track' trailer.

It had been delivered to the military in November 1967 and issued to 3<sup>rd</sup> Armoured Division HQ and Signals Regiment in October 1969 and spent at least some time in Germany with the BAOR. It stayed with them until it was sold off to a dealer in August 2001.

Upon initial inspection the running gear and chassis appeared to be pretty sound, but the body was severely corroded on a number of the seams and the floor and wheel arches had some holes in them. So I covered it up to protect it from further decay until the Lightweight was complete.

Virtually the final job on the Lightweight was to fit the new tilt canvas which would need to be weathered to shrink it to fit the frame hoops more closely, so having fitted it, the vehicle was banished from the tent and the Sankey replaced it.

The obvious first job was to remove the body completely by releasing the ten J-bolts and I was amazed that all but one of them came off without any fuss. The body was then moved to the garden and covered whilst I stripped the chassis of all mechanical parts. This was followed by thoroughly degreasing and de-rusting all parts as required and then a close inspection for wear, damage, etc. Everything, with the exception of the hub bearings, was serviceable.

All parts allied to the axle were rubbed down and painted in smooth black Hammerite. This was followed by stripping the road springs down to the individual leaves, de-rusting and painting them before greasing and reassembling them into complete units again. Now it was the turn of the braking system which is made up of a myriad of levers, links, pivots, guides and springs. Disassembling this system took a considerable amount of time, as most of the threads and clevis pins were seized and had to be heated or 'beaten' to free them off. This was also true of the brake shoe expanders and adjusters. However, with a lot of time and patience all parts were successfully freed off, cleaned and painted ready for reassembly.

The chassis itself was in very good condition apart from the upper surfaces of the frame where the body sits. This was thoroughly rubbed down to good metal and Ferrozinc rust treatment applied. This was then painted over. The army generally underseal these trailers and this one was no exception. It was in fair condition so I just removed any loose or cracked areas of underseal and applied a fresh coat throughout. The rest of the chassis forward of the body was completely rubbed down and etch primed followed by two coats of Deep Bronze Green and then over coated in matt NATO Green paint to match the Lightweight.

Once the chassis could be handled, it was set up on stands and the reassembly could begin. The road springs and axle tube were refitted, followed by the brake units and hub assemblies. The shock-absorbers were then remounted together with the rebound restraints. Next it was the turn of the multitude of parts that make up the brake linkage. Fortunately I had taken several photos of this set-up which helped enormously to fit things back in the correct order and orientation. I had previously prepared and painted the wheels and fitted new tyres so I could now refit the wheels which made the trailer, minus its body, easily manoeuvrable, so it could be put to one side for the moment. Incidentally, as the Lightweight wheels will fit the trailer, and vice versa, I decided to use the same tyres thus obviating the need to carry two spare wheels.

Now my attention turned to the refurbishment of the body tub. The first objective was to remove as much of the original paintwork as possible to get a good idea of the extent of the necessary repairs. This was very time consuming and revealed some corrosion which had not been previously visible but nothing that was too far gone to consider repairs impracticable. So the slow process of cutting or grinding out rusted areas and making and welding in new metal began. The worst section was the rear of the floor panel which had a fairly large hole in it right at the back edge and had corroded the steel angle section which forms and supports all the seams on these bodies. I managed to find some angle iron of the same dimensions so the old area was cut out and a new length welded in and the new floor section patched to it. Also two of the hold-down flanges to which the J-bolts hook into, were badly corroded so I had to make new items and weld these into place.

Once all the repair work was finished the whole body was rubbed down and all the seams and repaired areas were painted with Ferrozinc rust treatment. The underside of the body and the wheel arches, like the chassis, had been undersealed but was not in too good a condition, so this was stripped off and a generous new coating applied. The outer sides and the whole of the interior surface were then rubbed down to provide a sound surface to accept an etch primer. This was then followed by an undercoat and three coats of deep bronze green on the inside and two on the exterior surfaces. Two coats of NATO Green were then added to the outside, again to match the Lightweight. All of these paint operations were completed using a 4" roller. Once the body paintwork was hardened and able to be moved I prepared some reinforced rubber strips made from an old conveyor belt and glued them to the top surfaces of the chassis between the welded flanges of the frame members to level out the height differences. The original ones had become very hard and brittle and disintegrated as I removed them.

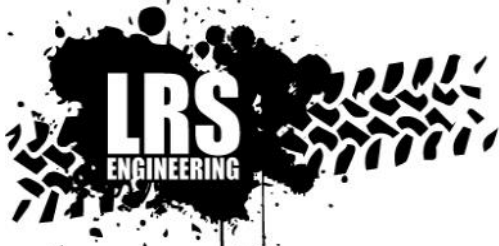
Prior to the body being refitted was an ideal time to sort out the electrical system. The lamp brackets were refitted along with their corresponding lamps. I had decided to just use the standard civilian seven pin connection on the Land Rover and now ran all new cables to the lamps to match this system. As with the Lightweight, I had sourced the original screw-on style lenses, rather than the larger 'bug-eye' replacements that the army fitted. At this time I also refitted many other previously painted parts, such as lashing rings.

The body was finally lifted back onto the chassis and secured with the refurbished J-bolts. This just left the three steady legs, which had already been overhauled and painted, to be refitted together with the rear corner protector brackets and wiring covers, front and rear reflectors etc.

These trailers have a wooden open framework, rather like a garden trellis, laid on the floor. The existing item was pretty rotten in places so I made a replacement one which was then treated with a preservative and fitted on the floor. The final item was to fit the new canvas cover, again sourced from Undercover Covers and made to match the Lightweight tilt. The trailer was then left out in the weather to shrink the cover to its correct shape and size. Once it is connected up to the Lightweight I hope you will agree that it makes a very pretty picture.

- Fred James





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# Badwell Ash Inter-club Trial

## 1st September 2019



What a good turn out for the inter-club trial at Badwell Ash this year. With 21 competitors signed on, scrutineered and ready to go.

Section one started off the day with a rather technical section with some tight turns to negotiate and a difficult number 1 gate that no one managed to reach.

Section two was very bumpy with the ground being very dry and hard. Even the usually undrivable wet areas were

driveable! This section had steep climbs and an arse-clenching turn down a steep drop on the drivers side, which picked the back wheels up. Not so good for the RTV vehicles, unless your Tim Dyer.

Section three looked more difficult at the start than it did towards the end which caught a few people out. The section ended with a steep hill climb in which only a handful of people managed to get to the top (Niki being one of them, and I didn't!).

Section four was tight, twisty and slightly sandy with a difficult number 10 gate, needing the right line to get through.

Section five was situated around the hole in the middle of the site. The number 6 gate was tight, cross axled and off camber making it very difficult to judge. The third and second gate seemed fairly easy leading to a near impossible last gate. In a mud filled hole with no bottom leaving me stuck and needing a tow out just short of the canes!

Section six was my turn to go first. Looking at the section and picking a line through the only bit of wet left at the site, I was unsure how deep or slippery the mud would be. It turned out to be nothing to worry about and was fairly solid under the surface. Making my way through the gate leading to the last found me once again stuck in a muddy hole losing forward momentum just through the number 2 gate. Well done to Geoff Cooper for keeping the valves inside his engine and making it to the final gate!





Section seven was the final section of the day with a difficult hill climb which needed enough revs to keep moving but also being able to turn tight enough at the top to make the number five gate, which caught a few people out. Managing to make it through gate number five, heading towards the four gate, through the trees to the number three gate, round the hole, then to the number two gate facing the final gate on the other side of some rather deep ruts, which only Geoff managed to hub.



Big thank you to Richard Gilmore (snr) and helpers for setting the section and all of the four marshalls who without, the trial would have been cancelled. Great day had by all and I look forward to the next one!

- Andy Broadley

### CCVT Results

Andy Broadley	7 Points
Geoff Cooper	8 Points
Rowley Hill	13 points
Paul Drake	16 points
Mark Hitchings	17 points
Jolly	19 points
Mike Green	19 points
Niki Broadley	23 points
Tony Mattack	25 points
Tracy Hill	33 points

### RTV Results

Tim Dyer	19 points +6 S
Matthew Endersby	28 points +4 S
Ned Nicholson	31 points
Fred James	31 points
Danny Hurlock	32 points +4 S
Emma Mattack	36 points +3 S
Andy Labon	40 points
Shaun Connors	43 points
Toby Sneezby	47 points
Jordan Nicholson	50 points



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# Meeting held Wednesday 14th August 7.30pm

## Minutes prepared by Graham White

**Present** Graham White (GW), Pat Corps (PC)(Chair), Richard Gilmore (RG),  
Andy Jeff (AJ), Chris Finbow (CF) (Part Time).

### **Apologies**

Niki Broadley (NB), Toby Parker (TP), Amy Berwick (AB), Tim Alden (TA),

### **Future Shows** (CF Present),

GW presented a report provided by TA with a proposal (1) to increase the cost of rides. It has been some five years since an increase and an agreement to increase the cost of rides for Buggies 18 months ago was never implemented as it was deemed as being "too complicated". A general discussion amongst those present resulted in further proposal (2), with agreement that any one aspect of the Club should not support another. Proposal 2 - Increase the cost of rides to £4 per person and £12 for a family (up to 5), that 25% of income from this will go to Club funds in support of operating shows. This would be reviewed annually against forecast operating costs and adjustments made accordingly.

In favour 4 with 1 abstention. Motion carried.

CF left the meeting.

### **Minutes of previous meeting.**

Approved as a true account.

### **Matters arising from previous meeting**

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

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

**Action AJ**

010401 – Change Bank if Membership Sec still has no access to account after

January '19 – **Action AJ**

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

050304 – Set up an account with 'Lumberjacks' where the Club buys materials –

**Action AJ**

060503 – Establish a suitable secure storage area for sign on sheets – **Action PC**

060505 – 5kW Generator to be scrapped.

060506 – Action complete

071001/2/3/4/5/6/7/8/9/10 – Actions complete

071011 – Organise a meeting with Suffolk Show – **Action TA**

071012/13/14 – Actions Complete

071015 – Identify annual budgets for Club Maintenance, Service / rent,  
maintenance / replacement of equipment, etc. - **Action AJ**

### **Actions arising this meeting**

081401 – The transfer of Treasurer including bank access to be completed – Action  
**MW / AJ**

081402 – Confirm water meter operation – **Action AJ**

081403 – Confirm CF is available to be Cof C for October – **Action GW**

081404 – Issue a draft 2020 Club events calendar prior to next meeting – **Action GW**  
081405 – Change the November winch trial into a 'Driving Day' at Snuggs – **Action RG**

**Calendar items**                      Begin the process of creating a Club events calendar for next year.

**Membership**                      No report available

**Finance report**    No report available

### **Club Site**

As a result of a productive maintenance day the front of the Club has a new veranda roof, with additional materials available to complete the side. A tractor fitted with a flail was used to trim back the bambles.

### **Nooze**

AB reported a delay with getting the new Nooze file to the printers; there is a shortage of articles for future Nooze.

### **Safety & Training**

PC confirmed that he has some 5 members signed up for the next training day.

### **Shows Open Day**

Prior to the meeting AB had issued a copy of her report detailing the accounts for the Open Day during which a very credible £1,170 was raised. Well done AB & SB.

**Henham**    The last show of the season, AJ will be setting the course a few days in advance.

### **Competitions**

RG reported 5 entrants for the 1<sup>st</sup> September Inter-Club trial at Badwell. A setter and Marshalls are needed.

**Web**    AJ reported that Club has 1376 'Likes'.

**Correspondence**    None

### **Other business**

A communication from a member regarding the actions of another was reported and discussed. It was agreed that explanations given during these communications were in line with Committee expectations and that no further action is necessary at this time.

Meeting closed 22.42

**Next Meeting** 7.30pm Friday 6<sup>th</sup> September at the Club

**Minutes approved..... P.Corps 6/9/19**



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<b>Children's Polo Shirt</b>	<b>£13.00</b>
<b>Children's Fleece</b>	<b>£20.00</b>
<b>Children's Hoodie</b>	<b>£16.00</b>
<b>Children's Hi-Viz Vest</b>	<b>£4.00</b>
<b>Cuffed Beanie</b>	<b>£10.00</b>
<b>5-Panel Cap</b>	<b>£10.00</b>
<b>Door / Panel Sticker</b>	<b>£4.00</b>
<b>Small Sticker</b>	<b>£1.00</b>
<b>Window Sticker</b>	<b>£1.00</b>
<b>www.slroc.uk.com Sticker (Black, Orange, Silver, Yellow, Red, Blue &amp; White)</b>	<b>£3.00</b>
<b>Key Ring</b>	<b>£1.00</b>

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

# **SLROC CLUB SHOP**

## **Recovery Gear**

<b>2M Bridle</b>	<b>Price on Application</b>
<b>5M Rope</b>	<b>Price on Application</b>
<b>7M Rope</b>	<b>Price on Application</b>
<b>9M Rope</b>	<b>Price on Application</b>
<b>2M 5 tonne Strop</b>	<b>£17.00</b>
<b>4.75 tonne Shackle</b>	<b>£7.00</b>
<b>Jate Clamp</b>	<b>£18.00</b>
<b>Battery Clamp</b>	<b>£6.00</b>

Prices correct at time of going to print but may be subject to change.  
The Club Shop is at most events, and items are also available from:

Spencer White: - Email: [clubshop@slroc.uk.com](mailto: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](http://www.slroc.uk.com)

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# CLUB CONTACTS

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Ralph Lambourne



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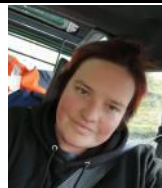
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## **WEB SECRETARY**

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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.

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## 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.**

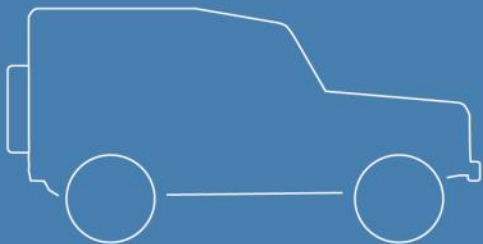
**Do not remove ropes or posts unless instructed by a Marshal.**

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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