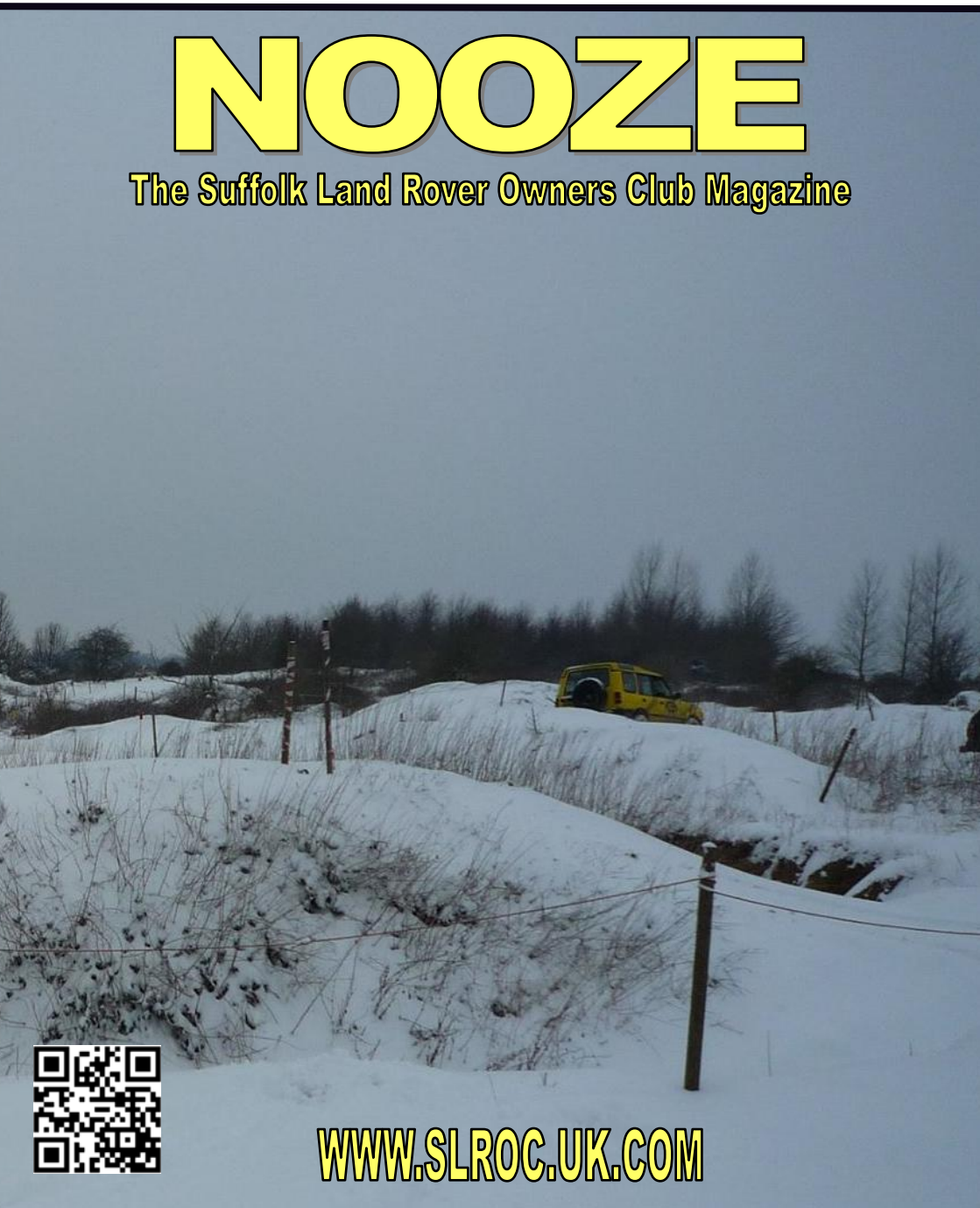
January 2015

NOOZE

The Suffolk Land Rover Owners Club Magazine



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Suffolk Land Rover Owners Club

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

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

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

Leaden winter skies over Newbourne. Good job David Roots has a yellow Disco!

Nooze News!

Welcome one and all to the new year and your next issue of Nooze. I hope you like the new all colour format, it certainly saves the worry of how the pictures will translate to black and white! So far the feedback has been unanimously positive and we always look forward to hearing what you think of the club news letter and any suggestions that you may have. Whilst they are not all manageable within the constraints we have, we do try our best.

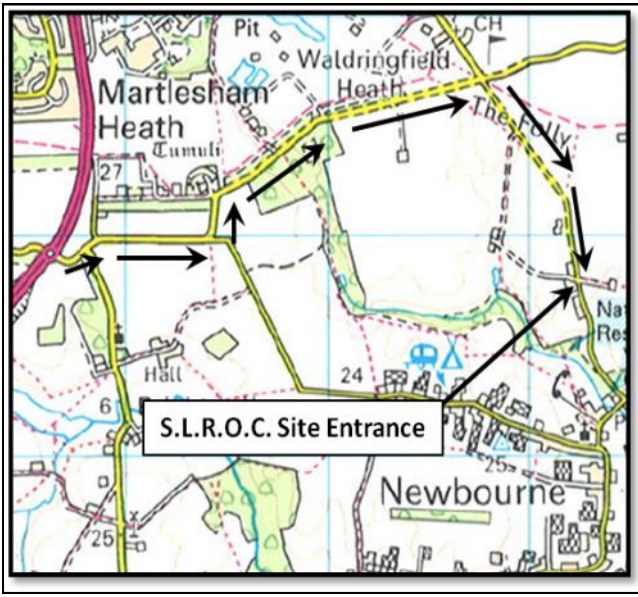
Last year was a great year for Nooze content and this year should be no different as the events calendar is just as packed as ever. Most of the articles you read in Nooze are contributed by club members just like you, It's not as scary as you think to tell us your Land Rovering stories and send in a few pictures and as has often been the case last year, it may even get picked up on and end up in the national Land Rover press! LRO, LRM, Total Off-Road and The Landy have all featured items that first appeared in Nooze, how's that for an incentive!

In this months issue, as if winning the Freelander challenge wasn't enough, Ian and Demelza head off to Wales to take part in the Wales Rally GB, part of the international calendar! Robert Frasier tells us about saving a Range Rover that has had a very well travelled past. We find out a little more about a fun fund raising event for last years main charity - Suffolk Family Carers and David Roots narrates his day at Snuggs Pit where he came first in the November CCV Trial and of course where would we be without the next instalment from Africa with Rob and Ally!

Finally just another quick plug for the 'electronic' copy of Nooze. You can get a copy delivered directly to your email inbox and usually a few days before the post office get around to delivering your printed copy through your door, there's nothing like getting a sneak peak before the family grab Nooze directly from the letter box before you and you have to manage the frustration whilst waiting to read the 'hard copy'. Just drop me a message and I'll add you to the email list!

All the best... **Andy**

Directions to the Newbourne club site



The club has it's 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

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Chat From the Chair

Happy New Year to one and all and welcome to another year here on planet earth!

Although, in truth, as I write this it's still mid-December, Christmas is still to come and I'm late in submitting another Chat From The Chair! (Sorry Andy again!) I feel a New Year's resolution coming on!

I'll be honest I've not really thought about what to write this month but I suppose a look ahead to 2015 would be a good way to start. The club calendar looks as packed as ever and it's great to see so many names already in place for the many upcoming events. There are still gaps, so if you'd like to try your hand at being a CoC for a driving day, trial or show, just let us know. Don't worry if you've not done it before, we'll always get you to shadow an experienced club member for a couple of events before you feel ready to take the plunge. That also goes for Marshalling we can always do with more and Pat and his team will be running more Marshal training courses throughout the upcoming year. It's funny, we have more trained marshals than we've had for a few years now, however we have been struggling for numbers on a couple of recent events. Trials have been particularly challenging but this is mainly because most of the marshals have been competing in one way or another! You don't have to commit to marshalling an event all day and you don't have to have a vehicle, plus I guarantee you'll all learn something on the training course that will benefit you in years to come. So have a think and drop Pat a line if you think you'd be interested (contact details at the back of Nooze).

Talking of trials, as I type this I'm just back from the last Trial of 2014 the winch trial at Snugg's pit. What a cracking event it was, 10 teams entered, most finished! There were plenty of interesting photo opportunities and a few more areas of "character" added to the odd body panel or two. Well done to all that took part and to Ralph and his band of Marshalls who made the whole event possible. I look forward to the Write up and photos by Team (you know who you are!)

Next events on the horizon will be the January driving day followed by the ever popular Day into Night and Tyro Trial weekend. Also a bit further afield in March is the Club AGM on the 15th. Following feedback from last year we will again be holding it during the lunchtime of the driving day. More details to follow next month, but it would be great to have a repeat of the numbers we had last year.

Right that's all from me for now, and hope to catch up with many of you at one of the events during 2015.

Happy Landrovering

Chris.

EVENTS PLANNER 2015

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

When	Club Event	Where	Org
Jan 25th	Driving day	Newbourne	A. Jeff
Feb 7th	**Day into Night CCVT & Camp Over**	**Newbourne**	**T. Gant**
Feb 8th	**Tyro CCVT**	**Newbourne**	**C. Finbow**
Feb 22nd	Driving Day	Newbourne	M. Whitting
March 8th	**Single Vehicle Winch Trial**	**Snuggs Pit**	**D. Rolfe**
March 15th	Driving Day & AGM *(12:30-1:30pm)*	Newbourne	C. Finbow
March 29th	**CCVT**	**Badwell Ash**	**D. Rolfe**
April 18th	1St Training Day & Camp Over	Newbourne	P. Corps
April 19th	Driving Day	Newbourne	TBC
May 16th	**Novice Winch Trial & Camp Over**	**Newbourne**	**TBC**
May 17th	Driving Day	Newbourne	J. Smith
June 13th	2nd Training Day & Camp Over	Newbourne	P. Corps
June 14th	Driving Day	Newbourne	TBC
July 25th	3rd Training Day & Camp Over	Newbourne	P. Corps
July 26th	Driving Day	Newbourne	TBC
Sept 6th	**CCVT**	**Badwell Ash**	**M. Whitting**
Sept 26th	**Tyro CCVT & Camp Over**	**Newbourne**	**M. Whitting**
Sept 27th	Driving Day	Newbourne	TBC
Oct 24th	**"Ladies" Tyro CCVT & Camp Over**	**Newbourne**	**C. Finbow**
Oct 25th	Driving Day	Newbourne	C. Finbow
Nov 8th	**CCVT**	**Snuggs Pit**	**TBC**
Nov 22nd	Children in Need Driving Day	Newbourne	H. Jeff
Nov 29th	**Single Vehicle Winch Trial**	**Snuggs Pit**	**R. Lambourne**
Dec 27th	Mince Pie Driving Day	Newbourne	D. Rogers

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

Driving Days - **£10***

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

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

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

EVENTS PLANNER 2015

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

When	Show	Where	CoC / Org
April 11th – 12th	Custom Car show	Stonham Barns	TR + RH
April 25th – 26th	Mid and West Suffolk Show	Stonham Barns	TR + RH
May 23rd – 24th	Land Rover Spring Adventure	Harrogate	N/A
May 27th – 28th	Suffolk Show	Trinity Park	C. Finbow
June 20th – 21st	Vintage Rally and County Fair	Goodrich Park	N. Warden
July 4th – 5th	Long Melford Show	Long Melford	TG + JO
July 11th – 12th	Country Fair, Wings & Wheels	Heveningham	R. Heather
31/7 - 2/8	Land Rover Fest	Billing	N/A
Aug 16th	Classic Car Show	Stonham Barns	TR + RH
Sept 13th	Club Open Day	Newbourne	H+C+A Jeff
Sept 19th – 20th	Henham Steam Rally	Henham Park	R. Heather
Sept 19th – 20th	LRO Show	Peterborough	C. Finbow

Membership Renewal

It's that time again folks. For those of you who do not already have standing orders setup, it's time to take action to ensure you have membership for 2015. As before there are three ways to renew your membership:

- Complete the renewal form (copy in last months Nooze) and post it with the appropriate fee to the membership secretary.
- Complete the Standing Order form (copy in last months Nooze) and take/ send it to your bank/building society. Please **Do Not** send it to the Membership Secretary, it's your instruction to your bank.
- Use Internet banking to make a direct payment using the SLROC bank details on the SO form.

When giving any instructions direct to the bank, please be sure to list all membership numbers covered by the renewal in the Payee Reference section. If I don't know who you are, it's difficult to renew your membership!

Please remember your membership will expire on the 31st of December. Until it's renewed you will not be eligible to drive at Newbourne or take part in any club activities in 2015.

Also please note that any memberships not renewed by 31st January 2015 will be deemed as closed and you will need to pay the joining fee in addition to the renewal fee if you wish to re-join after this date.

Alan Pole (Membership Secretary)

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Day Into Night Trial
7th February 2015

If you thought that trialling was part of the 'dark arts' then on this occasion you'd be right!
Starting in the afternoon and running into the night, the section which may have seemed like a breeze in daylight is a whole new challenge under the cover of darkness!
Scrutineering from Noon for a 13:00hrs start, expected finish time around 20:00hrs.
Please Note: One extra set of driving lights may be used which must be fitted below the top edge of the bulkhead. For safety reasons, no roof mounted lights may be used.
Please remember it's cheaper to pre-book than to 'arrive and drive' on the day.
Pre-booked entrants fee £15 - Arrive and drive £20 and as usual we need a minimum of 5 entrants to run this event so please book early to ensure it goes ahead.

Pre-booking will be available via the forum.

Tyro Cross Country Trial
8th February 2015

First Tyro trial of the year so another chance to try your hand at trialling. For the less experienced members, 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.
Scrutineering from 9:00 hrs for an 10:00 hrs start, expected finish time about 16:00hrs.
Access routes around the yellow course will be available between 09:00 hrs and 09:45 hrs for driver familiarisation.
Please remember it's cheaper to pre-book than to 'arrive and drive' on the day.
Pre-booked entrants fee £15 - Arrive and drive £20 and as usual we need a minimum of 5 entrants to run this event so please book early to ensure it goes ahead.

Pre-booking will be available via the forum.

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Wales Rally GB - Freelander Style!

For the last time of the year we headed off to Wales with the Freelander, this time for a very different event. We were on our way to Wales Rally GB to take part in the 3 day National Event. It was at this event last year that Ian had made the decision to build the Freelander and exactly as planned he was well on his way to accomplishing his mission of taking part in this event.

Although Ian always finds scrutineering a tense time there was no need for the nerves as the vehicle passed without a hitch. We then had an easy day until the evening when we set off for the ceremonial start at Colwyn Bay. On leaving the service park the car was making a sort of grinding noise, this soon disappeared and we thought nothing of it until we could smell burning rubber. We pulled over and Ian discovered that the VCU bearings had gone. This was not the start to the event we had hoped for! Replacement parts we sourced a 4 hour round trip away, we were very lucky to have a support crew who drove for the parts whilst Ian set to taking the Freelander apart ready to fit the new parts when they arrived. Needless to say not much sleep was had that night but the end result was the car was fixed ready for the 1st day of the competition.

Day one involved over 200 miles of driving and a lot of fun, the car was very much looked upon by most other drivers as the one that had turned up to the wrong event, I guess when you looked around the service park and couldn't see another Freelander you cold understand their opinion. We completed the day without a hitch and returned to the service park, which is more than can be said for quite a few others!



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Day two was even more enjoyable than day one, we were both getting the feel of the much smoother faster stages than we were used to and Ian was showing the others how you CAN rally a Freelander getting it sideways into a few corners and hitting some air. The Freelander was now starting to be admired rather than looked down on. Again we made it back to the service park without fault feeling pretty good how the car was performing.

The mission on final day of the event was to get the car over the finish line in one piece. We had seen plenty of cars down banks and in ditches and we were determined not to be one of those. We held our own and finished the event crossing the finish line without a single penalty. We couldn't believe that had done it, not only did we complete the event but we managed a very respectable 7th place in our class. We may not have won the event but victory was ours in that we had completed in one piece and proved that if you put your mind to it anything is possible.

I cannot express enough my thanks to Ian, the crew and the sponsors for this amazing first season, it has been an unforgettable experience. Now looking forward to 2015!

Demelza Scholes.

Project Range Rover

I had always wanted to own a Range Rover ever since first seeing them way back when I was a child, but somehow didn't get around to buying one untill February 2013 when a suitable 2 door car came up for sale very close to me. Having looked it over I decided it was a viable restoration project and what's more it was still driveable and I successfully bid for it on eBay. The car is a 1984 LHD export model in red, and has the later type five speed gearbox. It spent it's first four years in Saudi Arabia as a British Embassy car before coming back to Britain. It lived in Worcester and then Edinburgh before being exported out to Spain in 2001 where it's last owner bought it. He came back to the UK in 2012 and brought the car with him.



On getting the car home I soon set about some work on it. I knew the sills were badly rusted and there was some additional ventilation in the floor panels! Much to my relief the rest of the car was in good shape. I took the car to Off Road Rovers to have two new sills fitted, and all those unwanted holes in the floor repaired. Whilst it was away, I repainted some wheels and one of the doors which had been taken off. A couple of months later the car was delivered back to me. The Spring and Summer of 2013 turned out to be very eventful for other reasons, and all I managed to get done was to strip and repaint the roof panel.

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By late summer life was settling back to normal and I was able to resume work on a regular basis. Lights, bumpers and the grille were next to get done. I also fitted the winch I had hanging about as I had nowhere to store this big heavy lump that always seemed to be in the way! I now had to hurry and get the remaining body panels, that couldn't be removed from the car, painted before the cold dark days of Autumn and Winter set in. The remaining panels that could be taken off were stripped of old paint and repainted indoors. By the new year the whole car was painted, fitted with most of it's exterior bits and looked fairly presentable.



At about this time I was offered a very good set of seats for less than the estimated cost of retrimming the originals. They were in grey, rather than the gold colour of my car interior, but I decided to have them, so much of the interior was done long before I had anticipated. I'd like to say a big 'thank you' to Sarah for cleaning the carpets for me! She tells me that they contained a hugh quantity of sand....3 guesses as to where that may have come from!

Next job on the list were axles, brakes, steering and suspension. There were no major issues here and most of the work was cleaning away 30 years worth of grot and fitting new polybushes, ball joints, brake lines, new brake master cylinder, new clutch slave cylinder and one new rear brake caliper. Thanks to Karl at LandyPart for pressing out the old bushes.



The past few weeks have seen me stripping the engine (whist in situ) and fitting new piston rings, main and big end bearings, re-lapping the valve seats, cleaning away more of the aforementioned grot and fitting the exhaust manifolds and downpipes that I had bought in January. This work is still ongoing as I write this so it may be a week or two more before the engine will once again be running. As the nights draw in for Winter I don't expect to get much done as there isn't anything left that I can bring indoors to do.

Project Range Rover will be at least another year before it gets finished but if you're interested you can follow it's progress on the clubs Facebook page.

Robert Fraser

Write Yourself Into The Nooze

Most of the articles you read in Nooze are contributed by club members just like you, It's not as scary as you think to tell us your Land Rovering stories and send in a few pictures and as has often been the case last year, it may even get picked up on and end up in the national Land Rover press! LRO, LRM, Total Off-Road and The Landy have all featured items that first appeared in Nooze, how's that for an incentive! If you have a story to tell, send it in to the address (email or otherwise) in the front cover of this months magazine!

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As well as supporting our nominated charities with donations at the end of each year, if we're called upon to help in the mean time we love to help out where possible. So came the call from Suffolk Family Carers for help with their "Big Pull" event that was due to mark the finale to their "8 Days a Week" appeal that has been raising money throughout the year.

The subject of the 'Big Pull' was their Carers Bus which is used to not only provide a space to deliver health & wellbeing activities but also to provide a place where Family Carers can be listened to, supported and directed according to their needs whilst delivering information, advice and guidance. Indeed the '8 days a week' appeal has provided much of the funding for this facility, so it was only fitting that this should be the focus of this fun and somewhat taxing (for the competitors at least) event.

The idea was for teams of 10 to pull the bus along a 150 meter track at a fun day where everyone could get together, have some fun, talk about Suffolk family Carers, enjoy a burger and most of all watch and cheer the spectacle of the teams straining with the bus along the course.



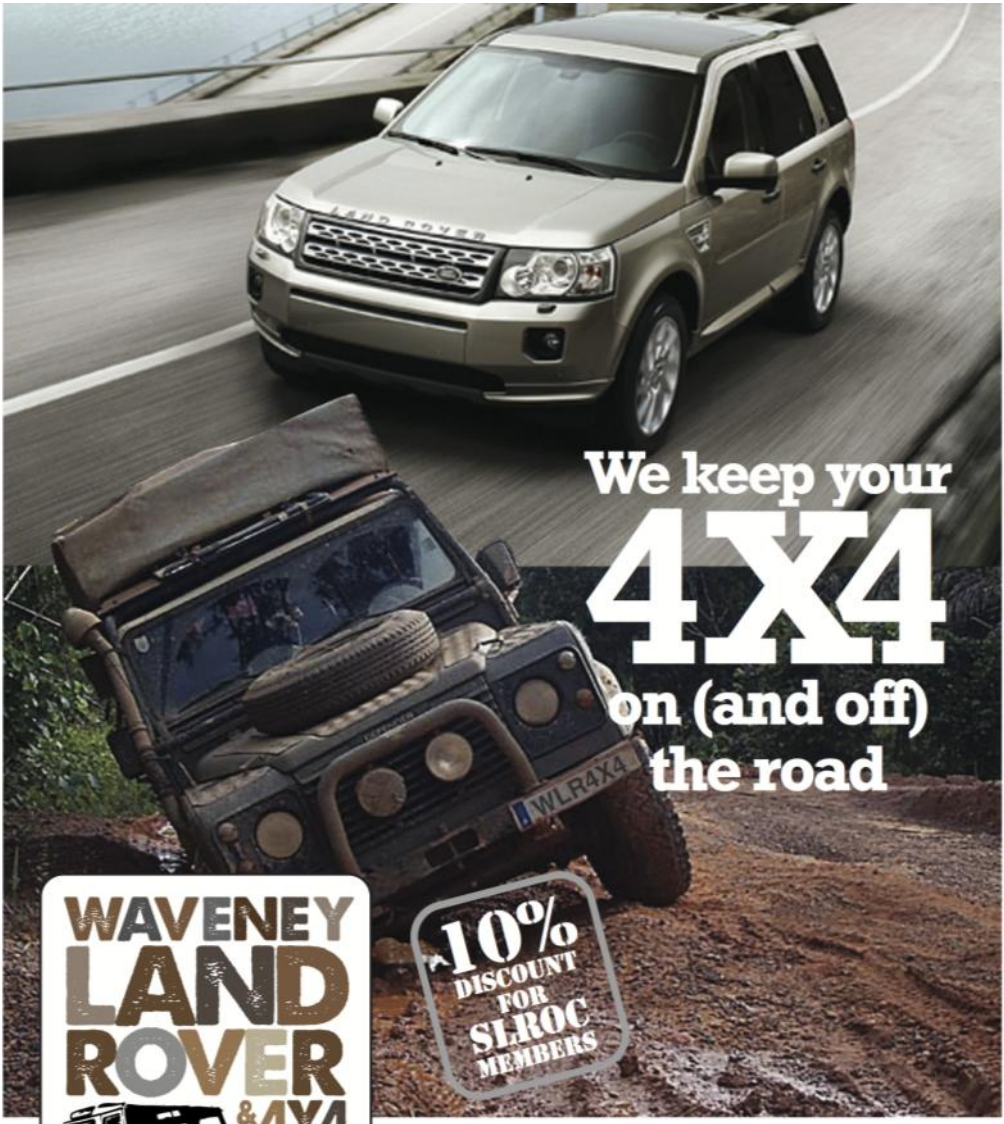
Teams came from a number of different backgrounds, but the most notable (some might say comical) ones were those either in fancy dress or team uniforms. The day started with the two strongest men from Suffolk showing everyone how it was done, but moved on to teams from Family Carers, BDO and Ipswich Cardinals among others. SLROC provided the pulling ropes and the expertise to rig the bus and monitor the safety of the teams when pulling.



It was a great day with lots of team fun, hilarity and worn out competitors. Indeed fun all around for both competitors and spectators alike. And the winners were...The Ipswich Cardinals American Football team! As well as Suffolk Family Carers of course. Here's to next years event.



Andy Jeff



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CCV Trial 2nd November, Snuggs Pit

On 2nd November the Cross Country Vehicle Trial took place at Snugg's Pit near Sudbury. My own trials started on the Saturday when I had to load up the Tomcat. After checking the oil and water I connected up the batteries. I had my battery charger on standby in case it wouldn't start, and breathed a sigh of relief when it did. However, when I went to move the Discovery out of the way to get the Tomcat out of the shed, the battery charger came in handy after all. While the discovery was on charge I hooked up the trailer. When I checked the tyres on the trailer one of them was flat, and it seemed like the odds were stacking up against me for the first trial I had done in a long time. Luckily the spare was good on the trailer so I changed the wheel over. On checking the other wheels I found one of the wheel bearings was a bit loose, so I had to make sure the rest of them were OK just to be on the safe side. When the trailer was good to go I went back to the Discovery, hoping it was ready to play ball. Thankfully it was ready, so I moved it out of the way and was able to load the Tomcat onto the trailer. While I was loading up, my dad who was helping out, spotted a mouse as it darted out from underneath. The little beggar had been having a lovely snack, and had chewed through some of the insulation on the wiring. Realising it had outstayed it's welcome, it made a quick exit. After strapping the Tomcat down I loaded my tools, ready to head home for a good night's sleep before the trial in the morning. The baby was kind during the night and my journey to Snugg's Pit went without hiccup, or escaped tyres!



The Tomcat was unloaded and Brian checked it over. Luckily it passed scrutineering in spite of the mouse, and I was ready to go. I took a look round the site to gauge how the trial was set out and the sections looked really good, if a little tricky.

Section 1 of the trial began at 10am. I cleared the first section but the second section involved a lot of tight turns. One particularly tight turn on section 2 around a tree stump was followed by a bomb hole and a sharp left turn up to gate one, which I clipped as I went through. Section 3 started off with a drop down into a muddy hole, followed by a steep climb and a sharp turn into gate 7. Nearly all the long wheel based vehicles had to have a shunt to get through that gate. We then went through some trees down into another hole, with a left and then right turn to get back out. After clearing section 3, I moved onto section 4, which began with a descent down one of the steep hills, veering left across the way and then again to climb back up. Chris had fun in this section in his 110 with his all-terrain tyres, going sideways instead of forward! Section 5 was down another hill followed by a left turn. There was then a fork around a tree to get back up the hill and I had a choice between the steep way or the steeper way. I went for the less bumpy one which turned out to be the slippery option. Matt in his 110 pickup got halfway up the hill before sliding off to the side. This gave us all a good laugh but poor Matt managed to break a half shaft as he tried to winch himself back on track. This was a good time to stop for lunch and to give Matt the chance to fix his truck.

I enjoyed driving section 6 which began with a drop down into a muddy hole, with a left turn then a chicane. A drive through a tightly wooded area was followed by a bumpy ride into another hole and finally the gate. Section 7 started off well- I cleared gate four and was good until a drop down to gate three where I got cross-axled. I wasn't too happy as I scored a three on this section; my highest mark of the day. Section 8, the last of the day, was good to experience and fun to watch others experience. A lot of drivers struggled to get to the start on the wet clay that is typical of some parts of the site. The first drop was followed by a couple of side slopes to the gate. I got through gate two and tried to steer left to drop into the hole to get to gate one but carried on straight as I had no steering on the wet clay. I tried to divert round a tree but couldn't quite make it.

Once everyone had had a go at the last section we all walked the site and collected the canes that had been set out for the trial. I reloaded the Tomcat, this time without any mice joining in. Once I had loaded up Andy read out the scores, and I couldn't believe I had only got six points and won the trial.

Then the fun began trying to get out of the car park. James had to be towed out with his Discovery. I just about managed to get out of the site with a lot of wheel spin and a very hot clutch by the time I reached the road. I was knackered when I got home and put the Tomcat to bed, but it was a very enjoyable and fun day. A big thanks to all the marshals and those who helped set up the trial. I am looking forward to the next challenge.



David Roots

CCVT @ Snuggs Pit, 2/11/14 - Results

Class 1			Class 2		
1st	D. Roots	6	1st	J. Eley	16 + 6s
2nd	R. Hill	8	2nd	A. Jeff	18
3rd	J. Oxford	11	3rd	M. Baldwin	23 + 4s
4th	A. Broadley	16	4th	C. Cole	34 + 3s
5th	W. Smith	34 + 3s	5th	A. Grier	51

Class 3		
1st	M. Whitting	27 + 3s

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Day 128 7/4. Ngounie Hotel, Fougamou, Gabon
1°12.72'S 10°35.52'E. Miles today 62, Total Miles 11762

A very bad nights sleep as the bugs were out in full force again and guess what? It was the famous tiny ones that can get in through the mozzie net. This time Rob and I were not too bad, just our face, necks and hands (wearing all those clothes obviously paid off) but poor old T and M were covered. Snigger. Thinking of admitting ourselves to the Albert Schweitzer hospital, we opted for the air-conditioned internet café instead. By now, my right thigh was itching like crazy.
One of the little buggers had somehow got into my trousers and made a right meal for himself. I counted over 80 bites in one spot. Nice! We left T and M to sort out a small battery problem they have developed and arranged to meet up somewhere near the town of Fougamou, 90km south of here on a nasty road. I managed to convince Rob that we should stay in a room tonight, purely to escape more bites and just to get some rest. Africa is tough and living outside all the time is even tougher. We checked into the Ngounie Hotel and the receptionist very kindly gave us a huge discount, (yay, still within our budget!) so we made the best of the aircon and hot showers and chilled out for the rest of the afternoon eating corned beef sandwiches.

Day 129 8/4. Bush camp, just north of Mouila, Gabon
1°52.03'S 10°59.99'W. Miles today 72, Total Miles 11834

Alas, the aircon packed up at 4am but Rob managed to hot wire it back together to another socket with an english extension cable and within the hour, we were cool again. Love him! We have being trying to make contact with T and M all night but their phone doesn't seem to be working. They now have absolutely no idea where we are, which makes waiting pointelss, so we made the decision to continue south as planned and keep trying to call them. No chocolate easter eggs for us in this heat, so we opted for a long leisurely take away breakfast from the car and made the best of the superb hot showers and hit the road again towards Mouila. Found a great bushcamp for the night, until the bugs came out in mid supper. I guess they wouldn't freak me out so much, if I just knew what they were. I mean, those long, droopy legged, black and yellow flying furry things. Just what the hell are those?



Day 130 9/4. Bush camp, just north of Ndende, Gabon
2°23.01'S 11°19.78'W. Miles today 64, Total Miles 11898

Continued on the bumpy road south towards Ndende, with the scenery really starting to open up into tall grasslands and savannah. Being Easter Monday, the immigration was closed and the Hotel BBQ no longer offers free camping, so we opted for another bush camp. A great spot, in a mini quarry for the red gravel that makes up the road surface, and we filled the afternoon with a few chores and made a fire to burn the last of our Moroccan wood (I know….amazing how long we've had that!) Still no sign or word of T and M. Guess we'll just have to head off to the Congo tomorrow without them. Hmmm….Not quite what we had planned.

Day 131 10/4. Gabon-Congo border
2°39.63'S 11°35.42'W. Miles today ?, Total Miles ???

A great nights sleep despite the excitement for Congo today. After a quick stop at the supermarket in town, we approached the dreaded immigration. We have heard that they can be particularly difficult here and so came prepared with any piece of paperwork they could possibly ask for. We were ushered to the front of the queue, which I felt quite guilty about, as I am not sure how long some of those old ladies had been waiting. In actual fact, the police were all very friendly and super efficient. Just goes to show, no ones experience of Africa is like another. After getting our carnet stamped at the border, a small amount of confusion followed and the only way we knew we were still in Gabon was purely by the flags outside each building. Just then the road practically disintegrated into what can only be described as footpath over a bridge and up a hill and we saw the familiar colours of the Congo flag up ahead…….



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LRO 02.15

Summary of SLROC Committee Meeting.

Date: Wednesday 12th November 2014

Attendees: Andy Jeff (Chair), Michael Whitting (Minutes), Hannah Jeff, Andy Beevers, Pat Corps, Alan Pole, Tony Williamson (Guest).

Apologies: Dan Rogers, Dave Rolfe, Chris Finbow, Neil Warden.

Notes from previous meetings:
Agreed Proposer: **AB**
Seconded: **HJ**

Actions from previous meetings
05-04-14 - 02-05-14 - HJ to create 'Club in the media' and 'Chosen charities', 'useful links', 'SRR' and pages on the new website. And 'club advertisers' section on the forum. - **Ongoing**
02-06-14 – CF to organise a meeting with the Suffolk show organisers re: maintenance to the off road course. - **Ongoing**
01-10-2014 – PC to purchase 100 posts for the courses. **Done**
02-10-2014 – AJ to get quotes for the signs that are required for the club site. **Ongoing**
03-10-2014 – PC to contact companies re: the fire extinguisher testing. **Done**
04-10-2014 – AP to send the card printer to **PC** for marshal card printing. **Done**
05-10-2014 – CF/AJ to create the 2015 events calendar. **Done**
06-10-2014 – CF to look into getting string for winch event punches. **Ongoing**
07-10-2014 – CF to contact **JB** re: interclub trial in March. **Ongoing**.

Membership

220 Full members	**New members**
100 Joint members	2 Full
39 Junior members	1 Joint

Finance
£10,033.20 in the bank, of which club funds are £2023.
£998 paid out for insurance and a copy of the insurance certificate will be put in the clubhouse.
AB the bank has returned a cheque for £15 and we need to contact the member that this relates to.

Club Site - **DR via MW**
Not much to report maintenance day went well. Clearing the courses of the overgrown vegetation and replacing rotten posts and rope. Some areas have had a fair bit of water erosion which I will continue to monitor and put water diversions in place if needed.

Website and Social Media
HJ the number of people following the Facebook and Twitter accounts has increased.
All is running smoothly.

Nooze
AJ Ordered: 250, Posted: 226, Delivered by hand: 2, Emailed: 32.

Shows and Events
CF and AJ have collated a draft of the 2015 events calendar for the committee's review. It was decided that **AJ** would post the calendar on the Marshal section of the forum for volunteer CoC's/organisers to come forward.

Public Relations
AJ attended the Suffolk Family Carers end of season event at Trinity park on behalf of the club to help run the bus pull event that they were running by providing the equipment for pulling the bus with.

Safety and Training
PC fire extinguishers have been tested and we have received the certificate for these.
PC is currently organising the best time for the BORDA instructors to go to complete the winch training course. And is currently looking for this to be done around April 2015.

Competitions
DR Ladies tyro and CCVT went well.
DR need to organise for Ralph to collect the equipment for the Winch trial.
We will need to order some more hazard tape for the winch trial.

Correspondence - None.

IOPD
PC paperwork is currently ongoing with **CF**.
TW has asked that we look into the rules regarding the qualifications needed for under 21s to give rides to the public. The safety officer will be looking into this.

Club Shop
£63 Sales, £20 Outgoings, £191.49 Float

AOB
TW has brought it to the committee's attention that there appears to be confusion regarding the 'divorcing' of Rover rescue from the club. It was clarified by all committee members in attendance at the meeting that the committee had previously voted that Rover Rescue should be able to separate from the club. Subsequently, the club would have no say in Rover Rescue matters.

Summary of new actions
01-11-14 – AP to contact **AB** with member details re: the returned cheque.
02-11-14 – AJ to put a copy of the insurance certificate in the clubhouse and pass actual certificate to **MW**
03-11-14 – AJ to post 2015 calendar on the marshals section of the forum for volunteers for organisers/CoCs.
04-11-14 – PC to look into the IOPD rules regarding under 21s giving rides to the public at shows.

Meeting closed 10:06pm
Next meeting is to be held on Wednesday 3rd Dec 2014 at the club site.

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 & White)	**£1.50**
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:

Dave Marriott: 07891 917056 - Email: clubshop@slroc.uk.com

Please get in touch if you wish to collect items from a Show.
Items will soon be featured on our web site at **www.slroc.uk.com**

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CLUB P.R. & PROMOTION OFFICER
Position Vacant

SOCIAL MEDIA & WEB SECRETARY
Hannah Jeff
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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.

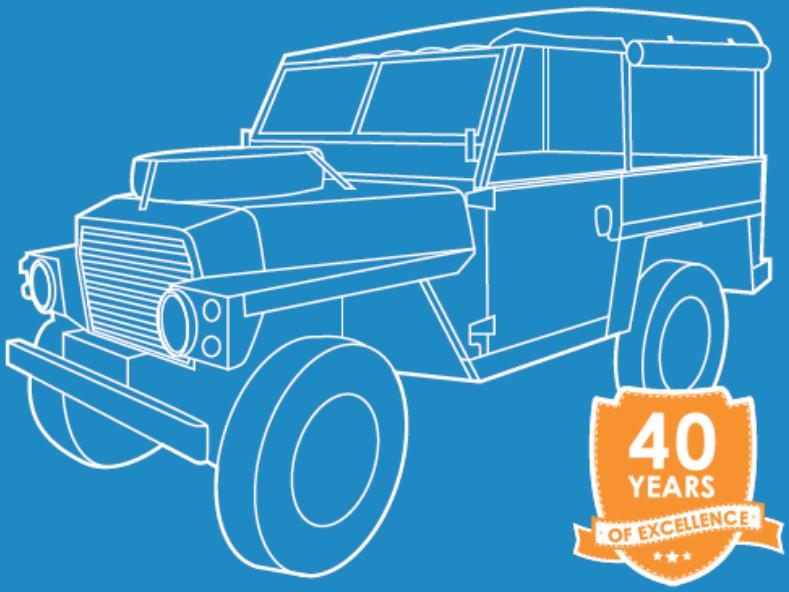
Strictly no drinking and driving. No motorcycles or quad bikes.

No tractor, Implement or overly-aggressive treaded tyres.

Please take all your litter home with you.

The Marshal's decision is final

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