

# SLROC

# NOOZE LETTER

| August 2023 |



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## COMING UP...

(All events are subject to confirmation by club committee)

2<sup>nd</sup> September – Marshall Training & Camp Over

23<sup>th</sup>-24<sup>th</sup> September – snuggs pit Trial & set up

8<sup>th</sup> October – Land Rover show Stonham Barns (weekend camping and set up)

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# From Our President

With the exception of the Covid lockdown periods, the committee has arranged at least one vehicle related event every month, ranging from open driving days at Newbourne to various types of trials etc. The organising of these involves the administration of the necessary documentation for permits and insurance to finding volunteers for Clerk of the Course and marshalling. Each event has a mandatory requirement for a minimum number of marshals according to the type of event. Finding sufficient Marshals has become much harder this year and the last 5 or so events have all been run courtesy of the same hardcore of members every time.

These people, along with those who help to maintain the Newbourne site, are all giving up their free time so that other members can enjoy theirs. This has now become very unbalanced and these duties need to be shared more equally by the membership.

**This is where you come in!**

**We need to increase the amount of trained Marshals within the club so that the duties can be shared amongst a much bigger group.**

Matt Hurst recently sent an email to all our members about the forthcoming Marshal training day, explaining the advantages of attending this free course. So far there has been very little interest. If you are interested but cannot make that day, please let Matt know, we may be able to arrange a more convenient date for you.

Volunteering on an occasional basis can be as satisfying as actually taking part. As Matt has said in his email, without additional support we will not be able to run future planned events, so, even if you can only help at one event per year, please let Matt know.

Ralph Lambourne

SLROC President.

## A Big Thank you

Russell & Sheila would like to express their sincere thanks for all those whom helped them during the Festival of Wheels (Club members, SULSAR and FoW event Staff), both with the immediate and subsequent care / checks throughout the day. Whilst largely unhurt, Russell is taking it easy having had the stuffing knocked out of him a bit. He's hoping to be back on top form soon.

# Chat from the Chair...

**“It’s relentless”**

## **Introduction**

Well, that’s been (and still is), another busy period, and there was me hoping that things would be calming down – I’ve put that down to foolish optimism!

We’ve had another great success at Festival of Wheels although that did come with a cost in terms of post-show fixing and cleaning to be done, together with a thoroughly enjoyable trial held at our Newbourne site.

We are always learning and improving and should continue to do so, adapting and changing where things don’t quite work in a particular instance despite having been done that way for many years prior. Certainly, we cannot and shall not become complacent, or set in our ways, and at times we will have to review and change what or how we do things.

## **Festival of Wheels (FoW)**

Just a brief summary here (see further FoW show write up) of another successful show although not without its challenges (I do wish the challenges would stop – it’s getting a bit tedious). Saturday being wet, wet, wet and Sunday, well I think mud glorious mud is probably the most accurate phrase.

The challenges (note the plural) that the team had to overcome were exceptional, I can’t remember a set of conditions like that since Day 2 of the Suffolk Show was cancelled one particular year (and that I can’t remember the date – must be the age creeping in).

Despite the success, there is a lot of learning to come from this event. We were faced with a set-of conditions and challenges that you might say, in weather speak, was a 1/100-year event that seems to happen every 5 or 10 years – we cannot continue on this basis and improvements have to be made.

The idea of shows is that they provide an ‘Off-Road Experience’, they are not intended to be damaging as the vehicles do get punished although we usually manage to break at least one. This year I would hazard a guess we set a new record for the number of vehicles broken in one way or another at a single event.

## **RTV / Tyro Trial**

Hot on the heels of the FoW finishing was another one of the scheduled trial events, again utilising the what would have normally been a club driving day, still as a bit of an experiment. Tim’s briefing said non-scratchy....remind me to look up the dictionary definition. In fact, I have an idea 😊.

This I felt was a great event with 11 entrants from complete beginners right through to the old reprobates (no names mentioned) and complete with guest appearances from members we hadn’t seen for a while. It was very close run throughout the day and there may have been just a little family rivalry at times.

## **It’s relentless**

As per the title of this article, the effort and work to set-up, turn-up, pack away, sort out afterwards, fix things and deal with any issues arising from these events is quite simply vast. We are entirely grateful to all those that give up significant amounts of time to help with this although we still need more help, we cannot keep this pace up.

### **Progress**

We had hoped that we'd have some certainty in a number of areas but this is still WIP. That said, there is still much we can and continue to do behind the scenes.

One thing for imminent discussion will be that of committee positions. We have some natural changes coming along and it's also time to review the roles and posts we have. These posts have been in place for longer than I've been part of the club and it's probably fair to say are not entirely relevant today. To help with that, Matt & Graham are working on short definitions of the roles & responsibilities. More on this next month.

### **Land-Rover 75<sup>th</sup> Year**

I mentioned this last month and at the time of writing (14<sup>th</sup>) have had no input into how you'd like us to recognise this historic milestone. To that end I'll assume you don't have a view or don't particularly care.

### **Marshal Training**

Once again, a marshal training session is being organised and you will have seen a separate communication for this complete with a new initiative, (good idea Graham), to try and entice more of you into the world of Marshalling. It is hoped that this will also entice our existing marshal's, some of which we haven't seen for a while to come out of hiding and magically appear in order to help us run these events – again, it's the same people over and over and this cannot continue.

### **Stonham Barns**

As some of you will be aware we are in early discussions with Stonham Barns re their show on the 8<sup>th</sup> Oct. This is a new 'dedicated' Land Rover Show and if successful may become a thing. They would like us there and we are in active discussions with them, investigating options for us to provide rides, as we do. There's nothing else tangible I can say here just now but standby for further, separate communications.

### **Conclusion**

As I sit here and write this (item 1 of 3 for nooze this month), at 5.30 in the morning, the rain has just started and I'm feeling battered already. Fortunately, just 2 hellish days this week before another couple of cheeky days off.

Please do get in touch if you think you could help in any way and watch this space for positions vacant. The more people that put in, the more as a club we'll get out.

Jeremy

# Marshal Training Day

September 2nd at Newbourne

As has been mentioned numerous times in previous communications, the role of the Marshal is at the very heart of the Suffolk Land Rover Owners club, and simply put, without Marshals our events do NOT run!

We are constantly relying on the goodwill of a very small group of individuals – without additional support, we will not be able to run future planned events.

## MEMBERSHIP DISCOUNT

In order to recognise the significant contribution that our valued Marshals make to the running of the club, NEW for 2023 we are offering a membership discount to ALL qualified marshals who complete a minimum of 3 marshalling events during the year. Details are as follows:

- Period runs to our financial/membership year (1st Dec – 30th Nov)
- Open to ALL Marshals – current and new
- Retrospectively measured for existing Marshals from 1st Dec 2022
- Applies to marshalling at Driving Days and Trials (not shows)
- Complete a minimum of 3 sessions.
- Receive 50% discount from your 2024 Membership renewal.

For any NEW members wishing to participate in the upcoming course (details below) – there is still opportunity for you to get 3 marshalling sessions in before the end of this membership year!

And watch this space for our 2024 Marshal discount program, where you will be able to get up to 100% discount on your following years membership!

## Course Detail

We are holding a Marshal Training Course on 2nd September and would invite both members who have been Marshals before (but qualification has lapsed), and members who have never taken the step to learn what it's all about!

The Marshal course covers many aspects of our club operation and also Driving and Safety, including safe Winch use - key topics covered are:

- Roles of the Marshal & Clerk of Course
- Safety inspection of vehicles (scrutineering)
- Recovery equipment and procedures
- Winch operation and safety overview for recoveries
  
- Driver education - Off-road driving techniques

The course covers some great theory items in the form of classroom/presentation work, and then the main bulk of the day is practical - putting into action everything covered in the classroom, including undertaking safe recoveries, and performing some driving on the courses. The course will run from 10:00 to around 15:00, and if you're camping over, you will have the opportunity to use your newly learned skills the following day.

There will be NO charge for this training, and as others can testify from previous courses held, there is a lot of valuable things to learn during the day, so it's well worth while – you're guaranteed to learn something new and useful!

Please drop me a short email to [safety@slroc.uk.com](mailto:safety@slroc.uk.com) to express your interest in attending this course.

Many thanks

Matt



# Festival of Wheels

## A Members Prospective

festival of wheels...where to start! From monsoon rains to gale force winds it's safe to say it definitely kept us on our toes and gave the customers a true muddy off road experience!

Day 1 kicked off with Tim and Brian getting their cars on the twist off ramp as part of the static display out the front, Tim then checking the stability by hanging off the side of Brian's landy. And that was all before the gates even opened and the crowds were let in.

Despite the rain the queue at the gates to enter was already growing rapidly.

The static display out the front was all set to greet people as they and showed a great mix of all of the different Land Rovers including the Hammonds, our sponsors, series 2 recovery vehicle and Emma's Camel Trophy Freelander.

As the day progressed it continued to be busy with the crowds excitedly waiting their turn to go round the ever growing muddy course. Throughout the day the course went from a little mud to completely muddy with a lovely big puddle in the dip, but it all added to the fun for the customers.

As people were being unloaded from vehicles their smiles said it all, some coming back throughout the day to have another go round. By the end of day one we were all soaked, muddy and looking forward to relaxing but did that happen...nope!

Trying adding in lorries stuck in the mud! So out came the landy convoy, luckily a few of us had already had a practice run at the Heveningham country fair a few weeks ago. But we did our bit and helped free some bogged down lorries. Then it was finally back to camp to relax in front of the fire and have a few drinks and a much needed laugh.

Day two was much drier but with it came the gales and they came with force. Unfortunately this caused the marquee to try to leave us for pastures new. But once again the club all rallied round and we got it dismantled and a smaller gazebo set up so the show could go on.

Things like this just show what a great club we have and that not much can faze up. Front of house went full on Bear Grylls 'improvise, adapt, overcome' rearranging the new gazebo to make it work so the customers could still be signed on efficiently.

The course was still completely bogged down with mud which again the customers loved, although I don't think some of the landys agreed. The unloading area became a slip and slide but luckily a few bales of straw were distributed to try and absorb some of the mud and make it easier for the unloaders.

The unloaders again were fab, two days of wet and wind yet the guys from SALSAR were there supporting us with smiles on their faces.

The course definitely took a beating, with parts being washed away by the rain and sections being closed off for safety yet it didn't stop anyone from having a great time.

The end of day 2 came and the majority of the landys were now supporting a new paint job of mud and a few needing a bit of tlc, three alternators and one radiator kind of tlc! I dread to think the amount of trinity park mud we all relocated to our houses that weekend or how many hours of cleaning will be done to get our cars clean again. Luckily the static cars still looks nice and clean so I'm off the hook with the cleaning!

Near the end of day 2 I got the chance to sneak off in the afternoon and I would say help (but it might have been more hinder) George from Hammonds in their ex-military beast of a recovery truck to help a couple of lorries who were once again completely stuck in the mud, and what an experience that was!

What else is there to say apart from it's been another great weekend with the club, raising money for such a great charity and even despite the weather the crowds came and loved every minute of their experience.

Here's to the next one (with better weather hopefully!)

charlotte





# Allen Brick Works Trial Results

## CCVT Class 1

NAME	POINTS	POSITION
Chis Cole	2	1st
Tony Mattock	6	2nd
Sam Ward	9	3rd
Tim Dyer	11	4th
Emma Mattock	22	5th

## RTV CLASS 2

NAME	POINTS	POSITION
Steve Nurse	8	1st
Ryan Strike	25	2nd

# Newbourne Tyro & RTV Results

## Experienced class

Name	POINTS	POSITION
Simon Cullum	0	1st
Steve Nurse	1	2nd
Toby Parker	4	3rd
Michael Whitting	6	4th
Hannah Jeff	18	5th

## Novice class

NAME	POINTS	POSITION
Tom Riley	3	1st
James Harvey	4	2nd
Zoe Strike	6	3rd
Freddy Nurse	6	4th
Ryan Strike	7	5th
David Nurse	8	6th

# Events Calendar

Key:	<b>Club Event</b>	<b>Competition*</b>	<b>Club Show</b>	<b>Other</b>
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<b>Event</b>	
Sept 2 <sup>nd</sup>	Marshal Training & camp over
Sept 3 <sup>rd</sup>	Club Driving Day
Sept 23 <sup>rd</sup>	Set up
Sept 24 <sup>th</sup>	Winch Trial (Snuggs Pit)
Oct 8 <sup>th</sup>	Stonham Barns Land Rover Show, with set up & camping
Oct 21 <sup>st</sup>	Camp over & social
Oct 22 <sup>nd</sup>	Club Driving Day
Nov 18 <sup>th</sup>	Camp over & social
Nov 19 <sup>th</sup>	Club Driving Day
Dec 30 <sup>th</sup>	Mince Pie Driving Day
Jan 13 <sup>th</sup>	Camp over & social
Jan 14 <sup>th</sup>	Club Driving Day
Feb 17 <sup>th</sup>	Day into Night, Simon Foster trophy event
Feb 18 <sup>th</sup>	Club Driving Day
March 2 <sup>nd</sup>	Camp over & social
March 3 <sup>rd</sup>	Club <b>AGM</b> and Driving Day
Apr 6 <sup>th</sup>	Camp over & social
Apr 7 <sup>th</sup>	Club Driving Day



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# Festival of Wheels 2023

Well, talk about challenges, and no we didn't complete a twist off challenge.



So last year, the headline for the show write up was "Where do we start.....The final event of 2022 started and finished with a bang!" Whilst the headline is correct metaphorically any bang would have been subsided by the amount of water!

With a very iffy looking forecast emphasis was on getting the outside set-up completed in terms of the marquee, see saw and traffic lanes / walkways etc. This was all done with remarkable efficiency, aided by some metal barrier fencing supplied by the organisers. This was a very welcome addition and improvement to the endless reels of orange mesh we usually have to put out.

We're often used to the weather forecasters getting things slightly wrong and whilst we all secretly hoped they would be wrong for this weekend; they were pretty much spot on.

We have a luxury of a bit more space at this event which affords us a camping area directly next to the course and this year a rather nice land rover display in front of that.



## Day 1 – It's wet and they're still queuing

With additional rain prevention measures taken (extra gazebo's) for those outside all day (gate / loading & unloading staff) we thought we were fairly well prepared – oh how wrong we were. A light drizzle soon turned into a steadier rain, followed by a heavier rain subsequently followed by monsoon type rain. There was no keeping dry.

Despite the wet, the queue to enter was substantial, snaking around the car park to enter and once those gates opened, we were busy and looking back on last year, the same happened. Where did all these people come from, they just kept coming and coming whilst the rain got heavier and heavier.



The course was getting slippery, must to the delight of some of our drivers although in some cases, too slippery and on more than occasion we had vehicles pointing in the wrong direction. The wet conditions certainly kept those ground staff busy fencing off features that were starting to get a bit too hairy – sorry chaps.



The roar of Steve's V8 certainly attracted attention and for every person that said they wanted a ride in that one, someone else said they didn't.

By early afternoon the course had river like tendencies with water completely filling the tyre tracks and the course resembling a boggy mess. How Craig's white 90 stayed so clean is a mystery – must try harder craig).



3 o'clock came and it was silly, there was no visibility, the rain continuing to increase in velocity and we were getting wetter and wetter. The punters that had braved the show at this point were now scarpering to the exit looking somewhat bedraggled. We closed the doors on a very wet but nethertheless successful day later learning we had completed 151 rides raising £1,844 pre-expenses – that's not bad at all and having not broken anything.....don't speak too soon.



## **Day 2 – Ah it's OK the wind will soon dry the course out**

Again, how misguided, or foolishly optimistic we were. We anticipated Sunday being busier as typically Sunday is 'show' day in the car world, it wasn't raining and everyone that came on the Saturday was allowed to come back on the Sunday (brilliant PR by the organisers).

I arrived on site to my gazebo having been demolished by the wind which turned out to be just the first casualty of the day. Just as preparations were being made to open an uninvited and unwelcome gust of wind gave us a bit of a problem with our marquee that decided it didn't want to be with us anymore. Fortunately, no one was seriously hurt although this is not something any of us want to experience again. That said, within 30 mins the marquee was down and we were back up and running with an improvised shelter (thanks Steve & Katy).



The course was even more slippery than it was on the Saturday and Tim's definition of 'it's perfect', I still find questionable. Getting from one side to the other on foot was interesting to say the least – I never fell over mind, honest. Sunday was full of improvisation and this is also where the breakdowns started. This combined with only a handful of vehicles running was the flavour of the day.

The unloading section had to move so we could try and get customers out onto grass rather than mud, although this move did actually work really well. As for the see saw, even the seasoned veterans were having a battle getting up.



First to go I think was Emma's D2 with an alternator, then Steve's air intake had ingested too much mud and was beginning to get a bit on the hot side. Tim managed to pop a tyre off due to running low pressures and the size of the ruts now forming on the hill exiting from the bomb hole.



What a delight it was to see Mr. Heather with his series and my oh my, was that thing awesome. I don't think rob stopped grinning all the time he was driving – as for the passengers, perhaps they thought they were in with a mad man and didn't know whether to laugh or cry.



Fortunately, there were no immediate requirements for Hammonds Recovery although several of our members had trouble getting home. The alternator theme continued, overheating and fan belts snapping – I don't think I've known a show to kill so many cars.

Day 2 didn't seem to have the rush but did have a steady flow throughout the day, right through to closing time. A total of 233 rides with £2734 raised pre-expenses.

## The clean up

Once home, a competition ensued over the WhatsApp chat to determine who had the dirtiest car and who had the biggest pile of mud. Luke's discovery had managed to have a completely clean back but sides absolutely caked in mud.





Next on list was the see saw and a pressure wash of the framework, the underside and all the ram was on the job list for the Friday (a 50m hose and a cordless pressure washer were just the ticket), followed by subsequent removal from the trailer (it was stuck with mud) to then allow a clean-up of Terry's trailer before return (we'd have been in trouble otherwise me thinks).

Then to get the mud out of the grates – Ralph and Mark might still be there!



### **Summary**

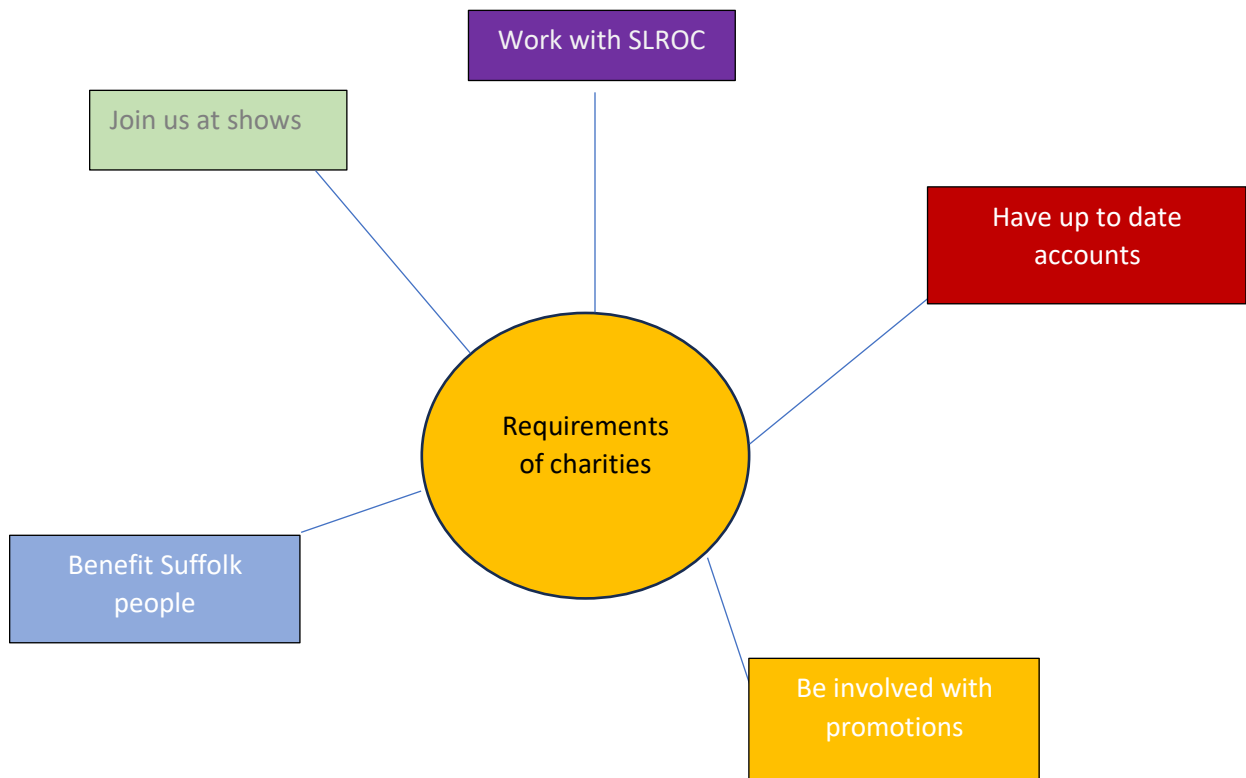
Another very successful but hugely challenging show weekend raising a grand total of £4,578 for our chosen charities' pre-expenses.

Now, the potential of a Stonham show.... Standby.

SLROC Events Team

# Help Choose Our Charities For 2024

SEND YOUR NOMINATION  
TO [secretary@slroc.uk.com](mailto:secretary@slroc.uk.com)  
BY 31<sup>ST</sup>AUGUST



NOMINATIONS SHOULD INCLUDE  
YOUR NAME AND MEMBERSHIP NUMBER,  
CHARTY NAME, CHARITY COMMISSION NUMBER, CONTACT DETAILS OF  
CHARITY AND A BRIEF COMMENT AS TO WHY YOU THINK THEY FIT THE  
SLROC REQUIREMENTS

The Club has raised over £100,000 for charities over the many years it has been running and is an aspect of the Club that the membership is rightfully proud of. This document sets out a list of actions (but not restricted to) that are taken to choose the charities that the Club will support.

- Call for charity nominations.
  - The process starts in July with a notice to all members to be published in Nooze inviting members to nominate a charity. This is it!
  - Nominations are received by end of August.
- Initial evaluation of nominations
  - Contact details
  - What further information is available?
  - Are up to date accounts available?
  - Initial assessment of nominations.
    - What proportion of their work is done in Suffolk?
    - Is the charity compatible with SLROC principles.
    - What is their charitable status? Are they a registered charity (some 'charities' with a small annual turnover have no registration, i.e. Bike Active, whom the Club supported some years ago)
    - What proportion of their income is for work at the 'coal face' and what proportion is to support administration?
- Making contact.
  - Establish personal contact and introduce SLROC, describe who and what we are and how we go about raising money for charity.
  - Ask them how they would spend a donation of a few thousand pounds.
  - Could / would they support us by attending the shows with us and getting involved?
    - Have they any similar experience?
    - Do they see their involvement as a benefit and how would they hope to gain from it?
    - Provide expected show and presentation dates.
- Review
  - The responses are collated for a review by the Committee.
  - The Committee review the information and raise questions as deemed fit. This may involve getting back to the charity for clarification.
- The decision
  - The Committee vote and agree the chosen charities.
  - At Mince Pie Driving Day, the chosen charities for the following year are announced
  - Charity notice in January Nooze.

**Please consider what charity you would like to nominate for 2024. It needs to be a charity that.**

- Spends its income at the 'coal face' not on administration and CEO salaries.
- Can identify how the club's donation would be used.
- Ensure the clubs donation benefits the people of Suffolk.
- Will join the club whilst attending the shows.
- Participate with the club in promotional aspects.
- Has up to date accounts with the charity commission.

Please send your NOMINATIONS to Graham at [secretary@slroc.uk.com](mailto:secretary@slroc.uk.com) by end August



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# Committee Members

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<b><u>Off Road Secretary</u></b> VACANT	<a href="mailto:offroadsec@slroc.uk.com">offroadsec@slroc.uk.com</a>		
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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 2130.)

The committee 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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# Club Shop

SLROC CLUB SHOP Clothing, Stickers, etc. All clothing is available to order in a range of sizes and colours, just ask! Prices are correct at time of going to print but may be subject to change.



**T-Shirt £16.00**

**Polo Shirt £18.00**

**Sweatshirt £20.00**

**Hoodie £22.00**

**Contrast Hoodie £24.00**

**Grizzly Fleece £32.00**

**Chunky Zoodie £33.00**

**Onesie £33.00**

**Contrast Onesie £33.00**

**Children's T-Shirt £11.00**

**Children's Polo Shirt £14.00**

**Children's Fleece £21.00**

**Children's Hoodie £17.00**

**Children's Hi-Viz Vest £4.00**

**Cuffed Beanie £11.00**

**5-Panel Cap £11.00**

**Door / Panel Sticker £4.00**

**Small Sticker £1.00**

**Window Sticker £1.00**

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

**Key Ring £1.00**

**2M Bridle Price on Application**

**5M Rope Price on Application**

**7M Rope Price on Application**

**9M Rope Price on Application**

**2M 5 tonne Strop £17.00**

**4.75 tonne Shackle £9.00**

**Jate Clamp £18.00**

**Battery Clamp £6.00**



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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.



# 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 and can be found with the post code **IP12 4PA**.

**What Three Words (WTW): cupboards.dribble.scrubber**

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!

