

# SLROC NOOZE LETTER

| JUNE 2023 |



## IN THIS ISSUE...

Chat from the chair  
"Making Progress"

Suffolk Show 2023

Events Calendar

Show Dates

Tyro Winch Trial

Tyro Winch Results

Committee Members

Club Shop

The Club Site

## COMING UP...

**8th July 9th July – Heveningham country Fair**

15th July – Maintenance day & Camp Over

16th July – Driving day

Proudly Supported & Sponsored by



**Mansfield 4x4**  
BURY ST EDMUNDS LTD

**Specialist in  
Land Rover**



**hammondrecovery**  
• MOTORCYCLE  
• CAR, VAN, MINIBUS, COACH  
• BUS, LORRY, HGV & COMMERCIAL  
24HR ACCIDENT RECOVERY & BREAKDOWN  
TEL: 01986834099 WEB: www.hammondgroup.co.uk



# Chat from the Chair...

## Making Progress

### Introduction

Here we are and by the time you read this the summer solstice will have passed and slowly but surely the nights will draw in again (that's a depressing thought). Having had the best part of a week sat working at home, in true hermit mode (the only place I've been to was the co-op) it's been lovely having the doors open, the long summer evenings and perhaps one or two cheeky ice creams during the day – I mean it would be rude not too.

That also means I'm awake this morning at 4am instead of the usual 5ish so what better to do than write chairman's chat!

Things are certainly hotting up; we've had the hugely successful Suffolk Show with some phenomenal statistics (see Suffolk Show Write up), a VERY hot driving day / winch trial and we are now preparing for Heveningham Country Fair – and that's just the immediate activities.

### Club Identity

It doesn't need me to remind you just how sensitive our world is these days and unfortunately in many instances we are "dammed if we do and damned if we don't". With that in mind please remember that whilst you are attending any event / outing with the club, you are representing the club (especially with a nice bright, orange shirt) and people will associate you with the club – just like a sign written van. With that in mind, please conduct yourselves in an appropriate manner.

### Recent Events

Recent club events have been both disappointing and encouraging. Disappointing in respect of the fact that no-one had emailed to sign-up for the marshal training (at the point of 4 days prior). It's simple, without marshal's events cannot run and it's not fair that we keep relying on the same few people time and time again – clearly something needs to be done differently here, what I don't know; suggestions and ideas welcome. That said, much appreciation goes to Stuart, Ralph, Tony & Denise for 'volunteering' – see Marshall Training write up.

On a positive note, and encouragingly it was great to see a good turnout for the winch trial; an experiment being held during the usual driving day (see winch trial write up) with what I can only describe as angles that looked like they were defying gravity.....not to mention also perhaps a wee bit of sun burn. Encouraging also that we had a new member pop up and say hello.

Maintaining the positives, kudos goes to Tim Dyer for proposing the new member 'free driving day' is changed to a 'free event' be that a driving day or trial. It is hoped this initiative will encourage those whom are not yet a member and were planning to take a day membership in order to compete in a trial, instead become a member and then attend other events throughout the year.

## **Next activities**

My next area of focus, well ongoing really but now at the top of the list is the web-site. We've been trying to get this sorted in the background for a while but as many of you will appreciate, we all have day jobs / other interests and commitments and something like this can be difficult to focus on.

We've had the structure defined for a while so now we just need to build the content – bear with us, it's coming.

Going forwards, the web-site is just one element of the communication mechanisms available – I do have a wider strategy forming.

## **Pictures**

Please, please, please do send us pictures via any means just now, don't keep them to yourselves. We want to create some new promotional boards to use at the shows (both static and live) and it will help to build up the library (where previous pictures have gone, I have no idea). Again, I'm conscious that there needs to be an easy mechanism to allow this (am thinking about the best way for that) but even requesting pictures from the Suffolk Show are uploaded to a drop box – nothing, nada.

## **Conclusion**

Reflecting on everything it does feel like we are making progress, member numbers are increasing steadily, we have more events in the calendar, the site looks tidier, the public support for the charity rides is absolutely still there and the events feel like they are being well received and have a positive feel to them.

That said, we (the committee) can't do this alone. It's up to us all, as members to put in and make the club what we want it to be; to get out of the club whatever it is we want to get out of it – recognising that each of us will have a different perspective on this.

I'm sure I don't need to tell you there is a lot of work going on behind the scenes to put the events on, to improve and evolve the club and simply to run the club on a day-to-day basis – do engage with us, let us know if you like (or don't like) what we're doing, perhaps you have some ideas, possibly mad ones - let's hear them.

Please do get in touch, member engagement and participation are the only measure we have to know whether we're doing things right.

Right, off to work – for today that translates to make another cup of coffee, put the washing out and change computers!

Jeremy

PS: For those that think it's easy after all, I just sit at home at the computer....it's 7am, my head hurts already and next week will be hell!!

# Suffolk Show 2023

It was that time again.....following weeks of behind the scenes planning, checking and organising the Suffolk Show once again was upon us.

This time more of an 'advance crew' formed undertaking such activities such as strimming, clearing the site of nails (that's a whole different story), erecting the marquee and positioning the see-saw with the intent on making the Tuesday set-up less intense.

Even then, planned activities with transporting the see-saw were derailed by a day because of a closed A12.

Set-up on the Tuesday was a fairly relaxed affair, with the primary focus on structuring the vehicle lanes and walk ways, learning and improving from previous years although in some cases remembering what we'd done in previous years was a challenge. Consideration has to be given to turning circles, vehicle widths, stopping points and so on with safety at the fore front of the mind.

This complete with some trial runs of the course and fettling of the see-saw we were ready with people returning to either the camp site or back home faced with the prospect of a 5.30am start the following day. It's brutal.

Endlessly studying the weather is a prerequisite for this show, it can make a huge difference to the turn out and frankly just how pleasant (or not) it is particularly for those stood out on the course all day, especially the loaders and unloaders, do we need the extra Marque to provide some shelter, talking of which, where the hell did that go!

## Day 1 – Pleasure and Pain

Dawn broke and there we were, gathered in a field at the back of the Showground with equal amounts of anticipation and apprehension of the next two days, especially given a limited number of passenger vehicles.



A slow, steady start to the day allowed for us all to find the rhythm and those new members with us to become 'familiar' with their roles and soon we had the tricky balance of having the right number of vehicles (and seating capacity) between waiting and driving round the course.



We were informed of a 'health and safety' inspector visiting although they must have been watching us in stealth mode since we didn't see or feel a thing (oh err missus).

Fortunately, there was never a mad rush but a steady queue which we occasionally emptied although not the peaks and troughs we've had in previous years. That said, it was relentless as fast as we thought we could take 5 minutes – vehicles please!

A nice mix of numbers, the 5 seaters seemed to be the most popular this year, with a good demand for the buggies also; talking of buggies it was great to have the Tom Cat back out playing.



Terry and his 101 proved a popular addition and by heck, that thing is a monster!

Our special guests of the afternoon were Archant media (Ipswich Star and EADT) who gave us a fantastic write up although did make Matt a wee bit on the nervous side seeing the photographer's camera that was worth more than his car!

<https://www.eadt.co.uk/news/23559603.track-suffolk-land-rovers-suffolk-show-2023/>

## **Day 2 – It doesn't start any warmer**

Another fresh morning and the 6.30am gathering forms in the campsite with us all feeling somewhat weary from Day 1.

Arrival in the showground turned out to be somewhat windy so thank goodness for yellow jackets! Today, we seem to have got back into show mode, were all a bit more familiar with the proceedings again including remembering all the briefing topics – must write a list for next time!



With fewer vehicles to scrutineer, we could get an early water run in since at the time of the Suffolk Show we'd had no rain for around 4 weeks and the ground was dry, very dry. I don't recall us having to do quite so many water runs although the bowser could do with some improvements – another job pre Festival of Wheels.

A steady stream ensued throughout the day and at times seemed busier, perhaps because of slightly less vehicles / helpers on day 2. Finally, around lunchtime the sun came out to play and emergency erection of the gazebo for the loaders to provide some shelter from what quickly became quite intense heat.

6 o'clock came but the day's not over yet...pack up time, there is an art form to this.



### It's a wrap

Many hands make light work is a well-known phrase which is true and quote of the day has to be 'it comes down a lot quicker than it goes up' which is also very true but there is a distinct knack to how the trailer is re-packed, thankfully Pat takes charge of this bit and us minions just do stuff.

Another set of logistics of returning the see-saw to site, freeing up the trailer to allow Terry to collect his 101 followed by the return of the club trailer.

Off we all depart either to the campsite or to fight the traffic and head across town.

However, the day is still not over, there are vehicles to return, Matt and his counting bunnies continue their work until late in the evening to bring us ride statistics, with what can only be described as a truly remarkable feat.

	2023				2022		
	Day 1	Day 2	Total		Day 1	Day 2	Total
Rides	514	478	<b>992*</b>		396	464	<b>860</b>
Approximate laps (@4x)	2056	1912	<b>3968*</b>		1584	1856	<b>3440</b>

\*NOTE: This doesn't include all the SLROC helper, Charity staff and extra laps that we might have thrown in.

## To Close

Once again, we've achieved the impossible. Those of you involved with the show should feel very proud, this is a fantastic achievement and is not an insignificant amount of work so heartfelt thanks to you all. Year on year, we come out and raise a phenomenal sum for charities, how sometimes is beyond me. That said, we really do need more members to help with these events – there are certain members that don't leave the off-road area for the entire two days!

What's always lovely with these events is seeing the enjoyment on peoples faces, the unsuspecting surprise of suddenly going off the edge or being tipped sideways and of course, the screams. Even more of a delight is when they come back later in the day for more.

SLROC Events Team



# SLROC EVENTS CALENDER

Key:	Club Event	Competition*	Club Show	Other
------	------------	--------------	-----------	-------

	Event	CoC
July 8 <sup>th</sup>	Heveningham Show	Pat Corps
July 9 <sup>th</sup>		
July 15 <sup>th</sup>	Maintenance Day & camp over	
July 16 <sup>th</sup>	Club Driving Day	
July 22 <sup>nd</sup>	Set up and Camp over (Allen Brickworks)	Tim Dyer
July 23 <sup>rd</sup>	CCVT, (Allen Brickworks)	Mark French
Aug 5 <sup>th</sup>	Festival of wheels	Pat Corps
Aug 6 <sup>th</sup>		
Aug 12 <sup>th</sup>	Set up and Camp over (Newbourne)	
Aug 13 <sup>th</sup>	Tyro RTV (Road Taxed Vehicles)	Mark French
Aug 19 <sup>th</sup> /20 <sup>th</sup>	Framlingham country show (static)	TBD
Sept 2 <sup>nd</sup>	Marshal Training & camp over	Matt Hurst
Sept 3 <sup>rd</sup>	Club Driving Day	
Sept 14 <sup>th</sup>	75 <sup>th</sup> Anniversary of Land Rover	
Sept 16/17 <sup>th</sup>	Grand Henham Steam Rally (Static)	TBD
Sept 23 <sup>rd</sup>	Set up and camp over (Allen Brickworks)	
Sept 24 <sup>th</sup>	Winch Trial (Allen Brickworks)	Mark French
Oct 7 <sup>th</sup> / 8 <sup>th</sup>	Stonham Barns Land Rover Show	TBD
Oct 21 <sup>st</sup>	Camp over & social	
Oct 22 <sup>nd</sup>	Club Driving Day	





**Mansfield 4x4**  
BURY ST EDMUNDS LTD

**Specialist in  
Land Rover**

## About Us

We are an Independent Land Rover and 4x4 Specialist based in Bury St Edmunds in Suffolk. We have been serving the local and surrounding community for over 20 years and have built up an excellent reputation for quality service and parts & accessory supply.

We specialise in all aspects of Land Rover and 4x4 maintenance and repair. This includes:

- Servicing
- Diagnostics
- Parts
- Accessories
- Off Road Preparation
- Performance Upgrades
- MOT Testing
- Laser 3D Wheel Alignment
- Vehicle Rebuilds

We have all the technical ability and resources that you might find at your local Land Rover service centre but without the premium price tags. We have also developed strong relationships with recognised aftermarket suppliers to be able to offer you quality, branded products at hugely competitive prices.

At Mansfield 4x4 (Bury St Edmunds) our team of friendly staff are here to serve.

**We also offer a 10% discount to SLROC Members on parts and workshop services.**

## Contact Us

Telephone: 01284 767174  
Email: [info@mansfield4x4.net](mailto:info@mansfield4x4.net)  
Website: <http://www.mansfield4x4burystedmunds.com/>  
Facebook: @Mansfield4x4  
Instagram: mansfield4x4

# SHOW DATES



TRINITY PARK - AUGUST 5<sup>TH</sup> - 6<sup>TH</sup> 2023

**MOTOR SHOW EVENTS**  
Presents  
***Festival of Wheels***

**MOTOR SHOW EVENTS.COM**

Contact Jeremy OR Pat for further info.

[pr@slroc.uk.com](mailto:pr@slroc.uk.com)



**Mansfield 4x4**  
BURY ST EDMUNDS LTD

**Specialist in  
Land Rover**

## **This Month's Special Offer**



**30% OFF ALL  
AUTOGLYM CAR  
CLEANING** PRODUCTS IN STORE!

PLEASE SHOW YOUR SLROC MEMBERSHIP  
CARD AT THE COUNTER

**OFFER ENDS  
28/06/2023**



### OUR TOP 5 AUTOGLYM CAR CLEANING PRODUCTS

PRICES FOR SLROC MEMBERS ONLY!

Pure Shampoo - NOW ONLY **£4.73**

Caravan & Motorhome Cleaner - NOW ONLY  
**£8.52**

Rapid Detailer - NOW ONLY **£7.28**

Fast Glass - NOW ONLY **£6.04**

Super Resin Polish - NOW ONLY **£9.68**

**Extra Discounts for members on all Autoglym  
products.**

**WE ALSO OFFER A 10% DISCOUNT TO SLROC MEMBERS ON PARTS & WORKSHOP  
SERVICES**



Hammond Recovery offers 24-hour roadside assistance 365 days a year. In the event of a breakdown, our experienced team will be on-hand to come to your assistance, whether you are driving a car, van, coach, minibus, motorcycle or heavy commercial vehicle.

From roadside assistance – such as wheel changes – to vehicle transportation, we will be able to accommodate your requirements as and when you need them. Our dedicated fleet of recovery vehicles and staff are fully equipped and will be able to locate you quickly and easily. We can attend to your needs on-site or recover your vehicle and deliver it to a location of your choice.

We will be able to provide accident recovery services in the unfortunate event of you being in a road accident. We work closely alongside the emergency services in and around Halesworth and Ipswich and will be able to recover your vehicle, no matter what the condition or situation.

Our services are not just limited to light and commercial vehicles. We can also recover or transport tractors, boats, coaches, heavy plant machinery, the list is endless.



- **MOTORCYCLE**
- **CAR, VAN, MINIBUS, COACH**
- **BUS, LORRY, HGV & COMMERCIAL**

**24HR ACCIDENT RECOVERY & BREAKDOWN**

**TEL: 01986834099 WEB: [www.hammondgroup.co.uk](http://www.hammondgroup.co.uk)**

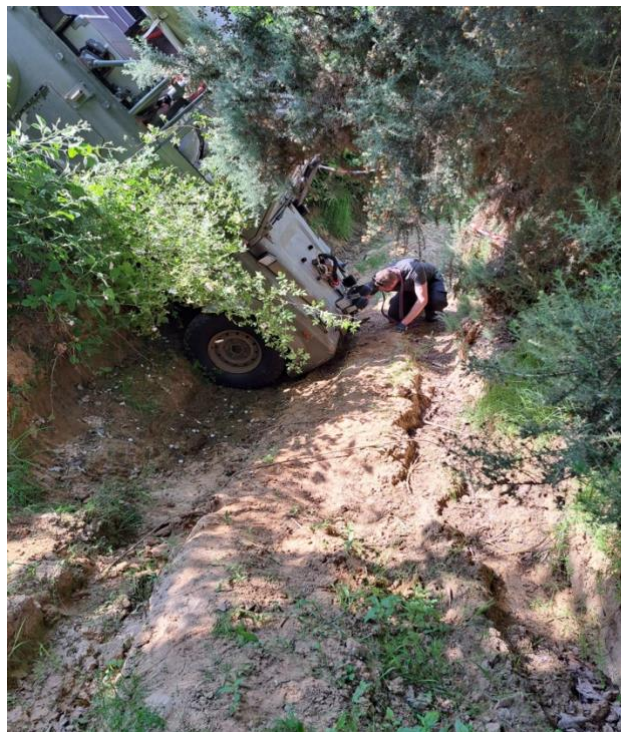




# Tyro winch Trial

Weather was forecast for hot and it definitely was hot. Got to Newbourne Friday with my 110 and got the tent set up. Trial was Sunday so we had Saturday to set up. I looked at the list of competitors and at first thought we had all experienced drivers/winch runners so decided to make it a little more difficult than a tyro for beginners or shinny vehicles. I had some help setting up the trial which makes a huge difference so big thanks to Steve, Jay, David and Freddie. We knew we were going to struggle with marshal numbers on the day so decided to try and keep all the section in the black course. Setting went quite well, its difficult at Newbourne because we only have sandy holes which change quickly so I felt we needed to make the sections quite harsh so that not all of them were drivable later. The other difficulty with setting was the diversity of land rovers competing, from myself and Steve in a relatively standard range rover and defender 110 to dedicated fully caged trialers. We needed to stop the trialers and make them winch but make it possible for a long wheelbase defender. With the way we set the trial I don't think anyone could say we set it to make it easy for ourselves as you will realise as you read on.

Having recovered from the hot day setting the day before I felt ready on the Sunday for the trial. We got everyone through sign in and scrutineering and my friends Bod and Rosa had turned up. Bod was running the winch line and Rosa job is photography and general moral support. I consider Rosa as our own cheer leader as we go section to section. 10:00 had passed and all the competitors make their way down to the sections. I looked at section 1 which I helped set but couldn't think of a way though it in a long wheelbase so decided to leave it until later. Section 2 was a steep downhill, the last 2 foot where sheer then a sharp left turn to get the two punches on the way out. Each section has 2 punches worth 50 points each by the way. I drove into the tall undergrowth before heading down and immediately came to a halt with a big bang. I reversed out to find we had hit



a long-forgotten steel winch post! I was glad I had found it and not someone else, luckily no damage was done. Different line and I stopped just before the short decent. Rosa from a safe distance shout's "are you completely mad!" She has seen how steep the last bit is but I thought I had judged it quite well and the wheels would hit the ground first allowing the 110 to roll forwards and turn left. As I let the 110 go I realised Rosa was quite right! The 110 dropped the last 2 foot and torpedoed the front bumper into the ground. Turning left now was going to be tricky especially as the winch took about 20 minutes to dig out. The soil was over the head lights! Bod got the winch rigged to a tree to the left with a snatch block back to my right-hand recovery point after digging that out as well. The idea was to try and pull the 110 up on the right to get it turning left. It partially worked but as we went left, I couldn't stop the steering flopping to the right. We could have kept going with the winch and forced it despite the wheels pointing the wrong way as the hydraulic winch I run definitely has the power, but I would have risked taking tyres off the rim and swivel bearing issues.

We re-rigged to go straight from a tree that allowed us to lift the front. This worked very well and got the steering facing left again but we were winching in the wrong direction and pulling the front bumper through the bank in front of us. Now we had soil flowing over the bonnet on the right side and a winch that was jammed with soil and wouldn't free spool out. Some work later and we were rigged left again and made a few inches before I couldn't stop the steering being forced right again. This time we tried winching from the front to a tree and pulling the back to try and steer the rear as space was too limited and the front was forced into a bank. Also, we needed to get the back down as its height was some of the problem. This worked to a degree, but the massive strain snapped a winch rope with a big bang and dust everywhere. We had moved about 2 foot in all of this, but our angle was improving, and we were nearly turning left. A new winch line fitted and one more big pull to the left and we had it. Getting the punches was easy as they were on the way out.

We were now in the situation where we had taken nearly 2 hours to do one section and would be lucky to get another one done before lunch. Meanwhile everyone else seemed to be moving from section to section around us. We looked for an easy section to do quickly before lunch and settled on one that just went up then up again with a punch at each stage. Drove to the first punch, thought I may drive to the second punch, but the front bumper was hitting something it wouldn't push through despite 3 run ups. Bod soon had the winch out and it didn't take long to winch to the second punch. Up to the top and found some shade for lunch.



At lunch we were reflecting on the morning. On paper it was terrible, only 2 out of 12 sections done. We thought our chances of winning had gone but we were still in good spirits as it had been great fun. One of our competitors had done 8 sections before lunch but had retired due to a clutch issue. I remember thinking we had a long way to go to beat them and they had retired! We had a monumental task to catch up with the very capable land rovers that were still running and we were in the longest land rover in the competition.

Back to it after lunch and for some reason that little rest and food had really fired me up. I started going into sections with very little care and a determination to catch up. Bod seemed to be about the same and despite the heat was doing a fantastic job getting that winch line hooked up when required. We often got through situation just from Bods skill and experience while I'm stuck in the cab Bod is very much guiding us through it and picking all the right points to spot me. As is often the case at Newbourne the terrain becomes easier as the day goes on because as each land rover winches through they take the tops off the hills. I can't remember the order of the sections we did but we were whipping through them. Driving some bits or only winching the last part. We made sure we took some breaks to cool down but with about 1.5 hours to go we realized we were doing quite well somehow and we heard a couple more competitors we were worried about had broken but we didn't know how many points they had scored. We had a big push to see what we could do and despite some very strange angles and a moment I thought the 110 may fall over we kept getting the punches.

We went and had a look at section one which I couldn't work out at first and discovered it had changed quite a bit and now looked doable, so we made our way through and got both punches. It was at this point we realized we only had one more section to do and just 15 minutes left. This section was winch between two trees get a punch then back down and up between two more trees to exit and get the second punch. We did this somehow in 10 mins. Which meant we could get a second punch card and drive into an easy section to try for more points. The rule is if you start a section before the finish time you can attempt to finish. We realized at this point though that no one apart from us had done section 2 so wouldn't have been able to get a second punch card meaning we had won! Unbelievable! We were very pleased. The only problem was that after the adrenalin wore off I started to feel odd. I was too hot, got a massive headache really quickly and felt sick. I drank some water although I felt as though I had kept up just enough, the water made me feel even more sick to the point where I thought I may be sick. All the symptoms of heat stroke which I'm warned about over and over in search and rescue but have ended up with it. Bod was somehow ok despite doing far more of the running around. It was a difficult one but really we should have had more rest stops. I recovered quite quickly sitting in the shade. Lesson learnt and I got some ideas to keep us cooler if the same situation happens.

Massive thank you to all the marshals and COC who stood around in the blazing sun while we had all the fun. These events can't happen without these wonderful people who do so much.

Tim Dyer

# NOOZE NEEDS YOU

**Any articles welcome**

**Trips**

**Experiences**

**Purchases**

**Technical information**

**Shows**

**Pictures**

**Trials and events**

**Non club events**

**Anything to do with land Rover**

**Content Required**

**By 15<sup>th</sup> July**

**Send to [nooze@slroc.uk.com](mailto:nooze@slroc.uk.com)**














# Tyro Winch Trial Results

NAME	CLASS	POINTS	STATUS
Tim Dyer / Bod Dewse	2	1200	Over all winner
Toby Parker/ Simon cullum	2	1000	
Ashley / Nathan Sismey	2	800	Retired
Stuart Last / David Nurse	2	550	
Tony / Emma Mattack	2	500	Retired

Aaron Best / Charlie Fisher	1	650	Class winner
Steve Nurse / James Coleman	1	600	
Steven Shades / John Schofield	1	150	

# Committee Members

Position and Name	Contact Details	Photo	Vehicle
<b><u>President</u></b>  Ralph Lambourne			
<b><u>Chairman</u></b>  Jeremy Carr	<a href="mailto:chair@slroc.uk.com">chair@slroc.uk.com</a>		
<b><u>Secretary</u></b>  Graham White	<a href="mailto:secretary@slroc.uk.com">secretary@slroc.uk.com</a>		
<b><u>Treasurer</u></b>  Matt Hurst	<a href="mailto:treasurer@slroc.uk.com">treasurer@slroc.uk.com</a>  07768 200610		
<b><u>Membership Secretary</u></b>  Ralph Lambourne	<a href="mailto:Membership@slroc.uk.com">Membership@slroc.uk.com</a>		
<b><u>Off Road Secretary</u></b>  VACANT	<a href="mailto:offroadsec@slroc.uk.com">offroadsec@slroc.uk.com</a>		
<b><u>Competition Secretary</u></b>  Tim Dyer / Tony Mattack	<a href="mailto:compsec@slroc.uk.com">compsec@slroc.uk.com</a>		

<b><u>Safety and training officer</u></b>  Matt Hurst	<a href="mailto:Safety@slroc.uk.com">Safety@slroc.uk.com</a>  07768 200610		
<b><u>PR and Show Co-ordinator</u></b>  Pat Corps	<a href="mailto:pr@slroc.uk.com">pr@slroc.uk.com</a>  07887 500799		
<b><u>Club Shop</u></b>  Spencer White	<a href="mailto:clubshop@slroc.uk.com">clubshop@slroc.uk.com</a>		
<b><u>Nooze Editor</u></b>  James Harvey	<a href="mailto:nooze@slroc.uk.com">nooze@slroc.uk.com</a>		
<b><u>Web Secretary</u></b>  Jeremy Carr	<a href="mailto:Websec@slroc.uk.com">Websec@slroc.uk.com</a>		

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.

The opinions expressed in this publication are not necessarily those of the Editor, Committee, Club or Company. Neither can responsibility be taken for the accuracy or otherwise of articles placed. All logo's, legends and artwork remain the property of SLROC and may not be reproduced without permission from the Committee. ©2002-2023 Suffolk Land Rover Owners Club Ltd

# 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**



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.



# 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!

