

SLROC NOOZE LETTER

| MARCH 2023 |



COMING UP...

(All events are subject to confirmation by club committee and will be held in accordance to prevailing Government Guidance).

1st April – Site Maintenance Day

2nd April – Club Driving Day

6th / 7th May – Maintenance Day & Club Driving Day

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Chat from the Chair...

So how do I start this – perhaps with a question, why? Why did I spontaneously throw my hat into the ring for chair – well, let me begin;

Many of you know me, I've been around a while and unfortunately, or fortunately depending on your outlook, am getting older (although I do still try not to admit it), but telling the children they can't add up no longer works (they can add up now!).

Herein is reason #1. We've enjoyed the club for many years (you'll remember my children as wee things) and not least, where else can youngsters drive off-road – highlights perhaps being when Rhys tried to mount the posts (accelerating instead of braking) and Bethany got through a tricky section with an unnatural ease (where her brother got stuck). I felt I should at least try to make a difference.

That brings us to reason #2. Anyone that helps with any kind of club or events knows how much time and effort goes into the day-to-day running of the club and the organising of events – it doesn't happen by magic and to say the club has been running very lean for a while is an understatement. If we want the club to continue (in some form) it's up to us, as members, to make it so. With that, I'd like to express sincere thanks to everyone involved in whatever way – we are all here for a reason we enjoy land-rovers in some form and we should remember that everyone's input matters.

Reason #3 – We are in a period of uncertainty and no doubt change some of which is outside of our control and such we cannot predict the ending just now. However, following on from #2 we need to come together as a club to take us into whatever direction we end up going in.

Following on, thanks to those whom have come forward to help with some of the vacant committee positions, James Harvey as Nooze editor together with Tim Dyer & Tony Mattack as joint competition secretary's – I know Tim & Tony have been busy planning events for the year and I've already been nagged for Chairmans Chat by James! (Sorry love, been a bit busy 😊).

Unfortunately, you will see from the events calendar that we are no longer allowed to drive the course at Henham although this does now give us the opportunity to attend with a 'static' display. This would allow us to publicise the club and what we do with the ultimate aim of gaining new members. This is something we are looking into starting with the Framlingham Show in August. The committee has decided we will NOT attend the Easter Country Show to which we were invited this year due to the timescales involved and needing to

establish a 'static' show set-up. I hope we can add this to the calendar next year.

So, what's next;

You are all now aware of our immediate challenge and thanks to those that have already been involved in clearing & tidying of the site. Matt will be in touch with regards a working party for the April driving weekend to continue this activity.

We don't know any more at this stage but please be assured we will keep you advised as and when we know more. With that in mind please do consider the sensitivity and confidentiality of the matters at hand.

For those of you that attended the AGM you will have seen that as a club, year on year, our books don't balance with the reduction in members and ever-increasing costs. We are looking at ways to address this.

During the next few months, I hope to present you with a timeline, showing the key dates and milestones, perhaps even decision points over the coming year and potential scenarios of what the club might look like.

Be under no illusion, no single person is going to wave a magic wand and make everything continue as normal, or as it has done for the last 20 years – it's up to all of us, as a club. We will undoubtedly have to make changes and personally I see that as an opportunity to carve out what we want the club to look like for the next 20 years.

Finally, it just leaves me to say please do not hesitate to contact myself or one of the committee with any ideas or concerns. I go back to my point that we are all here with a common interest – land rovers and the variety of activities that goes with that whether that be the off-road driving, trailing, charity shows, enthusiast or indeed the social side the club needs to cater for everyone.

Jeremy

Future Events Calendar – **March** 2023 edition

Key:	Club Event	Competition*	Club Show	Other
Event			CoC	
Apr 1 st	Maintenance Day & camp over		Matt Hurst	
Apr 2 nd	Club Driving Day		Tim Dyer	
Apr 23 rd	SuLSAR using Newbourne		Pat Corps	
May 6 th	Coronation weekend social & camp over			
May 7 th	Club Driving Day		Pat Corps	
May 31 st	Suffolk Show		Pat Corps	
June 1 st				
Jun 10 th	Marshal Training & camp over		Matt Hurst	
Jun 11 th	Tyro winch trial		Mark French	
July 8 th	Heveningham Country Fair		Pat Corps	
July 9 th				
July 15 th	Maintenance Day & camp over			
July 16 th	Club Driving Day			
July 22 nd	Set up and Camp over (Allen Brickworks)			
July 23 rd	CCVT (Allen Brickworks)		Mark French	
Aug 5 th	Festival of wheels		Pat Corps	
Aug 6 th				
Aug 12 th	Set up and Camp over (Newbourne)			
Aug 13 th	Tyro RTV (Road Taxed Vehicles)		Mark French	
Aug 19 th /20 th	Framlingham country show (static)		James Harvey	
Sept 2 nd	Marshal Training & camp over		Matt Hurst	
Sept 3 rd	Club Driving Day			
Sept 14 th	75 th Anniversary of Land Rover			
Sept 16/17 th	Grand Henham Steam Rally (Static)		James Harvey	
Sept 23 rd	Set up and camp over (Allen Brickworks)			
Sept 24 th	Winch Trial (Allen Brickworks)		Mark French	

Maintenance Day – Saturday 1st April

Spring Time! (& hopefully some nice Spring weather!!) – and time for a good old-fashioned Spring Clean-up at Newbourne....

Following some fantastic progress recently to clear up the site and remove some of the accumulated rubbish that we've managed to gather over the years, as well as repair some of the Club facilities we're continuing the work on 1st April, and would really appreciate your help!

Whether you're able to come up for the day, the morning/afternoon or even for an hour or two at any time during the day, any time that you can spare will be a huge contribution to keep our facilities in tip top condition....

We've got a range of things that need taking care of, and you can help with anything that you feel able to tackle – you don't have to be an expert at anything, and you also don't have to be super fit – do whatever you can, it all helps.

Below is a list of things that we'll look to tackle during the day – (weather permitting obviously for some things) – and also below are some suggested tools that would be great if you can bring with you – we have some groundskeeping tools, but not everything – and if you have for example a strimmer that you know works, that will be better than trying to get our ageing stuff going! 😊

MATT

Jobs to do

- Painting Signing on Hut
- Cleaning outside of clubhouse
- Tidy / clean inside of clubhouse
- Grass Cutting
- Cut back brambles / hedges
- Re-instate course ropes and posts
- Tidy old loose Tyres around site ready for removal
- Tidy up scrap metal / rubbish from around the site
- Tidy round play equipment and clubhouse
- Sort groundskeeping tools in storage shed

Suggested tools to bring

- Strimmer / Brush cutter / Hedge cutter
- Chainsaw
- Loppers
- Secateurs
- Bucket, Broom & cleaning cloths
- General DIY Tools – (battery powered tools best)
- Trailer if you have one and are able to help do a Tip run

Day Into Night – Simon Foster Trial

Always a good trial and the dark just makes a nice extra challenge. I was involved in setting up the trial, we are encouraging competitors and volunteers to set trials as a bit of an effort to stop all the work load going on one person. Setting the trial this way seems to be working well and the more trials people set the better they get at it so that with any luck we start to have a broad mix of talented people making interesting trials. I would say if you have any ideas come and give them a go. The argument against it would be that it gives an unfair advantage but I tend to find that actually I've given myself a disadvantage in the 110 trying to set sections to catch the dedicated trial trucks out. Last year I got a 9 on my own section! I would say if you think it's an advantage to set and compete come and help set and give yourself the advantage.

Section 1.

So trial is all set and My defender 110 is all prepared ready to go. Strange choice of trial vehicle I know but it has to do all the other jobs as well like search and rescue transport, my daily commute to work and a camper. First section is on the white course which has less harsh terrain but Ralph has put all the ideas into this one so it still takes some careful study to make sure the right line is chosen all the way round. There is an early axle twister that doesn't look like anything but I watched Alex Barrows Disco go through with a huge front wheel lift which told me a little momentum may be needed. Alex's disco has a welded rear differential which makes it react differently but I knew I would need to get the line just right to avoid running out of suspension travel and carry a little speed in case wheels lifted. It all went smoothly. Having a wheel base 100 inches or over means a competitor is allowed one shunt per section so you can stop once, reverse then go forward again. I kept my one shunt to the end of the first section as there was a small hill climb for the one gate and I thought I may want to align myself better for it. When I got there, I found I didn't need the alignment and was able to turn straight into it. Got through the 1 gate cleanly and got a clear score so off to a good start I thought.

Section 2.

Second section of the day was in the top corner of the yellow course and is mostly my idea. Tight turns and a particularly tight turn for the 1 gate. Hopefully nobody could say I set it to be easy in a long wheelbase! I knew it would be tricky to get the one gate without a shunt so the battle was always going to be managing all the tight turns I had put in without losing the shunt. I hadn't tried any of the section apart for a tight bit between some trees to make sure it worked. I was very tight so I dropped a rope on the left before the trees to give a better angle then purposely didn't try it again so I didn't give myself an advantage. So, starting the section and the disco before me got stuck in some

soft sand just after the first gate so I knew I was going to need some momentum and a careful choice of line to avoid the same fate, the gates are quite wide early on so I found a way through. Next was tucking in under a tree though an axle twister without wobbling into the canes then a sharp left turn which is actually far sharper the 110 can turn but there is a bank on the inside. Not wanting to use the shunt here I mashed the side of the 110 into the bank in the hope I could use the bank to turn harder, danger is if the tyres grip up the bank the truck quite quickly falls over which I've done before in an Essex trial. Truck didn't fall over and screwing round on the bank went well but not quite enough to avoid hitting a bank the other side. The front hit the other side twice and both time it nearly stopped the 110 in the mud but some good stabs on the throttle pushed it through. Next was a sharp right turn using throttle to flick the back round to make the turn. Next job is getting far left as early as possible to stand the best chance of getting up an off camber small soft hill before squeezing through some trees. It went well but somehow still clipped a tree with the front bumper, next obstacle is down a steep rutted hill with a difficult right turn before the mud got you and you went straight into the opposite bank. This was the last thing that could have required the shunt so little sigh of relief and on to the last gate which I used the shunt on and bounced the front end up the bank to get another clear.

Section 3

The middle of this section created the most head scratching. A brilliant tight left turn up a soft sandy bank to get gate 6. Watching other people try the section first, somewhere turning in and somewhere taking a shunt if they had one as I had already thought I would with mixed results from both methods. I decided to stick with taking a shunt and gun it through the soft sand hoping for the best. Gates were quite wide so there was room to move around and make the sand fly around. Despite the climb already having big holes in it from other competitors giving it there best the 110 went up ok. There aren't many places where long wheel base is an advantage in these trials but gnarly hill climbs seem too often go ok. The section ended with a bomb hole and a right turn up the side of it. 3,2,1 where one after the other and it was a case of getting as far as you can. I scored 2 which I was happy enough with.

Section 4.

Near the horse shoe on the black. Start tipped you down into part of the horse shoe then back round to join another part of the horse shoe and there was a lot of chat which route to take though a wide gate down into the horse shoe. The route I thought I would take wasn't working out as I expected so had a little change of plans. Next was through some deep mud and up to a couple of sandy hill climbs to Finnish. Had a little panic after the deep mud as it had made the slope very slick and I struggles for traction but with a bit of turning side to side found the traction needed to creep forward and went on to another clear.

Section 5 (dark)

The first part of this went the same as during the day with a second gear blast up through the soft sand then I got in a bit of a muddle. A miss judgment had meant I was still in second for bouncing up the barrel which may have been ok but I approached the barrel as though I was in first. As I hit the barrel, I realized it was going to stall out second and tried to snatch 1st. It was too late and I got was a big gear crunch and I was going backwards. I had the sense as least to hit the horn and may have got away with calling it a shunt. I carried on backwards managing to engage reverse as I went but as it was unplanned and dark with the mirrors tucked in, I had no idea where I was going, so out of caution didn't go far. I went to go forward and realized I was at the wrong angle to make gate 6. I was really kicking myself as it was my first error of the trial and I was close to getting through the trial with a very low score. I like walk back to any parts of a section where its gone wrong and analyse what I could do better. I think in this case it was a miss judgement which could have happened from a certain amount of fatigue as at that time I had been on the go for over 13 hours. I'm not complaining I love to push it a bit.

Section 6 (dark)

We didn't do this section in the day as we ran out of time but abandoning section 4 meant we had time in the dark which I was glad about as Tony can set up some lovely sections. Looking round it for a long wheel base it was a real thinker as there was bits that could catch you out right the way through if the line wasn't just right. It stayed tight towards the end with the terrain getting more difficult. I needed the shunt slightly unexpectedly then really had to push the side of the 110 into a bank to make a tight turn in one of the last gates. The Finnish was up a steep hill which needed a good push to send the front high enough for a clear. I latter watched Jake attempt this final hill with quite a bit of speed and just for a second stood the land rover on its end with the lights shinning straight up in the air. It looked great!

I was very pleased to learn at the end that not only had I come first in my class which is non trailered, no traction aids but I had come first overall! Massive thank you to everyone who helped set up and marshal this event. Particular thanks to Ralph for stepping in to be clerk of the course. These events couldn't happen without you all.

Tim

Day Into Night Results

Held at Newbourne 11/02/2023

Class 1 RTV

NAME	POINTS
Tim Dyer	9
Alex Barrow	10
Tony Mattock	18
Stuart Last	39
John Scofield	Retired Section 8

Class 2 CCVT

NAME	POINTS
Tim Dyer	9
Alex Barrow	10
Tony Mattock	18
Stuart Last	39
John Scofield	Retired Section 8





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Committee Meeting Minutes

Meeting held Wednesday 15th February 7.30pm

Minutes prepared by Graham White

Video Meeting

Present Matt Hurst (MH)(Chair), Pat Corps (PC), Graham White (GW), Jeremy Carr (JC),
Ralph Lambourne (RL)

Minutes of January video meeting.

Approved. Following date of next meeting correction

Actions completed since previous meetings.

Ref	Description of action
221205	Review Club budgets
230102	Meet with landlords
221206	Investigate options and requirements regarding show shirts

Actions outstanding from the previous meetings. (Ref = YYMMNN)

Ref	Description of action	Action
220905	Develop a plan for creating a new website and involving a co-ordinated team approach to website, media and PR.	PC
220906	Develop further understanding of what opportunities exist regarding Henham and Framlingham shows.	JC
221104	Develop the potential show sponsorship. With Adrian Flux for advertising and Hammond Recovery re potential sponsorship	PC/JC
230101	Publish Nooze to include AGM Notice	MH
230104	Issue a 'call' for members to nominate a second charity.	JC

Actions arising this meeting.

Ref	Description of action	Action
230201	Confirm attendance at Suffolk Show	PC
230202	Obtain permission to use the Brickworks for September event	RL
230203	Amend events calendar to show change of CoC and include camp over.	GW
230204	Email a description of winch training event to members	MH
230205	Issue a copy of Nooze to include the AGM agenda, to confirm that there will be no fee for driving that day and that the Club will be closed for the duration of the AGM being held at the Village Hall	MH
230206	Prepare and deliver a report from the Committee in place of the usual Chairmans report at the AGM	GW
230207	Prepare and deliver a report at the AGM regarding the future use of the Club site	MH
230208	Complete sponsorship arrangements with Hammonds including adding logo to show trailer and the supply of shirts	PC
230209	Arrange with 2022 Charities for a suitable time for a couple of Club members to visit and made an artificial presentation for publicity purposes	PC
230210	Create a large cheque for publicity use	JC
230211	Find out if Hammond Recovery want to advertise in Nooze	PC
230212	Check availability of projector screen, cups, etc with village hall	MH
230213	Post a 'call for interest' for proposed show attendance	JC
230214	Issue a list of items the committee can provide to help populate the website	JC
230215	Create job descriptions for the committee position	MH/GW
230216	Replace and provide signage reminding members to take litter home	JC

Treasurer's report, given by MH

- Cash in hand £1009.95
- Bank Account £10,8802.54
- **Total Balance** **£11,812.48**
- Club Funds £11,812.48

- All Charity monies paid and charity fund £0

Membership report, given by RL

• Full	91	Joint	31	Junior	7	Total	129
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To do calendar

- Contact Suffolk Show – see action 230201
- Provide Motorsport UK with fixture calendar. - No action required at this time
- Contact Charities - done
- Renew insurance - (April)

Forthcoming events

- Winch training
- AGM
- Events Calendar

Site Rent

A report has been issued to all members following a meeting with the landlords. However, there remains several unknown factors and members are quite rightly asking questions. A report will be given at the AGM, at which time members will have the opportunity to ask questions.

Website

JC provided a power point presentation showing the proposed structure and various progress stages of the website. Debbie showed the website so far and described the framework that now exists. More content from the club, in particular photos is require to progress the issue of the website.

Communications

JC referred to a question raised by a member regarding visitors from other clubs taking part in SLROC events. A day membership is available for competition events only.

Any other business

PC reported that discussions with Hammond about sponsorship had included proposals to supply polo shirts with sponsors logo, adding a logo to the show trailer and other benefits for members.

JC reported that a member has shown interest in becoming the Clubs Nooze editor, a nomination is expected for the AGM.

Membership fees 2024

The committee agreed there would be no proposal at the AGM to change the membership fees for 2024.

Charity cheques / presentations

Although charity money has been paid and banks do not have novelty cheques it would be good for publicity if the club could be seen presenting a 'cheque'.

Shows / Additional shows

JC advised that he had been in contact with Framlingham which has a static show in August and Henham Country Show in April which the club could attend. GW reminded those present that past committee preferred doing fewer shows well. Following on from the success of the 2022 show season it was agreed to invite members to declare their interest in doing more shows. The Committee wish to thank JC for his donation of a tablet to facilitate the use of the iZettle machine.

Driving Day Preparations

Identifying CoC in advance and further familiarisation of published procedures is required.

Site Rules

JC expressed concern at the litter around the site.

Brickworks Site

The future events calendar was published without the prior consent of the landowner. This was a result of rolling the calendar without adequate preparation. Hopefully our apologies will be accepted, and the event will be agreed.

Next meeting 19.30 hrs Tuesday 14th March video meeting.

Meeting Closed 21.45 hrs

Minutes approved **14/3/2023**

75 Years of a British Manufacturing Icon

Part 1

Over the next few editions, we will be looking back on Land Rovers past & present vehicles and concepts old and new! This is all to celebrate 75 years of Land Rover....75 years of breaking down, tears, laughter, and most of all friendship.

How it all began

It all started on Red Wharf Bay, Anglesey in 1947. Maurice Wilks traced an outline in the sand of what was to become the most iconic vehicle in Britain. Below is a brief Time line of how the Land Rover developed.

1947: Christened 'Land Rover' the initial 'mule' prototype features a central driving position. By September, the Rover Company board approves the "all-purpose vehicle on the lines of the Willys-Overland post-war Jeep".

1948: The Land Rover is launched at the Amsterdam Motor Show on 30 April. Later known as the 'Series I', it has an 80in wheelbase, 50bhp 1595cc petrol engine from the Rover P3, pick-up body and priced £450.

1948: Rover introduced the first Land Rover Station Wagon in December 1948. However, it was expensive due to attracting purchase tax and only 641 were built, mainly for export.

1949: Within a year, production totals 8000 and the British Army orders its first trial batch of Land Rovers



1950s: Royal Relationship and Series II Launch



1950: A facelift which incorporates 7-inch exposed headlamps is introduced in May, which gives the Land Rover a "face" it would keep until February 1969.

1951: The freewheel 4x4 system is replaced by selectable two- or four-wheel drive.

1952: The engine is enlarged to 1997cc with 52bhp. The steel Tooling press broke so had to revert the bulkheads back Aluminium For 10 months.

1953: The first 86-inch custom-built State Review Land Rover enters service with the Royal family.

1954: Long wheelbase model introduced (107in) and short wheelbase model is increased to 86in.

1957: Wheelbases are increased to 88in and 109in with the launch of the optional 52bhp, 2052cc diesel engine.

1958: The Series II is launched. It's recognisable by deep side sills and rounded shoulders in the side panels. The petrol was also enlarged to a 'two-and-a-quarter' litre engine.

1960s: 500,000th Land Rover produced

1961: The Series IIA is launched with a larger 62bhp, 2286cc diesel.

1962: The Series IIA Forward Control model is launched with four-cylinder diesel and six-cylinder petrol engines available. It's a heavy-duty model with 30cwt (3360lb) payload on 109in chassis, and most are fitted with dropside bodywork. It's replaced in 1966 by SIIIB 110in Forward Control with lower headlights, wider track and a front anti-roll bar. This model ran until 1972.



1966: The 500,000th Land Rover vehicle is produced.

1969: Headlamps are moved outboard onto the front wings, due to foreign market safety legislation.

1970s: Series III launched

1971: The Land Rover Series III is launched in October. It features a plastic grille, flatter door hinges and a full-width dashboard with optional fresh-air heater. 1971 is also the year that the 750,000th Land Rover is produced.

1976: 1,000,000th Land Rover built.

1979: A 3528cc V8 engine option is introduced to 109in with permanent four-wheel drive via a central differential lock. To accommodate the V8, the Land Rover loses its inset nose.

1980s: The Series III is fine-tuned

1982: The County Station Wagon, featuring plusher trim, is launched in April along with the High-Capacity Pick-up.

1983: The Series III 109in is replaced by a new One-Ten model (110in wheelbase) in March. Leaf springs are replaced by coils (influenced by the Range Rover). The four-cylinder engines come with all-synchromesh, five-speed gearbox. Identifiable by a full-width black plastic grille and wheelarch lips fitted to house wider track suspension.



1984: In January, a 2495cc diesel replaces the previous 2286cc diesel engine.

1984: The coil-sprung Ninety (wheelbase closer to 93in) is launched with four-cylinder engines. In March 1985 the V8 becomes available.

1985: The Current 2286cc petrol replaced by 2495cc type.



1986: A new 85bhp, 2495cc turbo-diesel engine is launched.

1990s: Launch of the Defender

1990: The Ninety and One-Ten range is renamed Defender 90, 110 and 130. Launched with a 107bhp 2495cc turbo- diesel 200Tdi, the unit is superseded in 1994 by the 111bhp 300Tdi.

1998: In December, the 122bhp five-cylinder Td5 engine becomes the Defender's standard engine.

2000s: Major Defender Evolution

2007: A major Defender evolution includes the replacement of the Td5 with the 122bhp Puma/DuraTorq TDCI four-cylinder turbo diesel engine, the addition of a six-speed gearbox, a more modern dashboard and safer, forward-facing rear seats in the Station Wagon. A new Utility body becomes available.



2010s

2012: A new, smaller 2.2-litre diesel engine replaces the previous 2.4-litre unit. Power levels remain with Euro V-compliant emissions.



2013: The LXV Special Edition celebrates 65 years of Land Rover. The model is painted Santorini Black with Corris Grey roof, grille and headlamp surrounds. Inside, the LXV has full leather seats with contrasting orange piping and "LXV" (Roman numerals for 65) embossed on the front headrests.



2015: The Year of the Defender, celebrated by a number of events, including a 1km-wide sand drawing of the original Land Rover shape on the beach at Red Wharf Bay in Anglesey; the launch of three new Limited Edition Defenders; and the recreation of the Series I production line at Solihull.











2016: Celebrating the legend of the last of defender model as we know it. Land Rover pulled the plug on January 29th. The last ever Defender rolled off the line.



Next month's edition of "Nooze" will see the story of the Range Rover

James
Nooze editor

Committee Members

Position and Name	Contact Details	Photo	Vehicle
<u>President</u> Ralph Lambourne			
<u>Chairman</u> Jeremy Carr	chair@slroc.uk.com		
<u>Secretary</u> Graham White	secretary@slroc.uk.com		
<u>Treasurer</u> Matt Hurst	treasurer@slroc.uk.com 07768 200610		
<u>Membership Secretary</u> Ralph Lambourne	Membership@slroc.uk.com		
<u>Off Road Secretary</u>	Position Vacant		
<u>Competition Secretary's</u> Tim Dyer Tony Mattack	compsec@slroc.uk.com		

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

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 £14.00**
- Polo Shirt £16.00**
- Sweatshirt £18.00**
- Hoodie £20.00**
- Contrast Hoodie £22.00**
- Grizzly Fleece £30.00**
- Chunky Zoodie £30.00**
- Onesie £30.00**
- Contrast Onesie £30.00**
- Children's T-Shirt £10.00**
- Children's Polo Shirt £13.00**
- Children's Fleece £20.00**
- Children's Hoodie £16.00**
- Children's Hi-Viz Vest £4.00**
- Cuffed Beanie £10.00**
- 5-Panel Cap £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, 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 £7.00

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

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!

