SLROC NOOZE LETTER

| September 2023 |



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COMING UP…

(All events are subject to confirmation by club committee)

7th & 8th October– Land Rover show Stonham Barns set up & Show

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21st & 22nd October –Maintenance day & Driving day

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Chat from the Chair…

It's still relentless

Introduction

I'm late writing this month and somewhat frustrated in that I didn't make it to watch the winch trial (that was on today) but, as my mum used to say – "you can't burn the candle at both ends" and as such something had to give today.

This month's ramblings focus on the forthcoming Stonham Barns Land Rover Show as well as a bit more on what's happening behind the scenes with the committee, although more on that next month.

Not forgetting also, we've some course repair to do at Trinity Park and some maintenance / general tidying at the club site before the weather sets in.

Stonham Barns Land Rover Show – 8th October 23.

Hopefully you've all seen the recent comms re this event. Whilst it's been in the diary as a potential event for some time, and being a 'Land Rover Show' then by definition we have to be there. However, we were unsure in what capacity and by that, I mean exhibiting as a club or, by doing what we do best and offering 'offroad rides'.

It wasn't until the last few weeks that we were certain we could offer rides and the Stonham Barns Park team have been working hard to clear the previously used course as a one-off for this event.

It may or may not surprise you of the considerable effort that's gone into this behind the scenes from some of our club members, and as such a massive thank-you to those involved – you know who you are – more on this to follow.

As I sit here and write this today, I anticipate there will be a meeting on site during the coming week and we will be able to confirm arrangements.

The Show itself is on Sunday 8th October from 10 to 4, with Set-up on Saturday 7th October. We will confirm if camping is available from the Friday.

Committee Activities

Hopefully, you will have picked up on just how much effort is needed to keep organise and run the events, let alone all the behind-the-scenes committee stuff and it is the gift that keeps on giving. No sooner have we got to grips with one aspect, another changes which requires addressing.

As I alluded to last month we will have some natural changes in the committee this year and are taking the opportunity to look at the different roles and what they mean – are they really relevant?

We will post more on this in the coming months but I'd like to be in a position for the AGM (March 24) where we have more volunteers coming forwards for roles so we are not 'double hatting'. I've said before and I'll continue to say we need more help, particularly now with the admin side of things.

Marshall Training

Just a note to say thanks to all those who attended over the course of the weekend, by either maintaining your Marshall activity or becoming a Marshall you are helping us maintain the running of events – do not under estimate how important this is – without Marshals, we will not be able to run the events.

Trinity Park

We have an outstanding action to undertake course maintenance following the FoW. We are awaiting feedback on when we can get in with diggers etc to re-establish the course in preparation for next years events and for the cycle cross to use.

Club Site

Certainly, it's feeling more autumnal now and as such the grass and shrubbery around the site has suddenly decided to have a growth spurt, helped by perfect growing conditions.

We'll need to do some tidying during the October club weekend. More on this nearer the time but please bear this in mind and bring any general gardening tools if you are able.

Conclusion

For a change it's not 5.30 in the morning, but a Sunday evening and have made a concerted effort to write this before I get a nag-o-gram for being late this month 😊.

Please do get in touch if you have any feedback on events, think you could help in any way or indeed have any wild and whacky ideas in relation to the club and future activities.

Now, my head hurts, must be time for another Whisky 😊 (I hope the observant amongst you will note I've not said that at 5.30 in the morning) Hope to see many of you at Stonham

Jeremy

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Events Calendar

Key:	Club Event	Competition*	Club Show	Other

Event		CoC
Oct 7th / 8th	Stonham Barns Land Rover Show	TBD
Oct 21st	Camp over & social (maintenance day)	
Oct 22nd	Club Driving Day (Auto jumble)	Graham White
Nov 18th	Camp over & social	
Nov 19th	Club Driving Day	
Dec 30th	Mince Pie Driving Day	
Jan 13th	Camp over & social	
Jan 14th	Club Driving Day	
Feb 17th	Day into Night, Simon Foster trophy event	
Feb 18th	Club Driving Day	
March 2nd	Camp over & social	
March 3rd	Club **AGM** and Driving Day	
Apr 6th	Camp over & social	
Apr 7th	Club Driving Day	

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Winch Trial Snugg's Pit

Class 1

NAME	POINTS	POSITION
Steve Nurse	650	1st
Stuart Last	260	2nd



Class 2

NAME	POINTS	POSITION
Chis Cole	1520	1st
Ashley Sismey	1090	2nd
Ryan Strike	990	3rd
Tony Mattock	200	4th









The Discovery

Discovery Series I (1989-1998)

The Discovery arrived in the late 1980s to counter growing SUV sales from Japanese brands such as Toyota and Mitsubishi. The Range Rover had also been gradually pushed upmarket, leaving space for a more mid-market, practical, family-friendly vehicle.

The first model was designed to be fully off-road capable as well as suitable for daily use, with increased luggage space and more seats than the Range Rover. It was given a longer rear, and the spare wheel was moved outside to accommodate optional third row jump seats. Comfort was improved further by a raised roof and a safari-style side window cluster.

The year 1992 saw additions and improvements to the Discovery, such as a more traditional beige interior option and an automatic gearbox availability on 200 TDI models. Pre-1994 models were available with either a 2.5-litre 200 TDI engine or a 3.5-litre Rover V8 engine and transmission was a permanent four-wheel drive system. These



were upgraded in 1994, to 2.5-litre 300Tdi 4-cylinder and 3.9-litre Rover V8 engines, while a stronger R380 gearbox was fitted to all manuals.



Discovery Series II (1998-2004)

Land Rover claimed that the Discovery Series II was subject to a whopping 720 differences. Every panel was altered except the outer skin on the rear doors and full-size adults could now be accommodated on all seven seats, which all became forward facing.

Some traces of the original 1970 Range Rover underpinnings remained (the last Land Rover product to do so) but there were changes to the diesel engines – in line with the updated Land Rover Defender – to produce a smoother engine with more useable torque at lower revs. ACE (Active Cornering Enhancement) and self-levelling air springs were added to some models to improve stability.

A ‘facelift’ in 2002 was identified by ‘pocketed’ headlamps, redesigned turn and brake lamps at the rear and removal of indicators from the bumper to the high side fixtures. Beginning to sound like the distinctive Discovery we all know and love yet?





Discovery 3 (2004-2009)

Key features such as the stepped roofline and the steeply raked windscreen were retained, when the Discovery 3 was unveiled at the British International Motorshow in 2004, but there were also lots of changes.

Strength, toughness, and adaptability were enhanced by an Integrated Body Frame construction method and the Discovery 3 was fitted with full independent suspension, enabling ride-height adjustment for the first time, raising and lowering the vehicle for ground clearance when off-road and improved handling at speed.

For those with less experience or confidence with off-roading, there were no more excuses – 'Terrain Response' system allowed drivers to select a terrain type (Sand, Grass, Gravel & Snow, Mud & Ruts, Rock Crawl), for the on-board computer system to adjust gearbox, suspension and throttle settings accordingly.

The most controversial change? Gone was the externally mounted spare wheel, giving the rear door a smooth appearance that caused a bit of consternation for one or two Land Rover fans.






P
R
N
D

Discovery 4 (2009-2016)

An updated version of the Discovery 3, with altered front and rear lights and a restyled front grille and bumper, produced a smoother, rounder-style vehicle which was more in line with the Range Rover and Range Rover Sport of the time.

Spec was improved for the luxury and executive markets, with advances in technology such as the 'Surround Camera System', a single TFT info screen and an updated instrument cluster, with redesigned speedometer and tachometer gauges for improved clarity.

In March 2012, the Discovery achieved a major landmark when the one millionth example rolled off the production line in Solihull. To celebrate, it was driven all the way to China to appear at the Beijing Motorshow. What a road trip!




DISCOVERY
473 SBS



Discovery 5 (2016-present)

The Discovery 5 has the most rounded shape yet, leaving behind the traditional angular design for a more sophisticated form.

The tailgate is now top hinged, taillights have switched from vertical orientation to horizontal and the third-row side glass no longer blends into the roof glass. Five-seat, seven-seat and commercial van versions are available in the UK and fuel efficiency is improved compared to earlier generations.



Committee Members

Position and Name	Contact Details	Photo	Vehicle
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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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2M 5 tonne Strop £17.00
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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

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See you there!

