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LANDROVING IN KZN



August 2008

Monthly Newsletter of the LROC of SA KwaZulu-Natal

P.O.Box 70650 Overport 4067

Find our Home Page at www.landroverclub.za.org



Hello Readers

Once again I have been caught out by my busy schedule and the month has disappeared leaving me in its dust. This has been a relatively quiet month with no gates event but just the Baynesfield tractor weekend with a trail drive. I am hoping to maybe get a story from that trip but I'm not holding my breath.

Check out the events calendar compiled by George and make arrangements to come and take part or at least support the competitors and have a fun time.

No news on any snow yet on Sani either so not even a snow trip to report on!

Anyway enjoy the newsletter please and come on let me have some stories or pictures!

Ed

New Ed's comment, "The newsletter is published regularly on an irregular basis every month, printed as and when it seems fit and delivered when it suits. It will be late on your time, **but on time, on my time.**"

XMAS XAPER - MNYAMENI MULLET HUNT

By: Peter Bassett

The great thing about mullet hunting is that there are no rules. Though competition is keen, it fosters a sense of camaraderie and ingenuity is applauded. At least that is the way it used to be.

But the 1991 Mnyameni Midnight Mullet Hunt was in many respects different. It is traditionally a one of all-or-nothing world championship event with no prelims, nor heats. You simply imbibe liberally (for its is a proven fact that mullet are attracted by beery breath), wait till the hour is late, choose your craft, appoint your skipper, light your gas lamp and set sail. No time limits apply – you simply return when you've

caught enough or had enough.

And these were the established traditions which prevailed when the 1991 Mnyameni Mullet Hunt was launched. There were to be only two teams – a fear of cold and wet, smelly lagoons at night having acted as a form of natural selection which precluded some of the world's greatest armchair hunters.

In the interests of discretion and to avoid embarrassment for the woeful performance of some of the participants in the 1991 event, strict anonymity must be preserved. All names mentioned in the course of this narrative are purely fictitious and any resemblance to actual persons, living or dead, is purely co-incidental.

The whistle went and the boats sped off. Rob Humphries and his callow crew (Angus Gaulbreath, Brian Yates, Rob Simons and Adrian More) set sail immediately for the deep waters as if in search of Moby Dick rather than mullet. The canny Mr Cullan with his crew (the brothers Hale, Howard Abraham and Peter Basset) nipped along next to the reed beds along the bank where (a) the mullet hide and (b) the deeper water is found.

And it wasn't long before the merits and demerits of the respective choices was apparent. Wails of anguish and some heated exchanges indicated the Humphries boat had run aground on a sandbank while threshing in the scuppers of

Cullan's boat succeeded. However, it soon became clear that the lagoon was not to yield as rich a harvest as previous years. The buggers just weren't jumping over the gunwhales as they are supposed to.

So mindful of the well-known Yiddish proverb that "if the mullet won't come to the boat, take the boat to mullet", Cullen headed for the shallows upstream where the fish are smaller but more plentiful and can be more easily netted (if one has the necessary skill with a cast net, that is). And Alan Cullen is just such a bloke. A few deft throws and the bottom of the boat was awash with flapping slivers of silver, including a good sized bream.

All too soon, it seemed, the allotted hour was up and the boats returned to shore. Mud up to the thighs of most of the Humphries crew suggested how they had spent most of their time. By some fluke, though, they had actually managed to boat a solitary fish. But it was far from enough. Cullen's rich haul carried the day. And so it was that the 1991 championships should have been decided. But no! "Undersize!", they shouted. "Unfair", they protested.

So, with the grace of true champions, Cullen and his boys agreed to extend the competition for a further half hour. This time a minimum size was to be imposed. That put paid to cast-netting in the shallows. Both boats accordingly sped off to deeper water and Cullen's boat was quickly into a shoal. Big buggers. The fish whizzed like bullets about our ears. But so athletic were the fish that not one dropped into the boat. Sad to report, then, that the half hour gone the gallant Cullen boys had failed to record a single fish. Humphries boat had again managed to collect a lone fish. That made the score: Cullen 146 and Humphries 2. "Fair enough", we thought. "We're still the champs". "Oh, no", they said. "That was a separate competition! It's one all!"

The next night was to be the decider, then. One hour's fishing. Only the legal sized fish to count. Fish must be alive (to prevent illicit fish being smuggled aboard before the competition started). No cast-netting. The restrictions, it seemed, were endless. Splashing, cursing, singing, head-butting and keelhauling – in fact everything that makes mulleting such a nautical adventure – was forbidden.

Having outlawed virtually all our strengths, the pretenders to the Mullet Kings throne thought they had us. They even changed their boat. Instead of Humphries high-sided boat, they opted for Angus's ship with lower gunwhales to allow the fish easier access. Slimy toads! Excitement was high as the two craft raced to their favourite waters and the fish were jumping like billyo that night! As we bore down on a shoal, fish leaped every which way, except into the boat. Right, let's devise a plan. So out came the cast-net and this was held up in the air like a sail running down the centre line of the boat. And it worked a treat. The fish that would have jumped clean over the boat, hit the net and fell into the boat. Devilishly clever. By Jimminey, we caught some beautiful fish that night. I mean, BIG ones! What fun we had.

Let us say nothing of protest from our competitors. Let us forget the mean and hurtful accusations they made. Let us not even mention that they again caught only one measly fish. Let us reflect rather on the ingenuity of those that are truly great for as Neanderthal man invented Fire, and Maurice and Spencer Wilks, the Land Rover, so Alan Cullen and his fine lads invented and refined the art of true mulleting.

And let us take courage for the 1992 championship is but a few months hence. But for now, the Mullet Kings rule, Okay?

LROC KZN PROVISIONAL EVENTS DIARY 2008

When	What, where	More Info.	Grade
Sunday 17 th Aug	BAYNESFIELD	We have been invited to join the Natal Vintage Tractor And Machinery Club on a drive through the farm tracks up to a private museum in the Baynesfield area. Meet at Baynesfield Estate to leave at 08h00. It's a BYO braai for lunch. Contacts : George 0836581324 Selwyn 0839926969	2 - 3
Saturday 6 th Sep	GATES RECCE	PLEASE NOTE : Due to other commitments the Gates Recce will be on Saturday and not Sunday as normal. Meet at the Waterfall Spar to leave at 10h00. Recce runs are rougher than the normal trail and suitable for those who want to PLAY. Contact George 0836581324	5
Sunday 14 th Sep	4 TH GATES EVENT FOR 2008.	Same venue as the last Gates. Next to the Umgeni River upstream from Inanda Dam. We will meet at 08h00 at the Waterfall Spar and drive in convoy into the valley led by Selwyn. Departure time 08h30. Contacts: George 0836581324 Selwyn 0839926969	3 - 5
??????	LESOTHO SNOW TRIP	No deep snow this year so far. Maybe ????????	3 - 5
11-12 th Oct	SANI PASS	Up Sani pass on Saturday am, camp over in the Sani River valley on Saturday night and return down Sani on Sunday afternoon. A chance to explore the area around the top of Sani Pass. Contact George for more info. 0836581324.	3
Nov	SHONGWENI	A trip to a few Waterfalls in the Shongweni valley. More info will follow.	3
January	DUZI CANOE	The LROC provides support along the route in the form of Marshalling. If interested in helping please give Henry Cochrane a call. 0829220370	1

Please remember that vehicles need appropriate recovery points and equipment for most if not all trails. Even vehicles like the Defender do not come out with adequate recovery points. Please ensure that you have the correct recovery points and gear to assist someone or to be assisted yourself should the need arise.

Emphasis is also placed on the fact that most events require booking well in advance. If you are interested in attending an event, please notify the relevant committee as soon as possible, as a lack of interest may lead to events being cancelled.

TRAIL GRADING: All our events from now on will have a Trail Grading according to the 5 grades below.

1. Complete novice soft dirt road trail, no low range required. Suitable for all Land Rovers including the Freelander.
2. Limited low range required but suitable for the novice driver. Suitable for all Land Rovers with certain trails not suitable for the Freelander.
3. Low range and limited off road knowledge required. Suitable for all Land Rovers except the Freelander.
4. A low range technical trail suitable for the experienced. The inexperienced will be able to do the trail, as assistance will be available from the more experienced members. Suitable for all Land Rovers except the Freelander.
5. Extremely technical, suitable for the experienced only with the possibility of vehicle damage. Only suitable for "Series" Land Rovers and maybe a few others.

WELCOME TO THE FOLLOWING NEW(ISH) MEMBERS AND FAMILIES:

Paul and Rozanna Stone, Stewart Campbell, Rob and Wendy Drake, The Frasers, Robin and Sharon Hood, Glenn Jones, David and Jill Jones, Harold Lax, Mark and Lee Lewis, George Manns, Johan Maree, Frans and Elsebe Pistorius, Stev and Alison Russel, Noel and Rose Stapelfeldt, Allan and Jane Swatton, Gordon Tripp, Glen Twiggs, Johan and Wilma Vosloo, Carl and Jean Whittaker, Desmond and Bridget Wight, Elise Wilson, Wendy Winnard,

Brief History of the Range Rover Marque

Wednesday 17th June 1970 is not a date etched on many minds. It is however the day that the Range Rover was announced to the worlds motoring press. Unknown to the Rover Company, it was a vehicle that over the years would totally revolutionize the leisure car market, a world beater.

The story had started a lot earlier. The Rover company had been 'toying' with the concept of a more "up market" Land Rover Estate car since the early 1950's. The first project was named "Road Rover", and several prototypes were built using the P4 'Auntie' Rover car chassis. Towards the end of the 50's the project ground to a halt, and was shelved.



The two wheel drive Rover estate cars of the 1950's were intended as a model line in their own right, but serious production never started. The idea lingered in Rover's subconscious, and a decade later there emerged a much more refined and viable estate - the Range Rover. The Road Rover shown, SNX 36, is preserved by the British Motor Industry heritage Trust.

The Road Rover had become more elaborate and evolved to this stage before the project was shelved in 1958. If production had started, the then new 2286cc Land Rover engine would probably have been standard. Its grill resembles that of the P5 6 cylinder 3 litre car unveiled in 1959

It remained dormant for a number of years, until 1966 when engineers Spencer King, and Gordon Bashford decided to set about designing a Luxury Land Rover estate car, using the powerful but relatively lightweight V8 engine, based on a 100" wheelbase chassis. August 1967 saw the completion of the first prototype, bearing chassis number 100.1 (right hand drive) and followed in 1968 by chassis 100.2 (left hand drive). Sadly both of these vehicles have long since been scrapped. Five more prototypes were built, chassis numbers 100.3 to 100.7, of these, only one is believed to survive, chassis number 100.6 registration number AOY 289H.

By late 1969 the prototypes had served their purpose, and "Line production" was ready to start, and a new chassis numbering scheme was introduced, using the numbers: 355 to signify "Home market RHD", 358 to signify "LHD" 356 to signify "RHD Export" 573 to signify "CKD" kits.

25 of these "Pre-production" Range Rovers were built during late 1969 and early 1970. They were registered in London, with the registration number sequence YVB 151H to YVB 175H. The first three YVB 151H, YVB 152H



and YVB 153H were registered on 2nd January 1970. The name "Velar" was used on these pre-production vehicles to confuse inquisitive observers about their true identity before the Range Rover was officially unveiled.

YVB 151H (Chassis number 1) Is owned by the Land Rover Centre Huddersfield, and is on display at their premises.

YVB 152H (Chassis number 2) Was converted by "Carmichael" to a 6 wheel fire tender and is still in service at Cambridge Airport.

YVB 153H (Chassis number 3)
Is on display at the Heritage museum, Gaydon.



Classifieds

If you wish to advertise, please email me at gsbc@telkomsa.net or fax on 031 564 2455

FOR SALE

- 1973 Series 3 SWB Landy. It has a 2.5 litre petrol motor and is in daily use. Asking price is R 25000. Gordon Tripp Tel: 031 579 1023 Fax: 031 579 1025 Website: www.trippersports.com
- 1994 Land Rover Discovery 3.9i V8, 192 000km's, air con, power steering, electric windows and mirrors, leather interior, radio/cd shuttle, twin sunroofs etc. Very good running condition contact Paul on 083 558 9831 **R50 000 onco**
- 2000 Discovery TD5, 199500km on the clock, Full service history, extra's: leather seats, nudge bar, tow bar, spot lights, roof racks, CD shuttle, R80 000 onco Contact: Chantal 0836576077
- Defender bull bar for sale R1500 galvanised plus driving beams, ladder for roof rack, galvanised roof rack brackets for roof rack contact Gary Clinton Cell - 083 336 9059 Fax - 086 502 8940 Tel - 031 561 7586
- 2000 Landrover Discovery TD5 199500 on the clock FSH, Extra's: leather seats, nudge bar, tow bar, spot lights, roof racks, CD shuttle. R80 000 onco Contact: Chantal 0836576077
- 1989 Land Rover Defender 110 V8 Pick up in excellent running order, had a whole major service done, new tyres all round and accessories. All parts and accessories are all original Land Rover. R45 000.00 Pinetown Tanya Victor 084 518 6436/ 031 914 4176 email tanyav@docufile.co.za
- Landrover Defender 110 Hardtop TD 5; 181000km ;Aircon ;CD Shuttle ; Power Steering ; R85 000 Contact Philip on 082 3710408
- 1996 Cream Defender 110 Tdi CSW 280 000 Km. Asking R70 000 neg. Bruce (082 782 6454)

Long Range fuel tank , 40 litre Water Tank , Hi Lift jack mounting Bracket on back , Little Black Box Engine monitoring system , Smash & Grab on windows , Have recently replaced all bearings for pulleys , Replaced Alternator in 2007 , Cambelt was done @ 238000 By Brian Cotton , Replaced Black Expansion tank , Put in Firex Sound proofing on floors , Three Lions replaced F & R Diff Oil & Brake fluid flush Dec 07 , Bullbar & Spots , Towbar , New roof lining inside vehicle , Front tow hitch , Two Additional Hella power points one front one at the back , CD Player / Radio , Conti Tyres have done about 20 000 km Spare New , Central Locking c/w Alarm & Anti Hi-Jack & override system ,,Stainless steel Clutch Master Cylinder From B/C

- Defender 110 TDI Hi-Line 1995 It is Green with white roof, KM 144 000. Offers between R65000 - R75000 will be accepted Johan 082 782 4585

It has the following extras:

1. Snorkel
 2. Checker plate on Fenders, sides and back
 3. Old Man Emu Shock and Springs
 4. Upgrade 5 Core radiator
 5. Stainless Steel Expansion water Header Tank
 6. Black Box with Coolant monitor
 7. 29 MHz aerial
 8. Spare wheel bracket on back door
-
9. Spare wheel Bracket on Bonnet
 10. Storage box fitted under body and some stuff
 11. Smash and grab 35% tinted windows all around
 12. Spare wheel cover
 13. Hi Lift jack mounting Bracket on back
 14. Additional Hella power points
 15. Central Locking Alarm & Anti Hi-Jack & GearLock
 16. CD Player / Radio
 17. Towbar
-
- 127 Double Cab Defender 1994 model, 3.5 V8, Air Con, Dual Batteries etc. Contact Alwyn 083 715 7554.
 - FOR SALE 1993 L/R DEFENDER 200tdi 2.4l. DIESEL, EX CAMEL-TROPHY SUPPORT VEHICLE 230 000km, 120l. LONG RANGE FUEL TANK, EXTRAS, INCL. REAR SEAT & INTERNAL ROLL CAGE, RECENTLY REFURBISHED INTERIOR, 2 SPARE WHEELS, R 60 000.00 O.N.C.O, PLEASE CALL STAN on 082 928 6586 or EMAIL stan@dayone.co.za
 - WANTED: Steel rims for TD5 Defender. Contact Henry on 082 9220370
 - Discovery "BIGFOOT" V8i Auto 1998 214000km's 35" mud terrain tyres OME suspension Imported castor correction arms
Salisbury diff with Detroit locker 8000lb winch, Duo battery system, Custom made s/s exhaust system, Snorkel, Removable tow bar
Air Conditioner, Sunroof, Electronic windows, Power steering, CD + Amp + 10" subs, Serviced every 10 000km, Photos available
R 89 000,00 , Roy Laming 0824469855, laming@mweb.co.za
 - TD5 90 2003 Silver , bullbar, towbar and spots but no winch. In excellent condition. 107000kms. I'd like to get R150,000 for it. I'm based in Howick and the car was bought from Gauteng. I haven't had any trouble with it at all and can supply a full service history. Philipa 0827871899
 -
 - WANTED: Instrument panel from an 86"or 88" Series 1. Complete or in any condition. Tail gate for a Series 1 SWB, any condition. Front fenders from a Series 111S (R6) Contact George 0836581324
 - Land Rover Discovery 1996, good all round condition, mud terrain tires still very good, motor recently redone.R53000 onco Tell Craig 082 362 7227
 -
 - 1998 TDi Defender CSW. Approx 150k km on the clock. .Bullbar, roof rack, ladder, new Conti trac tyres on 16' steel rims. Air conditioning Good overall condition. R110 000 o.n.c.o. Contact Charl 083 299 7997
 - 110 Hard top, 3.5 V8, 1993, 125000 km, rubberised inside, galvanised chassis, Sahara sand colour, roof rack, Pirelli tyres. Best offers around R45k . Contact George 083 400 9674, geotamwil@hotmail.com

Let me know soon and we will put your ad in the July newsletter