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LANDROVING IN KZN



September 2008

P.O.Box 70650 Overport 4067

Monthly Newsletter of the LROC of SA KwaZulu-Natal

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



Hello Readers

I think it was Selwyn who said that we would get a late snowfall and that the snow trip could happen late in the year. Well he was correct and about 1 foot of snow fell over the Underberg area last weekend and the snow was fairly wide-spread too. For those that got out to see it, I'm sure it was well worthwhile and a real treat for all us Durbanites.

As membership renewal time is drawing near now at a seemingly accelerating rate, please note the club's new banking details:-

Landrover Owners Club KZNSA

Standard Bank

New Germany

A/c No 25 - 136 - 651 - 0

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.**"



On the Cobham Road outside of Himeville

LROC KZN PROVISIONAL EVENTS DIARY 2008

| When | What, where | More Info. | Grade |
|-----------------------------------|-------------------|---|-------|
| 18/19 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 |

NON LROC organized events but worth the trip

| | | | |
|--------------------------------------|---------------------------|---|-----|
| 28th September | Nottingham Road | Notties Tractor and Car Show. Saturday is the tractor Trek and Sunday is the main show. Tractor, car and stationery engines on show. Full catering. Adults R20.00 Kids R5.00 | 1 |
| 4th October | High Stakes | Driver training. ½ day level one driving training course. Theory and practical driving. The cost is R100, which is well below the cost of any other driver training course. Contact Steve Swanepoel to book. 033 395 3833 Cell 083 6399021 | 2/3 |
| 12th October | Baynesfield Estate | Vintage Baynesfield. Open day at Baynesfield with plenty to see and do. It's the venue we drove to on our 60 th convoy drive. | 1 |

WE REQUIRE SOME FEED BACK FROM YOU THE MEMBER.

The LROC has been approached by the Chairman of the **Tembe Elephant Park** Honorary Officer's Group to fit a trip to Tembe in 2009 into our calendar of events. The trip will be over a long weekend most probably around March / April. What the LROC Committee requires from **YOU** the member, **NOW** is "**would you be interested in a long weekend trip up to Tembe Elephant Park**". Typical cost for camping is around R600.00 per person for a camp site. Please contact George Goswell or Selwyn Ambler with your feelings on a TEMBE trip.

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.

Tembe Elephant Park Honorary Officer Group
Ponweni Camp Fundraising Initiative



About Tembe Elephant Park

1. 30 000 hectares;
2. Big 5 Park;
3. The terrain is mostly sand forest (beach sand);
4. Tembe is extremely hot and carrying water in summer is essential;
5. Established in 1983 on Tembe Tribal Trust land;
6. Over 220 Elephant and 15 Lions;

About Ponweni Camp

1. Approximately 20kms into the park;
2. 5 Chalets with 3 single beds and one mattress each (2 rooms). Linen is provided;
3. Inside gas heated showers, toilets, basins;
4. Outside open air cold showers, basin and toilets (with a view);
5. 4x4 Vehicles **only** (4x4 trailers are permitted);
6. No caravans;
7. The site is approx 55m x 60m x 55m x 50m;
8. Solar panel 12v electricity is used for lighting and powering the electric fence;
9. Water is good to drink;
10. Please note that the terrain is like beach sand (I usually put my tents on shade cloth mats and use longer tent pegs) and that shady spots will be at a premium, however April/May is an ideal time since it is cooler;
11. We provide staff to clean the kitchens, ablutions, communal areas;
12. There are 2 fridge freezer units and a gas stove in the kitchen;
13. We supply the wood and braai facilities;
14. We provide a venison (Nyala or Impala) potjie with rice and pap on the first evening;

Suggested Activities

1. Short presentation on Tembe Elephant Park history, ecology, diversity and vision for the future of the Park on the first evening before the potjie;
2. Day game drives. We suggest self game drives and have obtained permission for you to access the **entire park**. Each vehicle will receive a map at the gate upon arrival;
3. Kapuza Market is a local market (not crafts and curios) approx 20kms East along the boarder fence and takes place on Saturdays and Wednesdays. We drive there in a group and ask permission of the Mozambique police to enter Mozambique through the fence (as the locals do) to shop. Typical produce includes: vegetables, Moz bread, Lala Palm wine, Moz alcohol; fabrics, clothes, fish, etc;
4. Viewing Platform at Isifomithini. This involves booking a 2 hour slot for 6 people at a time to go with an armed Ranger to the platform (7m up a ladder) which overlooks the deepest natural waterhole in the park;
5. Hanging pedestrian bridge at Muzi. This is in the NE corner of the park and hangs over the swamps;
6. Mahlasela Hide good hide to visit in the heat of the day to view elephant and all other game species;
7. Ponweni Hide Good hide just around the corner from the camp;
8. Viewing tower near the park entrance located on top of the main water tank;
9. Tembu Crossing about 3kms South of the Ponweni Camp;
10. Muzi Prison at Muzi outpost. Usually visited en route to Kapuza Market on Saturday;
11. 2 Picnic Spots.

General

1. There is **no** Ezemvelo KZN Wildlife accommodation in the park. The Lodge in Tembe Elephant Park is a Private Concession;
2. This weekend is a fundraising event where **ALL** proceeds go back into the park,
3. You will all be required to sign an Indemnity form upon arrival,
4. We have special permission for you to use the entire park (not just the bottom third which is all the public are allowed access to). The conditions are:
 - Access to the South of the Park only between 10h00 and 15h00;
 - No leaving the roads;
 - No travelling outside or on top of vehicles;
5. The nearest petrol station is approx 65kms away;
6. Very little cellphone signal in the park;
7. Tembe is in a malaria area;
8. We have to be very weary of sending out long strings of vehicles. There are a couple of troublemakers amongst the elephants (tuskless females in breeding herds) and reversing a number of vehicles at speed in beach sand is not a situation I would like to find myself in. Highly unlikely but not impossible;
9. In case of breakdown, **no one is to leave the vehicle**. They are to wait for assistance. I suggest that we have a set time for return each day and if anyone is missing 1 hour after deadline (usually a mealtime), we will go and look for them. Committee members to co-ordinate;

10. Worsrolls are made at the park of venison and are R12ea.

Typical Itinerary is as follows:

Day 1

- Group arrives;
- Travel to Ponweni Camp and set up camp;
- Boerewors rolls at Ponweni camp from 12h00 to 14h00;
- Viewing platform per booking 13h00 and 15h00 slots only;
- Self drive game viewing;
- Evening welcome presentation;
- Dinner game potjie (provided by HO's).

Day 2

- Morning Self drive game viewing;
- Viewing platform per booking 10h00 and 12h00 and 14h00 slots;
- Boerewors rolls at Ponweni camp from 12h00 to 14h00;
- Afternoon Self drive game viewing;
- Evening self braai.

Day 3

- Morning Self drive game viewing;
- 09h00 Drive to Muzi Border post;
- Look at old Prison;
- 11h00 Drive to Kapuza (Mozambique market);
- 13h00 Return to park;
- Boerewors rolls at Ponweni camp from 13h00 to 15h00;
- Viewing platform per booking 14h00 slot only;
- Afternoon Self Drive game viewing;
- Evening braai.

Day 4

- Pack up camp;
- Self drive game viewing;
- Depart Tembe Elephant Park.

TYPICAL COSTS PER PERSON FOR A 4 DAY 3 NIGHT STAY.

| | |
|--------------------------------|------------------|
| Self Catering Chalet | R750.00 |
| Self Catering camp site | R 600.00. |

BOTSWANA 2008 by Mike Lauterbach (Part 1 of several)

Saturday, 30/08/08 (1141km, 16h 44min)

We spent a three week intensive vehicle preparation exercise, building and fitting a drawer system, fridge slide, insulating the fridges with high density foam and covering them with light grey vinyl, building and fitting two stainless steel 86litre tanks in each fender just in front of each back tyre (water and diesel), spraying the covering checker plate, fitting back air bags, making a bracket for the spare wheel on the roof, and also for the solar panel, and upgrading the 12V plugs to Brad Harrison plugs, with enough spare. Also wired in the solar panel regulator. A quick service was also done to Intethe, our trusted old defender.

We packed the vehicle on Friday afternoon, and finished at about 21h00, and eventually hit the sack at 10h30. After a restless sleep, we got up at 01h30 and left for our long first leg at 01h55 to meet up with Chard, B and his parents at Hilton. Bev and John flew over from Australia a week before to join us on our trip.

We had an uneventful trip up to Jbg, where Gudrun tuned in to the local radio station who warned that traffic had come to a stand still on the N1 due to an accident. Luckily she heard this just before Goloolies Interchange, where we turned east to take the R21 to Pretoria. We lived in this area before moving back to KZN in 1992, and the development since then along the R21 astounded me! – did not recognise many areas there. Anyway, this detour saved us a lot of time, as traffic flowed at a good pace, better than the N1 during low peak times.

We pressed on to the Engen Garage at Kranskop, where we turned left onto the R33. I could not believe that this road, which starts in Pmb, extended this far north, or that there was another Kranskop in addition to our Kranskop just outside Greytown!

After filling up here, we left at 11h30 in the direction of Modimolle. Was again astounded by the development in this town – obviously there is money still around. We made Ellisras by 13h20, looked for a quick meal, and only found a KFC, where there were long

queues of both cars and walk-in-customers. We proceeded for Woollies, which was only a clothes shop, and eventually bought rolls at Pick 'n Pay, before heading off for the Stockpoort border post at 13h55.

We arrived at the gravel section at the same time as a Hilux with a woman driver. Chard, who was leading at this stage, tried to overtake, but the driver was having none of this, and cut him off, gesticulating with her hand to stay back. Well, Chard then stayed on her arse and she moved over, and even waved us through, fearing that we would run her off the road as well. Idiot! The gravel road was not the best, heavily corrugated at times.

At the border post we were held up a wee bit as their computers crashed when they tried to check Chard's vehicle details. We also noticed that Chard's rear left tyre valve was trying to rid itself of the metal valve bit! So we changed the tyre, and used Pratleys epoxy glue that night to glue it back together again.

Both border posts took us 1 hour, 5 minutes in total. So much for a 10 minute border crossing! (The tyre only cost us about 5 minutes – we don't work for the Ferrari F1 team yet...)

We pressed on along the mediocre gravel road in Bots, trying to get to Khama Rhino Sanctuary by 18h00, arriving there at 18h02 (found out that they close at 19h00). After booking in, we found ourselves a nice camp site under a baobab tree.

That night we decided that we would not press on for Kaudom, but rather break the trip by going to Maun only, after realising that the anticipated 13 hour trip would be too long, as we would not be able to leave before sunrise. More on this later....

Sunday, 31/08/08 (Khama to Maun, 537km, 9h 20min)

The birdlife the next morning was unbelievable, with many new ticks in our bird books. The birds were very tame indeed, and kept us longer than planned. We were glad that we had not stopped at Itumela Rest Camp in Palapaye. We eventually left at just after 09h00.

It was another uneventful trip along good tar roads. We stopped briefly in the dusty town of Mopipi for diesel, before arriving in Maun at 15h30, where we filled up again. We decided to camp at the Okavango River Lodge, where we camped right next to the river, as the allocated camp sites were too close to the noisy road for our liking. This spot was very nice, and looks like it is the hangout place for the locals. We also learnt that the river has not been this high in the last 25 years – their cricket pitch was on an island, with the surrounding field submersed in water. Camping was cheap at P30pppn.

Oh, an hour or two before Maun we encountered two hired Land Rovers. We were travelling about 5km/hr faster than they, so we overtook the first one. When the leading driver was being overtaken by Chard, I saw the guy accelerating, and Chard ended up doing nearly 130km/hr to get past him. This bright spark then followed Chard at about 120km/hr, leaving his travel companion way behind, as he was obviously not comfortable at this speed. After about 10 minutes of this, I decided to overtake him, trying to surprise him as I knew that he would try and accelerate while I was trying to do this. Sure enough, he did try the same trick! These fugging tourists should stay at home! Well, after we overtook him, he dropped back so that his mate could join up again. Luckily we did not see them again, as things would probably have turned nasty if we did – were prepared to give him a good talking to.



Okavango River Lodge

Monday, 01/09/08 (Maun to Kaudom, 481km, 9hr 32min)

We tried drawing money in Maun, after buying some provisions in Shoprite (well stocked store), but the computers were down and we had to make our way to Stanbic next to the airport. We also bought an extra funnel and a 15l jerry can for possible use if needed in Kaudom. We eventually managed to escape Maun at 09h50, and arrived at the temporary Vet point at Nokaneng. The officer in charge was very efficient and friendly, and took our word that we had no meat of dairy products, and only had our tyres sprayed and shoe soles covered with their muti which leaves a horrible white residue.

The road west from here was horrible in places, with some short good sections in between. We managed to get the vehicles airborne once or twice with the hidden dips and rises. Must send in the tracks to T4A, as the road speed index was too high – the road was possibly in a better nick some time back. The road varied between hard corrugated gravel, wide enough in places for two cars, to narrow undulating sand tracks.

We arrived at the Botswana Border post at 14h46. It consists of a small wendy house and an army tent. After trying unsuccessfully to locate our engine numbers, and glancing into our fridges, they let us cross, (all bar the drivers on foot, because it "is not far!!") after 14 minutes.

The Namibian side was more established, but not by much. It was however, clean and they had made an effort with some flowerbeds in front of their offices. The officer there then proceeded to scrutinise our fridges. He confiscated 1 litre of long life milk, which we had opened the previous night, and let us keep two vacuum packed steaks, saying that he was doing us a huge favour. He was very friendly though. Both border posts took us 39 minutes in total. The next stretch of road was fantastic. Welcome to Namibia and the best gravel roads by far!

We arrived at Tsumkwe at 16h00, where Chard took on another 20 litres of Diesel. Looks like they have fuel there most of the time, but they said that they do run out at times.

The sand track north from here to Kaudom is a badly corrugated sand track. We stopped to let our tyres down to 1.5 bar (hot), and this only improved matters marginally. We stopped at the famous Dorsland Baobab tree, at the end of an even worse corrugated track. It is an amazing tree, which has fallen over numerous times, only to re-shoot again – wonder how old it is?

We arrived at Sikeretti Camp in the south at 17h55, to find a dilapidated, but neatly swept camp. The toilets, showers and bath were still there, but unfortunately not a drop of water.

We enjoyed the night there, and found leopard spoor in the camp the next morning! We knew we would have to be a bit more careful when getting out of the tents in the middle of the night for a pee....

We only saw a couple of duikers on the way in, and a Gemsbok. Lots of elephant spoor was around though.

Discussing the last two days, we realised that our initial plan to reach this park in one day from Khama is impossible. First of all you would have to leave Khama in the early hours of the morning, which is not recommended in Bots, and then waste no time on the road, and only stop to fill up with fuel. The Dobe border post also closes at 16h30, after opening at 07h30 in the mornings. We had planned an extra day camping at the Baobab tree, but it was well worth breaking this very long day into two normal long days.



Ellies at a watering hole in Kaudom

Tuesday, 02/09/08 (107km, 5hr 31min)

After chatting to a local tour operator, who was there with one client (think he was looking for an excuse to get out of the office himself), he recommended the eastern track up to the north. This was confirmed by the camp site warden (had to pay park entry fees of N\$30pp, plus N\$10 per car. Overseas visitors pay N\$40)

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

- 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
- 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. Philpa 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. R95 000 o.n.c.o. Contact Charl 083 299 7997
-
- Short Wheel Base SW 1984 Series 3 Land Rover. Licence expired 31 07 08 but I will get it renewed. V6 ford engine going well Vehicle was running but gears now not engaging. No Rust R16 000.00 Vehicle in Nelspruit area Contact Mike van Rensburg 083 634 0908
- **Wanted:**
Is there someone out there who would like to swap his old Land Rover for a car?
Defender/Series Model required to swap for 1998 Mazda 626 (new shape) in excellent condition
One owner with FSH. I am on transfer to Zululand please call Erwin – 082 301 4596