

2009 COMMITTEE

Selwyn Ambler
Chairman / Treasurer

Tel: 031-7013115 (h)
Cell: 0839926969

chairman@landroverclub.za.org
Vehicle Series 111 5 door SW

Dave King
Secretary

Tel: 031- 2661579 (h)

dave.king@za.bureauveritas.com
Vehicle: Disco 1 Tdi

Gavin Mc Kenzie
Membership

Tel: 031- 2661175(h)

gavinmck@telkomsa.net
Vehicles Defender 90 TDi

George Goswell
Trails / Gates

Tel: 031-7002300 (h)

Cell: 0836581324

kznlroc@mweb.co.za

Vehicles: Series 111S HT
Range Rover 3 door V8

Jean Ambler
Regalia / Events

Tel:031 701 3115

Cell: 083 2250669

theamblers@telkomsa.net
Vehicle Defender 90 TDi

Kenneth Jones
Newsletter Editor

Cell: 0845091427

kenneth@pcvs.co.za

Vehicle Defender 110 DC

Peter Bassett
Member W/O

Tel: 0724291750

conical@telkomsa.net

Vehicle Range Rover P33
Series 1 107 5 door

Michael Lauterbach
Web Page

Cell: 0823720997

mike@edelnets.co.za

Vehicle: Defender 110 TDi



LANDROVING IN KZN



March 2009

P.O.Box 70650; Overport; 4067

Monthly Newsletter of the LROC of SA KwaZulu-Natal

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

Hi All,

I've agreed to take over the editorship of the monthly newsletter from Greg Labuschagne with effect from end of March.

Thanks to Greg for doing a superb job over the last two years and thanks to George for the February "filler-in".

The approach I would like to take is to have a mix of club news (trips, trails etc. organised through the club); technical articles and trip reports from both members and non-members alike that may be of interest to members.

My core aim is that the newsletter makes interesting and enjoyable reading.

Any comments, criticisms and/or suggestions would be most welcome.

Ed

Reminder: 2009 Subscription

Just a reminder that the LROC KZN year runs from January to December. Your subs for 2009 are due and if not paid by April 2009 it will be taken that you no longer wish to be part of the LROC KZN and all correspondence will be stopped. Payment after the end of April will carry a penalty of a rejoining fee of R110.00. If for some reason you have not received a subs renewal form please contact Gavin McKenzie 031-2661175. Please deposit your remittance of **R160.00** directly into the Club's bank account, which is:

Land Rover Owners Club

Standard Bank, New Germany

Branch Number: 045 826

A/c Number : 251 366 510

Please use your Name and Membership Number as a reference on your deposit slip.

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.**"

FOOTNOTE – "CHASSIS INSPECTION"



Wishing to inspect his undercarriage, Paul parked his landy in the appropriate position

SELWYN SAYS

"The 20th AGM is a thing of the past, and I was delighted with the turnout.

To put it mildly a hell of a lot of work goes into setting up the AGM and indeed the entire week end and it is very gratifying when the attendance is so good. I thank all those who took the trouble to come along.

We welcome Jean, Peter and Kenneth to the 2009 committee and trust that they will enjoy managing their respective portfolios.

Jean and Peter were of necessity co-opted onto the committee during last year and have offered to stay on for the next two years at least. Peter being a founder member and Past Chairman of the LROC is of course an old (though hardly decrepit in mind at least) hand at LROC management. Most of you will have met Jean – She was the organising force behind the facilities for AGM, the Catering, the Camping and the Regalia. She is a most dynamic person who is always on the go. She is also in charge of Social/Family Day Events. So – WATCH THIS SPACE.

Kenneth has taken over editorship of the newsletter and his task is to keep everybody informed regarding the activities of the club (with emphasis on the forthcoming) events. He ensures that his database of membership information is kept up to date so that all our members should get the News Letter. So if you change your e-mail address or your postal address it is in your own interest to inform Kenneth and of course Gavin the Membership Secretary.

Please support our Editor by sending in any articles that may be of interest to the other members.

For example; from what I've heard, those intrepid members who braved the Grade 4 route on Sunday's Trail through the Hope Valley, found that it was a test of man and machine. There were river-crossings and "MUD MUD GLORIOUS MUD" to die for. This being the case there must be plenty of stories to tell. I know our fearless Secretary (aka DAUNTEDLESS DAVE) went to a great deal of trouble to get his Disco stuck in a mud hole just so he could demonstrate the effectiveness of his Landy's recovery points. Thanks Dave, always ready to go the extra mile for our Club.

I've attended six AGM weekends at Eston now and I've thoroughly enjoyed every one of them. It is a delightful venue which caters to our every need, and once again we were privileged to enjoy incredibly reasonable rates. For as long as these rates apply I cannot see us finding better value for money elsewhere.

Now here's a suggestion to all those who camped at Eston that weekend and enjoyed it despite the heat and the rain and the MOZZIES. What would you say if we could change the date of our AGM weekend from the end of February to say the end of March or even mid April when the weather is cooler and far more settled, and the mozzies less active?? I'd like to get feedback on this suggestion be it positive or be it negative from everyone reading this article.

I'd like to thank Jean Ambler and Cheraldene Van Schoor for making such a good effort of selling Regalia during our AGM weekend. Their efforts resulted in much of our obsolete regalia stock being converted into much appreciated cash. Well done guys!!

Please don't forget that Jean has sourced a truly magnificent line in water resistant TRACKSUITS. These are available in Club colours embroidered with the LROC badge. They look really good. I've bought one and even if I do say so myself I cut quite a dash in it. Jean is also able to procure spare-wheel covers and wall clocks all embellished with our LROC badge in full colour.

If you are interested in acquiring any of these items please contact Jean on 083/2250669 and place your order with her. Better still come along to the Family Day at Highstakes on Sunday 15/3/2009 and talk to Jean in person.

By the way you have the opportunity to obtain one of these really good looking wall clocks (it would look very nice in your Pub) for only R10.00. All you have to do is buy a R10.00 raffle ticket from Jean.

See you all at Highstakes on 15/3/2009.

Until then please take care

Selwyn
6/3/2009

LROC KZN PROVISIONAL EVENTS DIARY 2009

When	What, where	More Info.	CONTACT PERSON	Grade
15 MARCH	HIGH STAKES CATO RIDGE	A fun day at High Stakes 4x4 Track, Cato Ridge. It's a chance for the LADIES to practice their driving skills on an easy track. Decent ablutions, bar and restaurant are all part of High Stakes. Meet at High Stakes at 09h00.	Jean Ambler 031-7013115	2 - 3
April		Watch this space, maybe it will change.		
30 April – 3 May	TEMBE	FULLY BOOKED.	George 0836581324	3
10 May	MOTHERS DAY	A special treat for mothers, relax and have lunch with other LROC members at Bhowani Game Lodge, Cato Ridge. Full carvery and seafood buffet for R59.95 per person, kids under 8 years R29.95. Booking is essential as seats are limited.	Jean Ambler 031-7013115 Or email	1
17 May	CARS IN THE PARK	Cars in the Park, Pietermaritzburg. Our annual event to show off the LROC and attract new members. It's a BYO braai for lunch with braai fires provided. For those not wanting to braai, full bar and catering is available. Cars in the Park, is an exhibit of motoring history by the various Cars Clubs.	George 0836581324	1
31 May	2 ND GATES	2 nd gates event for 2009. Inchanga Valley is the venue. 08h00 for 08h30 is the meeting time at the valley road turn off on the R103, top of Inchanga.	George 0836581324	3 - 5
June		Watch this space, maybe it will change.		
28 June	UMGENI VALLEY	4x4 scenic valley run in the Umgeni Valley. More info to follow.	George 0836581324	3 - 4
11 July	FUN EVENING	Country & Western dance evening. Venue to be confirmed. Jeans, boots, cowboy hats and checks are the dress code. BYO braai and more info to follow.	Jean Ambler 031-7013115	1
19 July	BAYNESFIELD ESTATE	An easy day in the country. We will take some scenic back roads up to Baynesfield Estate for their "Time Marches On" – a day with a military theme. Explore the old farm buildings, the farmhouse, the Vintage Tractor & Machinery Museum, browse the different stalls etc. Suitable for the whole family.	George 0836581324	1
16 August	BREAKFAST RUN	More info to follow	Jean Ambler 031-7013115	1
23 August	3 RD GATES	Venue to follow	George 0836581324	3 - 5
August	LESOTHO SNOW	Wait for the snow and up Sani Pass to play.	George 0836581324	3 - 4
6 Sep	FUN DAY	More info to follow	Jean Ambler 031-7013115	1
20 Sep	4 TH GATES	Venue to follow	George 0836581324	3 - 5
30 Oct – 1 Nov	ALBERT FALLS DAM	Halloween Camp over at Albert Falls Dam. More info to follow.	Jean Ambler 031-7013115	1
Nov	LANDY VS TOYOTA	Land Rover vs Toyota challenge. More info to follow.	George 0836581324	3 - 5
Nov	SOCIAL	More info to follow	Jean Ambler 031-7013115	1
Dec	YEAR END	More Info to follow	Jean Ambler 031-7013115	1

SPARE WHEEL COVERS.

Looking for a quality spare wheel cover for the Landies spare wheel, then give Jean Ambler a call. The covers are available at R300.00 each. Payment with order and wheel size is required.

Contact: Jean Ambler 031-7013115 or theambler@telkomsa.net.

TRAIL GRADING: All our Events / Trails are graded 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 including the Freelander.
3. Low range and limited off road knowledge required. Suitable for all Land Rovers with certain trails not suitable for 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. Suitable for "Series" and modified Land Rovers.

NON LROC KZN organized events but worth the trip

15/16 May	Sugar Belt 400	KZN leg of the National Off-Road Car Championship. Eston Farmers club is the start and finish of the event. Friday is the prolog and Saturday is race day. Full catering and ablutions available. Various excellent spectator points to watch the race from.	George 0836581324	1
6 June	National 4x4 Challenge	Big boy toys are back in town. High Stakes, Cato Ridge is the venue. Modified and standard 4x4 vehicles battling it out for National Championship points. Excellent spectator value. The venue offers bar, catering and ablutions facilities.	George 0836581324	1
3 – 4 October	National Observed Trails	These bikes are the 4x4's of the motor bike world. KZN leg of the National Observed Trails Championship. (Rounds 5 & 6) A truly spectacularly 2 day event that will amaze all. Many spectator points from which to watch these wizards on motor bikes. Venue info to follow	George 0836581324	1

DRIVER TRAINING (Level one)

The course is hosted by the 4x4Club Kwazulu and is aimed at new comers to the 4x4 scene, although many experienced driver's have used the course as a refresher course before their 4x4 trips or I suppose, if they feel a little rusty after not using their 4x4's for a while.

Whether you have a part time 4x4 or a full time 4x4, the course will cover the basic mechanics of your vehicle, how it operates and how you should be operating it. Although difficult to cover all off-road scenarios you will get to drive a short 4x4 track with quite a few obstacles. Diff – locks and traction control will all come into play on the day.

The driver training courses will be held on a Saturday morning in the Park Rynie area. The course starts at 08h30 and finishes around 13h30. **The cost for Land Rover Owners Club members is R100.00 per person.**

Booking is essential on a 1st come basis as numbers are limited. To book or for more info, contact: Gerald O'Brien Cell: 0828746138 Tel: 0399783299 Email: gerald@halfway.ws

Provisional Training Dates are:

- February; 28th
- March 28th;
- June: 13th
- July; 4th
- September; 12th;
- October 31st;
- December 5th.

MUD TYRE SHOOT-OUT.

4x4 Magazine (UK) recently ran a Mud-Tyre shoot-out pitting eight mud-terrain tyres against each other.

The results, as follows, were interesting with good ol' BFG's achieving top score.

Of course, a test like this is subjective but the magazine, in my opinion, tried to be as objective as possible. Of course, running BFG's myself I may be a little biased, myself.

	Pirelli	Insa Sahara	Cooper STT	Wildcat	Maxxis	Wrangler	BF Goodrich MT	Kumho
Mud Climb	3	6	1	5	2	4	8	7
Bog Run	2	8	3	8	5	1	4	6
Side Slope	6	5	2	1	7	5	8	5
Rock Crawl	2	2	5	8	5	8	5	8
Gravel Brake	4	2	7	3	1	6	5	8
Tarmac Brake	5	3	8	2	8	4	6	2
Total	22	26	26	27	28	28	36	36

Review of the BF Goodrich® Mud-Terrain T/A® KM

The extremely popular BFGoodrich® Mud-Terrain T/A® KM is the tire of choice for many offroaders who want decent off-road performance while maintaining good street manner. This radial MT with its semi-aggressive tread is a good choice for all-around use including dry loose dirt, light mud, sand, and light to moderate rock. Another benefit of the BFG Mud Terrain T/A KM is its longevity with a longer wear factor on the trail and on the street over most Mud Terrain tires. Be aware that the 3-ply sidewalls are somewhat vulnerable to sharp rocks when compared to MTs with tread designs in the sidewall that offer additional protection. Sizes available up to 37x12.50R18/D.

Manufacturers description of this tire:

- BFGoodrich Mud-Terrain T/A® KM
- An outstanding off-road tire
- TriGard® construction
- Tough, aggressive appearance and traction even in extreme conditions



The ultimate off-road tire. Gives the traction and confidence to go anywhere, and get back, even through the most extreme off-road conditions. DiggerLugz power through deep gumbo mud, dirt, sand, and over rocks. Tough, aggressive appearance. Still just as "streetable," with longer treadlife and lower noise (compared to Radial Mud-Terrain T/A®). TriGard® construction for serious durability.

- Named one of the 10 most influential off-road products.

What it is: The only tire named by jeep-enthusiast magazine "JP" as one of the 10 most influential off-road products of all time for its outstanding off-road traction and race-proven performance.

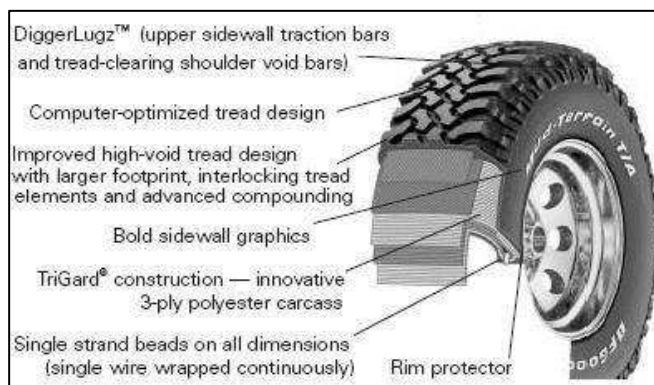
Who it's for: 4WD enthusiasts who want a more aggressive tire that delivers serious off-road traction.

Features:

- DiggerLugz™ (upper sidewall traction bars and treadclearing shoulder void bars)
- Rim protector
- DiggerLugz™ upper sidewall traction bars and bold sidewall graphics
- Improved high-void tread design with larger footprint, interlocking tread elements and advanced compounding
- Dual-tread radius
- Computer-optimized tread design
- BFGoodrich® Tires' TriGard® construction — innovative 3-ply polyester carcass
- Single strand beads on all dimensions (single wire wrapped continuously)

Benefits:

- Maximized traction and steering control in deep dirt, mud and sand
- Improved wheel and tire protection from off-road hazards, especially during aired down situations
- Aggressive good looks
- Incredible rock climbing and slick surface traction†
- More even wear
- Reduced road noise
- Exceptional bruise resistance under the tread and in the sidewall
- Improved ride smoothness and tire uniformity



1ST GATES EVENT: FEBRUARY 2009: SCORES.

There were seven gates with a maximum score of 420 points.

Driver	Vehicle	Score	Springs	Gates Driven	Class Position	Overall
Modified						
Jan Viljoen	D Rangie	320	Coil	7	1	3
Kingsley Kemp	D Rangie	300	Coil	7	2	9
Alfie Shilton	Range Rover	280	Coil	7	3	11
Gary Evangelista	Def 90 V8	280	Coil	7	4	12
Leon Jacobs	Range Rover	240	Coil	7	5	16
Darryne Welgemoed	Disco 1	200	Coil	7	6	17
Standard						
Ron Drew	Series 11A LWB	360	Leaf	7	1	1
Geoff Sperring	Def 110 Puma	340	Coil	7	2	2
Peter Ramsay	Disco 3 TD6	310	Air	7	3	4
Bruce Fraser	Def 110 TDi	310	Coil	7	4	5
Mark Kirkbride	Disco 1 TDi	310	Coil	7	5	6
George Goswell	Range Rover	300	Coil	7	6	7
Ryan van Wijngaard	Series 11A	300	Leaf	7	7	8
Ryan Goswell	Range Rover	280	Coil	7	8	10
Rich Wyllie	Def 110 V8	270	Coil	7	9	13
Byron Tonkin	Def 110 2.5	270	Coil	7	10	14
Emanuel Naidoo	Def 110 V8	250	Coil	7	11	15
Cameron Carr	Range Rover	190	Coil	7	12	18
Rob de Robillard	Def 110 V8	180	Coil	5	13	19
Mark Srothdee	Series 111S	160	Leaf	7	14	20
Richard Cullen	Series 1 88"	140	Leaf	3	15	21
Allen Cullen	Series 1 88"	130	Leaf	3	16	22
Mike Cullen	Def 90 V8	No Score	Coil		17	23

Drivers with the same score are separated by counting the number of clear rounds, then scores of 50 etc.

DRIVING WITH LOCKERS.

While you negotiate rough terrain, the suspension and your "line" will not always allow you to have smooth contact with the ground. At some point, the tire will catch air or lose full proximity with the ground, causing the tire to spin. Remember



Murphy's Law, the tire with the least amount of traction gets the most amount of power. This is where lockers really come in handy.

Of course, one needs to know how and when to use them.

First: be careful on side angled (off-camber) hill sides; i.e., the vehicle is traveling on a side slope. If it is in any way slippery, use open diff, if possible. Lockers will tend to "walk" you sideways down slope. This is because both wheels are rotating at the same speed. If one wheel is "static" and the other is rotating, the static one will act as an anchor or stabilizer that will keep the rig from slipping sideways. When on these side slopes, let the vehicle idle across, giving the tires a chance to dig in and get the best traction.

Second: when going up hills or any incline, aim straight up. The weight shift to the rear will give you added traction so the locker in the rear is advantageous. WATCH OUT for the front end, though! The tires will have a tendency to catch ledges and occasionally loose soil and "walk" the front end around either left or right, which may cause you to end up sideways on a hill.

A suggested approach is to line up for the ascent, approach cautiously, engage the rear locker and start the climb. Depending on the terrain, rock ledges, sand, loose granite, mud, etc., one can engage the front locker once control of the steering and front end traction has been attained. If you don't have air lockers, be careful of the front end walking! No matter how hard you try to steer, with the front end being light due to gravity pushing on the rear, you MUST modulate the throttle carefully.

Third: when going downhill, be careful that the rear end does not swing around and meet you in front! Using both front and rear lockers when going down-hill allows all tires to have traction, resisting the "breakaway" feeling. Engine braking is very important here and having all four tires helping makes a big difference. Sometimes when in open-diff going downhill, the two tires (1 front, 1 rear) that are holding the rig back, hit loose soil or air, making the vehicle "lurch" forward. Sometimes light pressure on the brake pedal will work, but using the brakes could also cause a skid. Using engine compression with lockers cause all 4 tires to add traction and resistance.

Fourth: steering becomes difficult especially on hard surfaces like slick-rock, granite faces and boulder outcrops. ARB lockers – which allow you to disengage instantaneously – are probably at an advantage over other lockers in these situations.

Note: Air lockers can be engaged anytime they're needed. Just don't be spinning the tires. Engage them moving or not; disengage them anytime, but you need a moment of slack to make sure they unlock. Having lockers means you need to pay more attention to the vehicle and its handling characteristics. Add big tires aired down to 12 psi and it takes some finesse to make turns and keep the vehicle aligned. Driven responsibly, lockers are a great help. They actually reduce environmental abuse due to all four tires helping, not just two spinning.

Range Rover Classic For Hire.

By George

Is that special woman in your life looking to be driven to the church in something special, something that she and others will remember for a long time?

Friend and foe will all be surprised into silence when you arrive at the church and be helped from the raised interior of a classic from the 1970's.

Look no further, we have in the LROC an early Range Rover Classic that will enable your loving future wife to be the talk of the town. The route taken to the church can be off the tracked GPS routes or around the car park of your favourite shopping centre and through the up market suburb that you will be moving into using the road or the verge.

Verge gardens and rockeries will be no problem and will be negotiated with experienced ease, leaving that special woman in your life relaxed and ready to live that life-long dream with you.

The ribbon and flowers are all part of the package, as is the stain on the dress. Give Alf a call and all can be arranged.



Tarted up to the hilt, with new seat covers and (temp) carpets on the floor boards, Alf in a suit, drove his beautiful niece, Joanne, through the canal from Umbilo to Bluff, to her wedding at Buds on the Bay, on the 31st Jan 2009.

Joanne was offered an antique Ford or a Limo, but she refused both, she wanted to arrive in "real style".

See even the Rugged Rangie has a feminine side!

Best regards

Rose
(Alf's sister)

TRIP REPORT.

There was recently an article in the "Drive-out" magazine (issue # 22) regarding "The Road to Hell", arguably the toughest off-road trail in South Africa.

The article was based on an original article posted onto www.overland.co.za by Roland Bergh. I found the article very interesting and entertaining and thought it may be of interest to members:

24 hours on the Road to Hell

The following events occurred during a 10-day trip by the Landcruiser Club of SA to the Richtersveld in March/April 2004. On the second day of our trip, after an overnight at Kamgab (S28.85297 E18.02902), we were to explore the Road to Hell nearby. It is a 4 km descent over the mountains down to the Orange River that is reportedly the worst piece of 4x4 trail available in SA - we just had to check it out!

It turned out later that the pass was built in the late '50's to reach a small copper mine and was apparently traversed in a series 2 Land Rover. (turn-off from "main road" at S28.89964 E17.90992, pass starts at S28.85070 E17.97284 – check T4A).

I was the first down the mountain and the descent was ass-clamping stuff - my brakes started fading in low range first! (with hind-sight this could have been due to oil from both my rear axle seals giving up the ghost - only saw this later). Everybody made it down after some road-building to get the wider-tyred LCs through.

We drove down to the river, had a swim and lunch (at S28.83244 E18.00887) before contemplating the ascent - we were not sure if we'll all make it without trouble.

It was decided to intersperse the convoy with diff-locked vehicles (Keith and Jurie's 100s, Peter's 79 and Alfred's magnificent 80) to minimise possible problems and potential recovery effort. As we were crawling back through the riverbed to the start of ascent, Keith, who was leading the convoy at the time, came on over the radio with the words "Lima Charlie (LC), there are two Colts with trailers heading our way!". Aware of Keith's stated dislike of Colts (he owned one) and his complete hate of trailers (he never owned one), I thought he was playing an early April Fool's joke on us, but as we came over a crest - there they were in the riverbed: V6 Colt with trailer stuck on a rock in the riverbed, a 2 x 4 Ford bakkie stuck in the sand, and a little further back a Jeep Grand Cherokee with trailer and a diesel Colt with trailer!

Different emotions abound: our group slightly amused and highly amazed; the "trailer" group stunned! They may have been stunned due to their predicament, or due to the sight of 9 LCs appearing god-sent over the crest - we don't know. Some of us thought to let them be and suffer the consequences of their own stupidity for coming down that mountain in the first place. Others, and notably Piet, our tour leader, said there was no way that we can leave them there. We started organising a potentially mammoth recovery. We decided to stick to our earlier plan of leading with diff-lock LCs, then an un-difflocked LC, then a vehicle with trailer, with the idea of using a tandem pull when required. The recovery was structured as follows:

Keith Richardson 100 GX (diff-lock)
Piet van Heerde FJ60 G
Colt 4x4 (diesel) with trailer

Peter Zigel 79 (ARB diff-lock)
Andre Taljaard 79
Grand Cherokee with trailer

Alfred Hilton 80 GX (ARB diff-lock)
Colt 4x4 V6 with trailer

Roland Bergh 80GX
Marius Preston 80GX
Anton Matthee 80VX TD

Jurie Schuurman 100 GX (diff-lock)
Ford Courier 2x4 (diff-lock)

What you all have to appreciate here is that once on the ascent, there is absolutely no opportunity to turn around, overtake or any other contingency - there was only one way out and that was up! We started to crawl up the mountain in this procession, but even sooner than we expected we had to haul out our recovery gear to get the trailered vehicles over even minor obstacles. Due to the tandem-pull strategy with the first two groups (diesel Colt and Cherokee), the non-diff-lock vehicles of Piet and André had the extreme task of basically hauling the trailered vehicles up the mountain for most of the time, both shredding tyres on the way. As the mountain got steeper, the diff-locked vehicles were permanently attached to perform a tandem pull. This worked to an extent, but at some point, both recoveries got balked. At this stage we were seriously considering dumping the trailers down the mountain slope!

However, the trailer to the diesel Colt was unhooked and the vehicle hauled over the mountain in a tandem pull by Piet and Keith. Piet, the only vehicle available with a towhook, then proceeded back down the mountain in reverse (!!) to pick up the trailer. The trailer was hooked up to Piet's 60 (1988 model) and hauled in one go over the mountain - a roar erupted from the valley as we all applauded this achievement!

While this was happening, the recovery of the Cherokee, with its state of the art B'rakah trailer, was continuing, but with little success. As dusk was settling in we decided to call it a day. The two 79s were sent over the mountain to camp on the other side, leaving the Cherokee and its trailer, together with 7 other vehicles behind it still on the mountain, some of our vehicles at a precarious 30 deg angle. Again the spirit of the LCCSA prevailed as everybody started feeding themselves, with Jurie even doing a full-blown potjie! At times music erupted from the car stereos. Some of our rescues joined in, but the boss in the Cherokee was having a hard time from his wife who had not left the car since we first came upon them in the valley earlier in the day!

Some guys managed to find a flat piece of earth to sleep on, while the rest of us slept in the vehicles. At the angle my vehicle was standing, Gary and I actually had a flat bed when we dropped the seat backs. We slept reasonably well, got up the next morning with some coffee and rusks.

At around 8 o'clock Keith came on over the radio with some further thoughts on how to continue with the recovery. At first it was thought to employ the winch on Peter's 79, but the terrain and the prospect of having to reverse the red 79 UP the mountain afterwards, counted against this option.

Keith then reversed his 100 down to perform a direct pull on the Cherokee and its trailer, but this wasn't successful. The trailer was unhooked from the Cherokee (to the dismay of its owner) to see whether it would be able to drive out on its own. With a lot of road-building and pushing, the Cherokee managed to drive out on its own. Piet's 60 was sent down (in reverse again!) to get the trailer. At this point we established that the trailer was fitted with massive watertanks and suggested that they be emptied. Its owner, (the boss - everybody worked for the same company) opposed this as his wife would have nothing but Gauteng water! We opened the taps!!

We also ordered them to take out all the stuff inside the trailer as we were concerned about the hammering Piet's vehicle was taking, it being the very essence of his livelihood. After a while, it was decided to bring Keith's 100 down (in reverse again) to assist Piet's vehicle. Due to the very narrow track at this point, a number of tow straps were linked together in order for Keith to be able to position his 100 at a wider part of the track a little higher up the pass. When they had progressed the length of one tow strap, the strap was removed and the 100 reversed back to be hooked up to the shortened strap. Strap by strap, the older and newer Cruiser working together to haul the big trailer up the pass, until the major obstacles were cleared for Piet to haul this trailer to the top of the mountain.

Next to go was Alfred in his 80 with the V6 Colt and trailer in tow, this time with no tandem pull. In a brilliant piece of driving in an awesome vehicle, Alfred hauled out the Colt and trailer in one go! Only one more to go - Jurie with the 2x4 bakkie - but first the non-locked 80s had to come out.

Personally, I experienced such a rush of adrenaline that I could hardly get myself to calm down to drive up the mountain. When I got going, I was going way too fast with wheels spinning and rocks flying in all directions (and Jurie shouting: "Jou f%kken cowboy!"). I got stuck a few times, but managed with brute force (and I have to admit, no finesse) to recover myself and drive out. Then came Marius, with expert guiding from Piet, hardly moving a stone in a very controlled drive up to the top. Anton in his auto TD did it in much the same way. Then came Jurie with the 2x4. In an excellent display of controlled driving, Jurie hauled the bakkie along, helped by a very sensible driver in the bakkie. He probably had the most sense of all the rescues - following Jurie with the bakkie's diff locked, the snatch strap was hanging limb at times. They also got out in one go.

Piet did a survey of the damages incurred to the vehicles involved in the thick of things and negotiated a couple of G's settlement with the other party. This would be primarily for tyres on Piet's, Keith's and André's vehicles together with a couple of well-used snatch and tow straps.

The level of teamwork and camaraderie will only be fully appreciated by those that were on that mountain for 24hrs!. In hindsight, this was probably a once-in-a-lifetime experience, but strangely also soon forgotten as we were confronted with the beauty of the Richtersveld over the next number of days.



FOOTNOTE – FENCE? - WHAT FENCE?



Maybe he just didn't see the fence?



Must be a Landy driver ...

Must be a Pajero driver...



And you think we overload our Land Rovers?...



I suppose there is always a wrong way and a right way when it comes to "wading"...

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