

2009 COMMITTEE

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LANDROVING IN KZN



April 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,

As promised this newsletter includes "member's rides" where we take a closer look at Gary Evangelista's modified SWB Defender.

Tembe is coming up and I have to say that I, for one, am certainly looking forward to it – hopefully we get some articles out of it.

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.**"

As an incentive in terms of articles, my company, **PCS Valuation Services**, has agreed to donate a snatch strap – which will be presented at our next AGM – for the best article submitted over the year.

Judging will, of course, be at the sole discretion of the Newsletter Editor so better make it good.

Any attempts to bribe the editor will be gratefully received but may not necessarily guarantee you the prize – there may be others out there prepared to offer a bigger bribe.

Seriously, though it's all in fun and I'm really just looking for interesting articles that preferably have a bit of humour laced in – think one of Don's stories (Don, this is a hint by the way) in written (and coherent) form.

As always, feel free to send in your comments, criticisms and/or suggestions.

Enjoy.

Ed

INFAMOUS UMGENI HOLE TAKES ANOTHER VICTIM

After all the flak taken over my "escapade" into the "Umgeni Water Hole" last year it is great – sorry, Gary – to see another vehicle, particularly one as capable as Gary's

landy, and particularly one driven by as capable a driver as Gary, end up in the same hole.



SELWYN SAYS

We all enjoy our gates events, trails and campouts very much and we look forward with great anticipation to our next Club outing.

And sure enough the day of the awaited event arrives and we simply hop out of bed, do the usual of S***, Shave and Shower, toss some meat, a couple of bread rolls, 2 or 3 dozen six packs into our Landys and head off to the rendezvous confident that we will enjoy what will be laid on for our entertainment. Like the other events, a gates event simply happens smoothly. Gates poles have miraculously erected themselves over night and the obstacles are ready for us to attempt.

Then at lunch, by some magic means braai fires light themselves and when we have finished our relaxing lunch after a morning's hard driving, the braai fires put themselves out and grids simply disappear, and we assemble at the next obstacle's starting point and lo and behold the gates poles have re-erected themselves here too and the course is ready for our entertainment. At the end of the day exhausted by all that driving we climb into our Landies and off we drive home hugely satisfied with our efforts and totally unaware that the poles, braais and grids etc have been gathering themselves together and putting themselves away ready for next time. We relax at home confident that our scores will add themselves up and will communicate themselves to us all by themselves.

I'm being facetious - I know it and you know it. But do you know what is so sad about all this? – It is sad because it is not far from the truth! We do not give even a passing thought to the amount of work that has gone into setting up this event (or any other) and for who has done the work. To be absolutely frank, I wonder if we even care. We expect it and it is done! Well please be informed that for somebody, the physical work of setting up a gates event usually starts on the Friday afternoon and does not end until very late that Sunday night. That somebody is George assisted more often than not by Ryan.

Our News Letter tells us well in advance what events are coming up, so pick up the phone and offer to lend a hand with the organisation. Especially if it's an event in which you are intending to participate. And above all if you do participate but do not help organise things do not complain if they do not go the way you think they should have. There can be as many as 30 Landys at a Gates Event. This means 30 drivers all ready to enjoy themselves and we are lucky if out of that number perhaps 3 will step forward and offer to help with the organising, sorting braai fires and collecting poles at the end of the day. We are all grown up now so surely we do not have to be asked for our help.

We are all blessed with sight so that we can see what chores need to be done, and we have all got our hands and our health so that we are quite capable of doing these chores. I understand that some 10 to 12 people promised to come to the Eston Quarry to help our Events Organiser set up the Gates course for the Saturday morning of our AGM weekend. I was surprised and very disappointed to learn that NOT A SINGLE PERSON of those who committed to help pitched up and George and Ryan were left on their own to do it.

You guys who participated in the gates event that morning and enjoyed it can thank your lucky stars that George and Ryan, being the type of guys they are, did not want to let all you participants down despite being let down themselves, because I'll tell you all this much for free – you better not even think of ever voting me in as Events Organiser because if I were to find myself presented with the circumstances that George and Ryan were that morning, I would have said to hell with it all – (NO! – in far stronger language) and I would have turned around and gone home.!

Guys! if you have no intention of keeping to your word then have the guts to say NO when asked – don't take the woesie way out and agree to help knowing full well that you have no intention of doing so. Better still do it this way - if you give your word that you are going to help, be big enough to keep it. It is the adult way to behave. Have you ever wondered what will happen when the day comes that George wants to stand down from all this commitment. And after at least 8 years on the committee five of which as Chairman too, this day for more reasons than just the type of behaviour mentioned above, may not be too far off.

Members, the position of Events Organiser is THE most important portfolio on your club's committee. It is the HEART which pumps the club's life blood. Our club is now in its 21st year and for the last 16 years the post of Events Organiser has been held by just two members. Alan Cullen and George Goswell. Sooner or later our club will need a new Events Organiser though I certainly hope it does not happen in my time as Chairman because as things stand right now, we do not have an obvious choice to fill this post. I'm asking the entire membership to think very seriously about this please because the time is approaching when those of us, who have for many years enjoyed what the club has had to offer but have not put something back into the club by serving on its committee, will be asked to step up to the plate and take on the challenge. Just remember it would be easier to do this as an understudy to George rather than wait until he has retired.

Here's a motto that I'd like our LROC members to adopt – “ ENJOYMENT THROUGH INVOLVEMENT”

Until next time

Selwyn

LROC KZN PROVISIONAL EVENTS DIARY 2009

When	What, where	More Info.	CONTACT PERSON	Grade
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 R 59.95 per person, kids under 8 years R 29.95. Booking is essential as seats are limited. Please note that response has been very good and space is very limited – book now.	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
20 June	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
28 June	UMGENI VALLEY	4x4 scenic valley run in the Umgeni Valley. More info to follow.	George 0836581324	3 - 4
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	RECOVERY DAY DEMONSTRATION & TALK	More info to follow.	George 0836581324	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	Cumberland Nature Reserve. 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

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

Final 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 end of 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 or if you have paid and not received your membership card 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.

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.

FROM THE BONNET – GARY EVANGELISTA’S LANDY

Article by Gary

As promised, I have included an article (profile) on Gary Evangelista’s modified landy. I was originally going to write the article myself but Gary very kindly offered to compile it instead.

This obviously makes more sense as it is his project and he knows what was involved far better than I ever could.

Without any further ado

Original Specs

Chassis:	Range Rover (shortened)
Body:	Defender 90 (slightly shaved!!)
Engine:	3.5l 24G Rover V8 (carb)
Drivetrain:	ZF Auto box with 1.2 Transfer Box
Differentials:	Standard Rover
Brakes:	Disc all round
Suspension:	4 Coils – Standard Shocks
Tyres:	Goodyear Wrangler 265/75 16
Safety Equipment:	Standard Belts

When I purchased my shorty I was perfectly happy with it – it went well – performed well & looked ok..... then you start reading the magazines and looking at other guys machines and

..... I decided to make my landy better than it was before, I could rebuild it and make it my first bionic landy!! I had the technology.

The first thing to go was the old standard shocks, I replaced these with Pro-Comp + 4inch front and rear. This gave the car much more articulation, i.e. it allowed the wheels to fall further below the chassis from normal so keeping the wheels in contact with the ground for longer, hopefully this would create traction for longer keeping the car moving. I made my own cones for the springs as they were now dropping out of their top housings. The cone allowed the spring to find its way back to the correct position. The mod worked well.

At the same time I also fitted diff guards front and rear. These have proved themselves time and time again, the dents and scratches prove this.

A front steering guard was also fitted, again the dents tell the story.

Next my Goodyear Wranglers were changed to 265/75 16 BF Goodrich mud terrains. The difference was quite huge but it would be unfair to compare them to the wranglers as the tread was quite worn out on the wranglers. Although I will say these tyres do work.

Next Craig de Vinaar offered me some new trailing arms with hinges. These allowed the rear suspension to travel more freely up and down and again my articulation did improve slightly. The car worked better over cross axle situations.

I was offered some racing seats, these were certainly not a necessity but they do keep your ass firmly planted on the sideways stuff. They work well and they look quite good which is a bonus. The only drawback I have found with these is that if you get to a point where the car lurches aggressively from left to right you find yourself doing the same. Luckily I don’t have false teeth otherwise I am sure they would have disappeared out of one of the windows by now.

Jan Viljoen was coming to the closing stages of building his machine and he had plumbed for 35 x 12.5 x 15 BF Goody Mud terrains. I was keen to do the same so after an inspection of Jan’s I took the plunge. The only difference was mine were shod onto a 15 x 10 rim, and Jan’s were on a 15 x 8 rim. Jan’s rim does hold the tyre on better under low inflation but I am a bit of an Indian and wanted to go wider. To date I have only rolled the tyre off once, funnily enough on a sideways pull from Jan!!! I’m sure I’ll get to return the favour one day! Only kidding!

I relocated the spare wheel to the floor of the bin. The wheel is very heavy so it helps me get some weight above the rear axle and helps keep the centre of gravity low.

Along with the 35's I decided to put some extra wide wheel arch extenders on. These came from a company in the UK called Innovation 4x4. I can't remember what plastic they are made from but they were designed for use with 35" tyres and are exceptionally strong – the advert shows a landy driving over one of these things completely flattening it into the ground, then it just returns to its original shape. Pity I can't build the whole vehicle out of the same stuff!!

Next came the ARB lockers. These were undoubtedly my biggest investment in the car. I was fortunate that the dollar died against the pound enabling me to source both my lockers from British Pacific in the USA. At the time I paid about R3500 each for them. I was quoted R9995 each for them here. Rip-off springs to mind. The funny thing was the compressor was about the same price here. Strange, someone is ripping somebody off somewhere here.

These gadgets seriously work, in fact (and this is only a personal point of view) if the only two things you do to your landy is put a good set of mud terrain tyres on it and a single ARB locker on the back (so you can still play standard) you will not regret it. I am sure Kenneth or Alf would be more than happy to demonstrate their landy's with only the rear locker on. Why land rover didn't fit one as standard years ago beats me.

The fitting of the locker was a two-fold improvement. Firstly and obviously it can help you get out of trouble, but it is also a much stronger differential than the standard axles. Most guys when modifying vehicles like mine install a Salisbury axle, this is undoubtedly a strong differential and is a good modification. I have taken a gamble and gone a different route. Running the 35" tyres does put a huge amount more strain on the drive train and I am putting my trust in the strength of my ARB diff. Everything else is stock - driveshafts, cv joints etc. One of these should shear before the ARB lets go. Hopefully it won't let me down.

My first outing with the lockers ended in a broken CV joint. In my rush to finish the vehicle the night before a competition I reversed my air pipes, so when I activated my rear locker I was in fact activating my front locker. Also the stop bolts for the steering were always set to maximize my turning circle so what happened was on one particular obstacle I reversed backwards on full right lock, the wheel jammed against the front radius arm and because the locker was on it just disintegrated my CV joint. Leon realized what was going on and the air pipes were corrected, and the stops were set up correctly. The CV joint was replaced and because the driveshaft had damaged its splines we replaced that as well. Next out was the Landy vs. Toyota challenge and all was going well until the mud pit, where I reversed on right lock again and this time the driveshaft broke. To cut a very long story short I broke another right side driveshaft on the following outing.

After a few heads were put together the following diagnosis emerged. The first breakage was caused by the front wheel jamming. The CV joint broke here but not the driveshaft. However we did replace the shaft because the splines were damaged. The other two times it was just the driveshaft seemingly under very little stress as well. What was realized was the genuine landy driveshaft is a lot stronger than a non genuine driveshaft. We replaced the second broken shaft with a genuine one and up till now we seem to be ok. Time will tell.

Going back to the Salisbury axle, and it is only a very minor point the Salisbury axle is a fair bit larger than my rover axles and therefore must create more drag through mud. By nature this will make it harder to push/pull the vehicle in sticky conditions by how much though who knows.

Next came more power. I had already converted my 110 diesel to a 3.9 and also installed an autobox from a disco. This really is a smooth car to drive with bags of power. The installation was straight forward - it was a straight bolt in conversion from my 3.5 V8. Only the fuel pump had to be upgraded and Jan knew how to hotwire the computer box. The power improvement is lovely, the low down torque is significantly better and when you plant the throttle the smile on my face tells the story.

This is the final mod. I had damaged the rear end of the chassis a year or two ago doing a snatch pull. I think the existing rear end on the car was fabricated by the previous owner. I decided to fabricate a completely new one, it would also incorporate a winch I had. I deigned it so it would also bolt on and off so if damaged could be repaired easily. I am very happy with this, it works well and has made the back of the landy look good as well.

It has taken me a while to get the landy to where it is now. I absolutely love it.

Current Specs

Chassis: Range Rover (shortened)
Body: Defender 90 (slightly shaved!!)
Engine: 3.9l Fuel Injected Rover V8
Drivetrain: ZF Auto box with 1.2 Transfer Box
Differentials: ARB air locking differentials
Brakes: Disc all round
Suspension: 4 Coils – Pro-Comp +4” Shocks
Tyres: BFGoody 35x12.5x15 mud terrains
Safety Equipment: 5 Point 2” safety harnesses – 50mm x 3mm Roll Cage tubing.



The Series 3 in the Camel Trophy.

Contributed by George

The Camel Trophy began in 1980 with three German teams driving Jeeps along the infamous Transamazonica Highway from Belem to Santarem in Brazil. Planned as a one-off promotional event, the Camel Trophy caught the imagination of all those who saw the images from this first journey. Subsequent events were held for the next 18 years with vehicles supplied by Land Rover. (1981 – 1998). A final waterborne Camel Trophy event was held in 2000.



The Series 3 was only used on one event, the 3rd in Zaire 1983, and probably represented the most ragbag mix of vehicles ever seen on the Camel Trophy. The vehicles were all 2 1/4 litre diesel station wagons in both 88" and 109" wheelbase versions. Team vehicles were all 88" versions and the support vehicles the 109". All were painted in sandglow with a black and yellow Camel Trophy decal on each side door, and a Land-Rover text down the side, which appears to be a cut down version of the Land-Rover V8 decal. Pressed aluminum Camel Trophy plates were fitted to

the front bumper, which was painted black. A small Camel trophy plaque was fitted adjacent to the rear door, while a small Camel Trophy sticker in the top RH corner of the windscreen and to the LH rear window denotes the convoy

Wheels were standard 5.5Fx16 finished in Limestone, which were fitted with 7.50 x16 tyres, although at least three used. Some vehicles were shod with Dunlop T29A Trakgrrips, Michelin XZY radials, whilst others had bar grips. From the up, all had auxiliary lights above the bumper, some of Lucas manufacture whilst others had lights of unknown manufacture, Bosch. A number were fitted with framed mesh guards mounted bumper, and braced to the wing. Where these guards were Jerrican mounts were also utilized. A roof rack was mounted on models with a rear door wheel carrier attached to it, which does to have been fitted to all the 109s. The roof racks had one extra mounted each side protected by weld mesh fitted to the front of Steel PSP was fitted to the sides of the racks. Rear lights were by the standard wire mesh basket lamp guards.

Winches included the Warn 8274 and the Fairey mechanical drum winch. Lifting and towing rings were fitted bumper and a rudimentary steering guard below.

There were no fittings for pioneer tools, no roll cage and no bull bars. That aside it must be said that the Series 3 has a certain charm in its simplicity, and managed to go the distance without the later "essentials".

It should be remembered that when this event was staged Camel Trophy had only been going three years and that Land Rover were not a sponsor. This probably goes some way to explain the highly varied nature of the vehicles. Unfortunately only very few of these early vehicles still exist, the majority having been broken up long since. One famously went up in smoke on the event, but this was actually as a result of an accident a journalist had with a petrol stove, rather than a vehicle fault.



number.
all of
types were
some had
bumper

possibly
to the
fitted, front
the 88"
not appear
lamp
the rack.
protected

above the

FOOTNOTE – PIMP YOUR LANDY



Trip Report – Back of Pinetown

Kenneth Jones

On the 29th March 2009 George and Ryan Goswell, Richard Wylie, Don Erwin, Alfie Shilton, Paul Stanley and myself met early (9:00) for a jaunt “back of Pinetown”.

For those of you who were there and are busy reading the article some of the photos may seem a bit out of place – in fact you may even notice photos of people who were not even on the trip that day.

I may as well admit that I forgot my camera at home but we have done the trip so often (this is generally where we spend our Thursday afternoons) that I saw no reason not to simply use some of these photos to liven the article and make it interesting for those that weren't with us that day.

I then received some photos from George from the day but the others were already in and looked good so I have simply left them in. One should never let facts get in the way of a good story.

For those of you who don't know – “back of Pinetown” is a euphemism for a trail that essentially starts at the hill just below the Mariannahill RTI offices.

The way to get there is to take the Mariannahill off-ramp from the N2, turn left and left again at Stockville Road just after the RTI offices. At the bottom of the hill, turn off into the bush and enjoy...

The trail almost immediately starts with a very nice river crossing. No-one got stuck this time but, on most past occasions, someone almost always does.



By the way, I am not stuck (photo on the left) but simply moving a rock out of the way.

Bob very kindly provides a picture of his rangie very solidly stuck.

Nice to have some documentary evidence of a landy towing out a rangie...



Paul of course, simply drives down the causeway, making it look too easy.



The trail includes one of the steepest hills I have ever driven – an adrenalin rush of note.



Two weeks ago, doing the same trail, Paul and I were insane enough to actually drive up this hill as a mate of his who was to join us on the trail had got himself stuck at the first river crossing.

At one stage only one wheel actually had traction and if it weren't for good ol' lockers we would never have made it. As it was Paul's hand was white from gripping the window edge.

The trail then crosses a number of streams and meanders along paths through the forest that include significant wash-aways – as can be seen in the photos below.



The last part of the first part of the trail provides the opportunity to drive along the river & includes a major mud-pit – Jan can be seen giving it the gears below.



The second part of the trail is accessed along the dirt track linking Stockville Road to Giba Gorge.



The trail passes through a river gully and under a fallen tree before offering some very interesting hills/climbs.



It is at this stage that “**Don’s Stump**” bears mention.

The stump can be seen in the left hand photo – in fact I’ve put a ring around it in red.

For the last four occasions Don has somehow never managed to quite get past this “stump”.

I may say that it gives me great pleasure (although I am sure not as great as Don's) that he finally managed to get up past this stump on our most recent trip to the area this last Sunday (I understand that George is proposing an article on “Don's Stump” so won't say much more about it).

TOO CLOSE FOR COMFORT



Paul's landy about to fall into the river during the AGM trail...



Recovery in progress.

WELCOME TO THE FOLLOWING NEW MEMBERS.

Remember it's your club and you will get out of it what you want to. You have purchased **THE BEST 4 x 4 x FAR** and now its time to use it. See you at the next club event.

Name	Vehicle/s	
Craig and Leanne Levy	Disco 3.9 V8 Auto	Range Rover Classic
Ronnie and Kathy Drew	109 Series 2A 1968/9	88 Series 3

Total Membership	151
Paid-up Members	127
Non-paid up members	24

Classifieds If you wish to place an advert, please forward the info to kenneth@pcvs.co.za

Please note that ads will run in two successive newsletters whereafter they will be removed.

For ease of reference those highlighted in red have already appeared and will not appear in the next newsletter unless you specifically send me an email asking me to keep the ad.

-
- I have a brand new water pump for Land Rover V8 or Range Rover. It is also suitable for Rover V8 sedan 70's R 1,500.00. I may be contacted on 031 767 1967 (Brian Collinge).

-
- Series 3S Firewall R 500
 - Series 2 Firewall R 1,600
 - Salisbury Diff for Defender or Range Rover conversion R 1,500
 - Defender wrap around bull-bar R 1,000 onco
 - Bench seats to fit rear of station-wagon, fold-up type. Good condition R 250
 - 2.25 Original Land Rover engines 4 off, complete with cyl heads, good exhaust manifold, Any reasonable offers considered
 - Weber 34 inch to fit 2.25 R 500
 - 109 Long Wheel base roof top. Come collect free. No scap dealers please.

Contact Paul @ 083 744 7072

For Free

- I have a 1975 Landrover Canopy Complete With Windows. Good Condition. Come and Collect.

Andre in Port Edward 082 467 5817

-
- Land Rover SWB Series 11A with hard top. 4.1 Chev Motor, Weber carb, front winch R15000.00 onco Contact 0847095615.

- For Sale

LT230 for Disco 2 with difflock 1:1.22 R 4,500.00

3.5 V8 from 101FC, Strombergs, 1:8.35cr 60,000km with all ancillaries, electronic ignition, ran perfect, stood for 2 years. R 4,000.00

2 x Stromberg carbs for 3.5 V8 R 500.00

V8 intake manifold from Defender R 200.00

Rover 10 spline front axle with discs R 1,500.00

Rover 10 spline rear axle with discs R 1,500.00

Rover 24 spline front axle with discs R 2,000.00

RRC windscreen in crate R 800.00

RRC windscreen rubber, sealed R 600.00

RRC rear right lens set R 300.00

RRC left front lens R 200.00

RRC pre 84 front grill R 200.00

RRC aircon system compl R 1,500.00

RRC radius arms with castor correction kit fitted R 500.00

RRC Disco 90 HD front coils (for winch) 174lb/inch R 400.00

RRC Disco 90 HD front coils 170lb/inch R 400.00

RRC Disco 90 MD rear coils (196lb/in) R 400.00

1 GY Wrangler MT/R (import) 90% tread 235x85x16 R 600.00

3 bolt RRC steering box R 1,500.00

RRC pre 84 rear seat with canvas cover R 400.00

RRC post 85 front seats (arm rest) with canvas covers. R 800.00

Disco 2 Jump seats x 2 R 600.00

Disco 2 rear lights in bumper x 2 R 200.00

Disco 2 head lights x 2 R 200.00

Disco 1 & 2 sunroof no drive unit R 500.00

Contact Eben Henning customrv@gmail.com 0834414145

- Campmor Wilderness Safari 3.5 m x 3.5 m dome tent (green rip-stop canvas) R3000.00
- Rear side seat for Defender R100.00

Contact Peter Ramsay on 083 780 7012 (Durban)

- 1999 DISCOVERY SERIES II colour silver 3.9 engine 21,3000 Km
NEW TYRES. THE VEHICLE IS IN GOOD CONDITION. R65,000-00

Ph: 082 966 2676 for more information. Ken Gordon.

- Series 111 LWB PUP land rover. Runs but needs some attention. R8000.00 onco or will consider breaking up for spares. Plus an aircon unit from a Defender TDi, complete unit. Contact Alex 0731660160
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- Brand new Modular wheels to fit Series - Defender - Discovery 1 - Range Rover Classic, available in sizes 15"x8" and 16"x8" in either black or silver, all wheels have extra wide offset and are perfect for all large offroad tyres upto and including 35"x12.5".

Great value at R2750 per set of 5, that's just R550 per wheel.

Contact Craig On 083 369 2297

WANTED

- **Wanted: Bullbar with winch plate, Aluminum Roof rack with ladder, gas bottle holder. Water tank with attachments. Safari snorkel. Winch. Retractable awning. Pull ring type glove box latch, for 2000 Defender. Contact Brian 0828420064**