

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

Vehicle 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 / Family Day Events

Tel:031 701 3115

Cell: 083 2250669

theambler@telkomsa.net

Vehicle Defender 90 TDi

Kenneth Jones
Newsletter Editor

Cell: 0845091427

kenneth@pcvs.co.za

Vehicle Defender 110 DC TD5

Peter Bassett
Member W/O

Tel: 0724291750

conical@telkomsa.net

Vehicles Range Rover P33

Series 1 107 5 door

Michael Lauterbach
Web Page

Cell: 0823720997

mike@edelnat.co.za

Vehicle: Defender 110 TDi



LANDROVING IN KZN



July 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,

Firstly, apologies for the delay in the newsletter – there were a couple of things that needed clarification at our most recent committee meeting.

The first of these is that we have been given the opportunity to act as a convoy for a group of doctors who have walked from Cape Town to Pietermaritzburg to heighten AIDS and HIV awareness – details below.

The second is that the following members have been co-opted to run the gates recce and gates event on the 22nd and 23rd August. George is understandably not available and it's my wife's birthday on the 22nd (must remember not to clash these things in the future).

These members are:

- Paul Stanley 082 777 7976;
- Gary Evangelista 084 433 5175; and
- Jan Viljoen 082 824 3030

They will, together, co-ordinate both the gates recce and gates event. If any other members would like to assist, please give them a call.

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.**"

PS. Due to space & size constraints the article on Jan's landy has been moved to next month.

Enjoy.

Ed



"RECOVERY" POINT

Vehicle will remain nameless but suffice to say that this is not exactly what the club had in mind in terms of recovery points.

LROC KZN PROVISIONAL EVENTS DIARY 2009

When	What, where	More Info.	CONTACT PERSON	Grade
Sat 15 Aug	HIV/AIDS AWARENESS CONVOY DRIVE, PIETERMARITZBURG	A group of doctors are walking from Cape Town to Pietermaritzburg to raise HIV/AIDS awareness. The club has been invited to escort participants on the final (Pietermaritzburg) leg of the journey. Contact Paul Stanley if interested. Club banners and flags will be flown and there will be a fair degree of media attention and exposure for the club.	Paul Stanley 082 777 7976	1
Sat 22 Aug	3 RD GATES RECCE	3rd Gates event recce. Inchanga Valley is the venue. 09h30 is the meeting time at the valley road turn off on the R103, top of Inchanga.	Paul Stanley 082 777 7976 Gary Evangelista 084 433 5175 Jan Viljoen 082 824 3030	4 - 5
Sun 23 Aug	3 RD GATES EVENT	3rd 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. SEE NOTE BELOW.	Paul Stanley 082 777 7976 Gary Evangelista 084 433 5175 Jan Viljoen 084 433 5175	4 - 5
30 Aug	FERN CLIFF PIETERMARITZBURG	Meeting place is the BP garage on the N3 before Cato Ridge. 08h30 for 09h00 depart. It's a family social day with a short dirt road drive to a picnic spot for a BYO braai.	Jean Ambler 0832250669	1
Sep / Oct	BOSTON DAY TRIP	The Boston trip has been moved and the details will follow	Jean Ambler 0832250669	1
20 Sep	FUN DAY	Cumberland Nature Reserve outside PMB, family social day. More info to follow.	Jean Ambler 0832250669	1
18 Oct	4 TH GATES	Venue to follow	George 0836581324	4 - 5
30 Oct – 1 Nov	ALBERT FALLS DAM	Halloween Camp over at Albert Falls Dam. More info to follow.	Jean Ambler 0832250669	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 0832250669	1
27 – 31 Dec	LESOTHO	4/5 day Lesotho trip. Route info to follow.	George 0836581324	3 - 4
Jan 2010	DUZI CANOE	The LROC KZN provides support and marshalling on all 3 days of the Duzi Canoe race. If interested in helping for 1 day or all 3, please give Henry Cochrane a call.	Henry Cochrane 0829220370	1
Feb 2010	21 ST AGM LROC KZN	Its that time again, 21 st AGM LROC KZN.	Selwyn Ambler 0839926969	1 - 5

NOTE : 3rd Gates Event .

1. Only paid up LROC members will be able to compete in the Gates Events from now on.
 2. Non LROC members welcome to attend as spectators.
- Only LAND ROVER vehicles will be allowed to take part. No other make of vehicle.

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

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
------------------	--------------------------------	---	----------------------	---

Trip Report – Inchanga Valley: 28th June 2009

Kenneth Jones



They say that pictures are sometimes worth a thousand words. In Gary's case – above – they'd be right. What happened here is that he was following Jan. Jan felt the bank give way but managed to power through. Gary's line was slightly over from that of Jan with the result that, coupled with the sinking bank, led to his landy almost going over onto its side.

Fortunately no damage was done.



Both Ryan and Byron got hopelessly stuck in the thick Umgeni clay – Ryan up to his axles in this photo.

The day, as always, was absolutely fantastic and was repeated on the 2nd August.

Most of you will, by now, have heard of George's fall on the 2nd. He was driving on top of a ridge when the rangie started slipping sideways. There was nothing anyone could do and, through no fault of his own, fell into a deep pool of water.

Fortunately George got out relatively unscathed (considering the circumstances) but it could so easily have become very tragic and was a bit of an eye-opener for all of us.



Trip Report – Baynesfield: 19th July 2009

Betty Gordon

We live 100 km south of Durban “in the middle of the sugar cane” and worried about being late for the 8.30 AM meeting near Cato Ridge. By the time we reached Mariannhill Toll Plaza it already seemed like hours since we had left home but at the BP petrol station we arrived 30 minutes early and were able to watch eagerly for each subsequent Landrover arrival.

Departure at 9 AM, as planned, proceeded in a dignified procession of 11 Landrovers and 1 Toyota all following our leader for the promised back roads scenic drive which began by turning left on exit 53 presumably in the Cato Ridge/Camperdown area. I have no sense of direction and although I compensated by jotting down every turning, every signpost, every landmark, producing copious notes on the back of our June Newsletter, it reminded me of one of those pinball machines where the little silver ball is prevented from reaching its destination and forced to take all manner of inexplicable twists and turns. You see, I had drawn a ring around “Baynesfield” on my map and I could read certain areas that were nearby. The places we approached didn't seem to bear any resemblance.

We passed through a township and over a drift: “Funeka Trading Store”, “Thembaletu Supermarket”, “GabiGabi” High School, “Mr. Phone” a public phone housed in a concrete structure reminiscent of a Blockhouse, signposted warning of 40 km and humps which didn't seem linked to anything. At last we came to a recognised name. We were on the R624 to Eston and passed the Sugar Mill with, what for us is an all too familiar smell, the rich aroma of molasses. We passed “Angels Way”, a track on the right which sounded promising and after more humps and a signpost for “Camp Jonathon” we turned left for Mid-Illovo but before reaching somewhere familiar we were off again by turning right for “Ntimbankulu”. We were surrounded by shoulder-high cane, the sky was an uninterrupted colour-wash of deep blue and as we emerged from the cane we had a vista of cane fields and pasture with patches of dark green plantation along the ridges of the far distant hills. “Mountain Pass Please Drive Carefully” and we drove through plantations with craggy cliffs on our left and out to a high view sight where we stopped, stretched, grouped, chatted, took photos, sipped coffee and did all the other things Landrover Club members always do.

After leaving I noted we were on the D248 and then D411 and suddenly like a light in the darkness I saw a T-Junction with T.L. for Thornville which I knew was near Baynesfield. We drove beside a logging station and had more extensive views of great dark green plantations. I began to feel as if KwaZuluNatal is one enormous canefield fringed with exotic tree plantations.

The last part of the drive had been excessively dusty and as we were ninth in the queue it did get pretty intolerable at times. Thankfully Ken had just fitted new windscreen wipers.

I had just about got to the stage of disloyal, rebel-like thoughts of how much more I relish driving through Kruger Park, when remarkably there was a Longcrested Eagle perched in full view on a telephone pole. We emerged from the plantations and turned right onto a tar road beside a railway line.

When you see such a civilised thing as a railway line then you simply KNOW you must be near somewhere so I got out the sweet jar and relaxed.

One more signboard for me to note: "Zakhe Training College" and then it was "Baynesfield" and we turned into the avenue approaching the estate. The happy greeting by the Rotarian who allowed us "Pensioners' Entrance" was repeated everywhere we wandered through the stalls and exhibitions. The sunny, calm, warmly cool, day was perfect and the atmosphere one of family fun, good nature, friendliness combined with cleanliness and efficiency. It was a special day with vintage military vehicles and equipment, mediaeval knights in shining armour fighting (great when they were grounded and had to be hauled up to enable them to stand), and all sorts of stalls. I liked the way they served a humble old 'wors roll on a little polystyrene tray. But what to do with the tray afterwards? I couldn't seem to see a rubbish bin and just brought it home. But here is the amazing thing. I DIDN'T SEE EVEN ONE TINY PIECE OF LITTER ANYWHERE!

Being an unusually busy, full day the cars and motorbikes (lots of bikes) were parked on healthy, thick green grass which was ideal for setting up our chairs, getting out our sammies and thermos and having ourselves a picnic. Two Harley Davidson guys were tickled pink "Doing things in style" they called. And that was just the whole relaxed and happy atmosphere of the place.

CAMEL TROPHY: A SHORT HISTORY

Kenneth Jones

The Camel Trophy began in 1980 with a crossing of the Transamazonica highway, subsequent events have been called "the Olympics of 4x4". They were all about adventure and exploration. Over the next eight years, the expeditions crossed Sumatra, Papua New Guinea, Zaire, Brazil, Borneo, Australia, Madagascar (the first north-south crossing) and Sulawesi before returning to the Amazon. These grueling tests of human endurance brought together teams from around the world in the hope of triumphing in some of the most treacherous off-road conditions imaginable. Team work and camaraderie were crucial. The competitive element came in a series of "Special Tasks," such as winching and timed driving routes, in which the national teams competed against each other.

In the 1990s, the Camel Trophy headed to Siberia and the USSR, followed by Tanzania, Burundi, Guyana, Argentina, Paraguay, Chile (the "Road to Hell" event), Belize, Mexico, Guatemala, El Salvador, Honduras (controversially serving 500 out-of-season lobster at a dinner), Kalimantan (a thousand miles and 18 rollovers to celebrate the first crossing of the island 100 years previously) and Mongolia. But the Camel Trophy didn't just change venue. Over the years, the event evolved from a mud-plugging expedition to involve elements of adventure sport, such as kayaking, mountain biking and winter sports. Teams were selected by each competing nation in competitions held nationally, designed to test the athletic, engineering and driving prowess of potential candidates. For some events, a million people applied to take part! One person's hell is another person's heaven.

Although the events had an impact on the environment through which they traveled, there were ways in which the Camel Trophy benefited the local society or environment. In 1993, for example, the teams worked through the night to build an environmental monitoring station in the jungle so biologists could accurately study the flora and fauna of an area which had barely been explored previously. In all the events, the convoy's progress reopened roads and tracks which had fallen into disuse and frequently rebuilt bridges and repaired sections of damaged tracks.

In 1998, the Camel Trophy returned to Argentina and Chile for the penultimate Tierra del Fuego event. The Freelander made its debut and was used to speed the competitors six thousand miles across the remote and snowy environment. Outdoor pursuits dominated the event. Shortly afterwards, Land Rover, a major sponsor, felt that the Camel Trophy was moving away from adventure and exploration and a news release indicated they would not sponsor future events. This ultimately led to the cancellation of the 1999 event which was planned for Peru.

"We have enjoyed a unique relationship with the Camel Trophy event over almost two decades and it has played a major role in sustaining the image of Land Rover as the manufacturer of the best 4x4's in the world. However, with the changing character of the event it will no longer provide us with an active demonstration of Land Rover's brand essence - limitless capability. We wish Camel Trophy every success with their new format. As for Land Rover, future activities will concentrate on our customer base with the emphasis very much on rugged off-road adventure." Martin Runnacles, Rover Group Marketing Director

In 2000, the Camel Trophy returned with a new style of event. It developed the spirit of the Tierra del Fuego but the 32 competitors explored Tonga and Samoa in RHIB powerboats. Although the event was successful as a sporting activity, it failed to give the sponsors the exposure they desired. In the future they would concentrate on fashion, not performance. It was to be the last Camel Trophy.

The Camel Trophy originated in 1980 with three Jeep-equipped German teams exploring the Amazon. After that first event, the organisers turned to Land Rover and over the course of the next twenty years, all of the Land Rover vehicle range were used. Range Rover, Series III, Defender, Discovery and Freelander vehicles all appeared in the distinctive "sandglow" colour scheme.

The vehicles were heavily modified by Land Rover Special Vehicles with a range of expedition, recovery and safety equipment, including:

- Safety Devices roll cages
- Under body protection and steering guards
- Modified electrical systems
- Winches
- Dixon Bate tow hitches and recovery points
- Mantec snorkels
- Transmission breathers
- Michelin XCL or BF Goodrich Mud Terrain tyres
- Upgraded suspension and transmission components
- Auxiliary fuel tanks
- Webasto fuel burning heaters
- Brownchurch roof racks
- Hella driving, spot, fog, convoy and work lamps
- Bull bars and bush wires
- Flag poles
- Expedition tools, Jerry cans, Pelican cases, Zarges boxes, high lift or New Concept air jacks, sand ladders, axes, ropes, drawbars, spades
- Garmin, Terratrip and other navigation and communication equipment

Generally speaking, except for support and specialist vehicles, the Land Rovers were only used for one event. Some competitors purchased their vehicles and many remained in the host country. Consequently, those vehicles that returned to the UK were highly sought after as they were low mileage - but they were "Camel Trophy miles"! Unfortunately, they were stripped of most of their equipment by Land Rover before they were released and restoring the vehicles to their original condition is expensive and time-consuming. Collectors of these vehicles turn to the Camel Trophy Owners Club to help them research and restore their vehicles.



Over the 18 year period in which the Camel Trophy featured Land Rover vehicles, Italy ultimately won the Camel Trophy three times - in 1982, 84 and 87. The Netherlands, France, Germany and Turkey all won the Camel Trophy twice.

Year	Camel Trophy Winners	Winning Competitors' Names	Team Spirit Award	Special Tasks Award	Land Rover Award
1980	N/A	Klaus Karttna-Dircks and Uwe Machel	N/A	N/A	N/A
1981	West Germany	Christian Swoboda and Knuth Mentel	N/A	N/A	N/A
1982	Italy	Casare Geraudo and Giuliano Giongo	N/A	N/A	N/A
1983	The Netherlands	Henk Bont and Frank Heij	N/A	N/A	N/A
1984	Italy	Maurizo Lavi and Alfredo Redaelli	N/A	N/A	N/A
1985	Germany	Heinz Kallin and Bernd Strohdach	Brazil	N/A	N/A
1986	France	Jaques Mambre and Michel Courvallet	Australia	N/A	N/A
1987	Italy	Mauro Miele and Vincenzo Tota	Spain	N/A	N/A
1988	Turkey	Galip Gurel and Ali Deveci	UK	N/A	N/A
1989	UK	Bob Ives and Joe Ives	Belgium	N/A	N/A
1990	The Netherlands	Rob Kamps and Stijn Luyx	Canary Islands	N/A	N/A
1991	Turkey	Menderes Utku and Bulent Ozler	Turkey	Austria	N/A
1992	Switzerland	Alwin Arnold and Urs Bruggisser	USA	France	N/A
1993	USA	Tim Hensley and Michael Hussey	Canary Islands	France	N/A
1994	Spain	Carlos Martinez and Jorge Corella	South Africa	Spain	N/A
1995	Czech Republic	Zdenek Nemecek and Marek Rocejdl	Russia	Czech Republic	N/A
1996	Greece	Miltos Farmakis and Nikos Solirchos	South Africa	Russia	Greece
1997	Austria	Stefan Auer and Albnecht Thousing	Sweden	N/A	N/A
1998	France	William Michael and Marc Challamel	South Africa	N/A	Spain

FITTING A ROLL CAGE TO A TD5 DEFENDER D/CAB

Kenneth Jones

Since I own a Defender double cab, the following article, taken off the net, was of particular interest to me. I have been toying with the idea of a roll cage for some time now – funds permitting of course.

In the light of recent events – George's mis-adventure on the 2nd August 2009 – the subject of roll cages has become something more than just a talking point. Unfortunately, we, in South Africa, don't have access to roll-cage kits like they do in the UK but this article may give some ideas to the more mechanically minded of us.

Below is a step by step photographic illustration of OEC International fitting a full external roll cage to a Land Rover Defender double cab Td5. PLEASE NOTE. OEC International has been fitting roll cages for a long time and therefore may appear not to follow the instructions provided with the cage, word for word. If you are thinking of attempting to fit your own roll cage in the future, make sure you follow the instructions that accompany the roll cage as supplied by P&P and do not use this as your sole step by step guide.

The good news is Land Rover Monthly in association with OEC International will be publishing a step by step guide to fitting an external roll cage in the forthcoming months.

Land Rover Double Cab Td5



Step 2: Roll cage - Protection & Performance manufacture roll cages to suit most vehicles and for just about any requirement. We have been using P&P for all our cages for just on 2 years. Their service is fantastic and the cages are built to the highest standard. I always say to our clients, 'roll cages are probably the single most expensive accessory you need to consider fitting. Unfortunately it is also that one accessory you will wish you had fitted when you need it' .

For this particular project we ordered a bolt together full external roll cage with a bespoke designed rear cradle.

Expect to spend a good couple of hours carefully removing the packaging. Be careful if you use a blade or stanley knife to cut off the wrapping that you dont damage the powder coating!



Sometimes it is a good idea to part make the roll cage before doing anything else. Two of you can then lift the part built cage into position to check the fitting before drilling holes in the body work!!

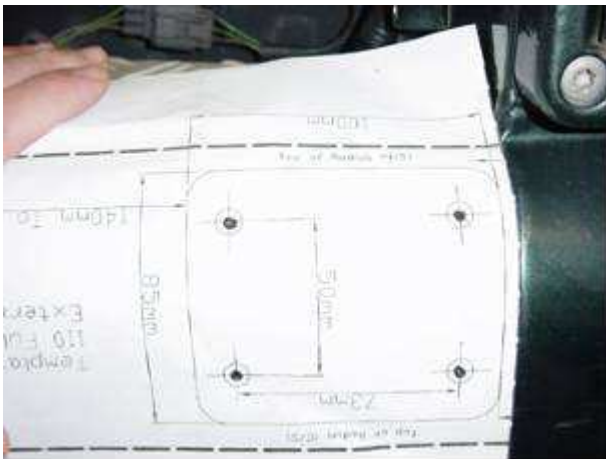


Because we had designed a bespoke rear cage section with a removable cradle we needed to be sure it fitted over the canopy. Good. Everyone happy - time to strip off the snorkel.



When it comes to fitting a roll cage, snorkels already fitted to a vehicle can be a nightmare sometimes. Thankfully we had planned well in advance for this particular case. So off with the Southdown 4x4 snorkel.

Using the templates supplied by P&P, mark out the positions of the roll cage to body mount locations (6 body mounts in total). Each mount has four holes.



Drill out the four holes for each mount.



Around the snorkel, in this particular instance, we marked where the body mount of the cage would sit and using a cutting disc, carefully cut the moulding. It is not advisable to use a cutting disc unless you feel 100% confident to carry out this technique.



Prepare the mounting point near the snorkel.



This particular roll cage bolts through the body work of the vehicle and fixes to internal struts which means the weight of the cage and forces involved (in the event of roll) are transferred down to the chassis. It is strongly advised to follow the fitting instructions carefully as they guide you through the techniques of inserting the chassis mounts and internal front struts.

Chassis mount located in position. Existing bulkhead to chassis bolt ready to be replaced and tightened back up.



Internal strut photographed externally in the position it would sit once fixed internally.



Internal strut fitted and fixed to the chassis mount.



With the two front internal struts in position and fixed to the chassis, fit the front windscreen hoop and lower windscreen bar. Insert the bolts and loosely fix their nuts keeping the front hoop in position.



Refit the snorkel and ensure it doesn't rub or vibrate against the roll cage.



Position the internal B-pillar hoop inside the vehicle.



Measure where the roll cage mounts to the cab roof by loosely fitting the bars that span from the front windscreen hoop backwards.



Mark and drill the mounting holes accordingly.



Align the internal B-pillar hoop, temporarily fixing the seat belt mount brackets. Check the internal hoop mounting holes align with the external cage mount holes you have just drilled out. Mark the roof liner and cut it carefully. In some instances an internal sensor will be fixed in the exact position you need to work. Temporarily loosen the sensor knowing you will have to relocate it at the end. **IMPORTANT** - this is only a brief synopsis of how one fits a roll cage. Before cutting the liner make certain you read the fitting instructions carefully and you have marked the exact location the cage fixes to prevent a roof liner disaster!!



Bolt the internal stub saddle to the external roll cage bar - sealing the holes at the same time.



Re-position the internal B-pillar hoop and bolt it up to the stub saddle and seat belt mounts.



View of the internal B-pillar hoop bolted through to the external roll cage bar.



Finally mark, drill and bolt the B-pillar hoop through the second row floor.



B-pillar hoop bolted in and complete.



Gain access to behind the second row seats. Position the internal strut. The internal strut connects the chassis outrigger mount to the external roll cage. Mark out and drill the fixing holes.

NOTE: It is difficult to gain access to the middle chassis outrigger mount for photographing. Follow the instructions provided to carry out this fitting.



Holes drilled out. Make sure you clean up any swarf before continuing.



Position the external rear cab hoop. Align the hoop with the existing bars already fitted and the internal struts (already fitted to the chassis) and bolt it all together.



View of external rear cab hoop being fitted.

In the bed of the double cab, align the chassis mount underneath the rear wheel arch and mark the hole where the internal strut that fits to the chassis mount fits through. Cut out the hole and feed the internal strut through.



View looking up inside the rear wheel arch. Rubber grommit can be viewed through the hole.



With the chassis mounts secured to the chassis and the internal struts secured to the chassis mounts, bolt the face of the internal struts through the body to the external roll cage. NOTE: The middle and rear internal to chassis struts are secured with an M10 bolt. The position of this bolt is only identified during fitting and does not come predrilled. By fitting the chassis mount, aligning the internal strut and loosely bolting up the external cage one can drill out the hole where the internal strut fixes to the chassis mount.



Bolt up the final external roll cage bars including the rear (removable) cradle.



Bespoke cradle design.



The finished product, including 4 PIAA spot lamps switched and wired in.



During fitting the bolts aren't tightened up as you progress. They are only fitted with their nuts loosely tightened. You only tighten all the bolts up securely at the end when the entire cage is fitted. Methodically work your way round all the bolts twice to ensure everything is tight and the cage is true.

Finally, as a word of caution, Land Rover Double Cabs are notoriously difficult to fit roll cages too, mainly due to their inexact tolerances. In this particular instance we measured a 3/4 inch difference between the length of each side before fitting the roll cage. Therefore ensure to leave yourself plenty of time for fitting or failing that get a professional company such as OEC International to carry out the work for you.

RECOVERY GONE WRONG

Kenneth Jones



Firstly, guy drives car off the pier into the water (See red circle). Recovery truck arrives and....



They then call for a bigger truck....



And....



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.

Owner	Vehicle	Address
Jarryd Murray	1997 Defender 90 CSI	Salt Rock

Total Membership	152
Paid-up Members	136
Non-paid up members	16

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.


For Sale


4 No white 16inch 7J rims for sale, excellent condition R 1,000


2 No 16inch General tyres for sale, 90% tread life left R 1,200


Regards

Darryne Welgemoed

 : (+27) (0)31 764-5660

 : (+27) (0)31 764-5661

 : 082 568 5658

 : darryne@fountain.co.za

1977 S3 Lightweight partly stripped, complete with canvas tilt and LPG gas. Vehicle was running prior to stripping front fenders and wiring. Urgent sale call Mike Cullen 082 447 3699 or 031 7673557

Land rover series 1 88 inch and land rover series 1 107 station wagon for sale , both missing some parts for more info please send me an email landyloverscoza@telkomsa.net. Johan.

• **Wanted:**

Do you have or do you know of someone who has an old shipping container that they would like to get rid of. The LROC KZN is looking to acquire / purchase an old container to be used to store the clubs assets. (Trailer, tents, old clubs records etc.) The LROC will arrange the transport of the container. Please contact George 0836581324 or Selwyn 0839926969.