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LANDROVING IN KZN



September 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,

This month's newsletter was meant to go out early as we had just done the last "official" trip – Shongweni – on the 20th) & I've included some photos of this event but we had some "unofficial trips" later on during the month & I thought I could include photos of these in the newsletter.

Again, we saw a great turn-out on the Shogweni trip – 17 vehicles – despite the short notice so thks for the support guys.

Apart from Jean's Halloween event planned for the 30th October, the next trip is only in November (the 4th Gates event).

To follow on from last month's technical slant to the newsletter we look at suspension problems sometimes caused by that lift we all want to do to our vehicles.

There is also a short article on wading – something some of us have had some experience with – as well as the usual odds & ends.

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.**"

Enjoy.

Ed

"SEAT COVERS FOR YOUR SEAT COVERS"

George Goswell

This picture is dedicated to **Paul Chantler** as Paul is apparently the only one known of in the club who has additional seat covers to protect his Melville & Moon seat covers.



LROC KZN PROVISIONAL EVENTS DIARY 2009

When	What, where	More Info.	CONTACT PERSON	Grade
11 Oct	BAYNESFIELD ESTATE	This Sunday 11 October is SPRING DAY at Baynesfield Estate. It's an OPEN day with all the museums and exhibits open to the public. Market stalls, food stalls and a bar, what else do you require. The Vintage Tractor and Machinery Club has cut a small 4x4 track in a field past the Museum buildings. It is hoped to set a few fun obstacles which will be open to all and anyone to have a try.	George 0836581324	3 - 4
30 Oct – 1 Nov	ALBERT FALLS DAM	Halloween Camp over at Albert Falls Dam. If interested please give Jean a call as booking is essential and the camp site is filling up fast.	Jean Ambler 0832250669	1
8 Nov New Date	4 TH GATES	Venue to follow	George 0836581324	3 - 5
Nov	LANDY VS TOYOTA	Land Rover vs Toyota challenge. More info to follow.	George 0836581324	3 - 5
Dec	END OF YEAR 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
21 - 23 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. Lots more to follow.	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.

“27th September 2009”

Kenneth Jones

Noting that the last “official trip” was on the 20th and - apart from Jean’s Halloween event planned for the 30th October - the next trip is only in November (the 4th Gates event) a bunch of us got together & decided to cut a new trail to the bottom of the 2nd waterfall at Shongweni.



We essentially made our own trail with Gary leading the way.

After losing his exhaust – see photo above – and the way basically barred by the riverbed & some huge rocks we decided that we would definitely be back but probably make a weekend of it.



The day wasn't, by a long shot, over with a very interesting mud-hole providing some very interesting entertainment.



One doesn't often see photos of Paul being stuck, especially with his new tyres & lift so this photo tells a story on its own.

The photos tell the story on their own.



PHOTOS OF THE DAY – Byron has the honours!



SUSPENSION LIFT PROBLEMS

George Goswell

Last month I wrote about fitting larger tyres and fiddling with the gearing to compensate for the larger tyres. Well, with larger tyres comes another problem. The suspension was not designed to support the larger diameter wheels and you will find that the tyres catch on the body panels. To correct this a suspension lift can be fitted to the Land Rover, which will allow the larger tyres to fit under the body and not rip bits off, BUT the lift has its own problems. The height of the vehicle is raised and needs to be taken into account when parking in the garage and if you are short it's a bigger climb to get in. These are easy problems to sort out but the main problem will be felt when taking the Landy for a test drive after the lift is fitted. The Landy will wander all over the road and a vibration will be felt at speed on the highway. This will result in a less than pleasant driving experience!

Why you ask, when all that's been done is longer springs or a lift under the springs fitted???

The wandering will be caused by the castor angle, which will have changed and the vibration will be from the back propshafts. More on the propshafts later but 1st, what's the castor angle?

To steer the Landy the front hubs needs to swivel and in a solid beam axle the hub is positioned on 2 bearings (top and bottom) in the swivel housing. Looking at the axle from the side, the swivel pins (bearings) are not vertical but are angled so that the lower bearing is further forward than the upper. This tilt of the swivel pins axis is the CASTOR ANGLE. A line drawn down through the upper and lower swivel bearings would touch the road ahead of the tyre contact patch, so the wheel is trailing slightly behind its steering pivot point. That makes the wheel act like furniture castors, adding the main self-steering effect to the steering. Most Land Rovers have about 3 degrees of castor angle.

Lifting the suspension will move the chassis away from the diff, which will rotate the diff slightly depending on the size of the lift. This rotation of the diff will reduce the castor angle to zero or worse. A rough calculation shows that castor angle is reduced by around 1.5 degrees for every 1" increase in the front spring length, and reduced by 0.6 degrees for every 1" increase in rear spring height.

Various options to restore the castor angle.

- The bushes in the front radius arms can be replaced with off center bushes.
- Replace the front radius arms with castor corrected ones.
- Replace the inner swivel housing with castor corrected ones.



All of the above correct the castor angle but will do nothing to correct the the propshafts. The propshaft alignment is altered as the transfer box flanges

moved higher above the diff flanges, increasing propshaft operating angle and subjecting the UJ additional pressure. This is the cause of the vibration felt at speed on the highway. To correct propshaft the universal joint (UJ) yoke needs to be replaced with a wider unit (30 degree) or double propshafts fitted (as on the Disco 2). On the rear wider yoke needs to be fitted as well as cranked (kinked) trailing arms. The cranked trailing arms will change the angle of the trailing arm the chassis end and reduce the pressure on bush as well as the angle of the UJ.



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The lift will also raise the chassis end panhard rod, which moves the front axle slightly sideways in relation to chassis. You will notice the front axle sits out of centre (more to the than the passenger (RHD). The panhard rod will need to be replaced adjustable unit, which allows adjustment to centre the axle once again.

And we have not even spoken about how the shocks will be affected by the suspension lift.

If you increase the spring height by 2" your shocks will have further to by 2" in fact. Standard shocks will bottom out before the spring and the axle will hang on the shock, with the possibility of breaking the shock. You can solve this by fitting longer shocks or modifying the shock mounts and remember that in most cases the bump stops will also need to be replaced with larger units.

After all the mods above there is also the length of the brake hoses, which will need to be replaced with longer ones as the standard ones risk being ripped off their mountings.

Is it worth it ???? I hear you say. Yes very much so for various reasons.

The approach/departure and breakover angles are improved, larger tyres can be fitted and when off-roading the extra articulation aids traction over uneven ground and lastly it looks good.



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travel,

Shongweni Waterfall - 20th September 2009

Kenneth Jones

Despite very short notice, the Shongweni waterfall trail went off well with 15 Land Rovers and 2 visitors.

The trail was more laid-back with a few obstacles for the adventurous to have fun.

The recovery rope was only used once and even then it was just a short 1m pull to free a diff sitting on high ground.

George made a comment that he was gratified to note that the regular club members who attend the various trails have good solid recovery points.

This makes the whole event just so much easier, particularly for the trail organizer.

As always photos tell a great story – thks for these, Greg – as follows:



A pretty good quote was the following one I came across: *“My solution when I come across water in the wild: stop, take out a beer and wait for someone more adventurous to arrive.”*

Having said that, the following offers some practical advice on wading:

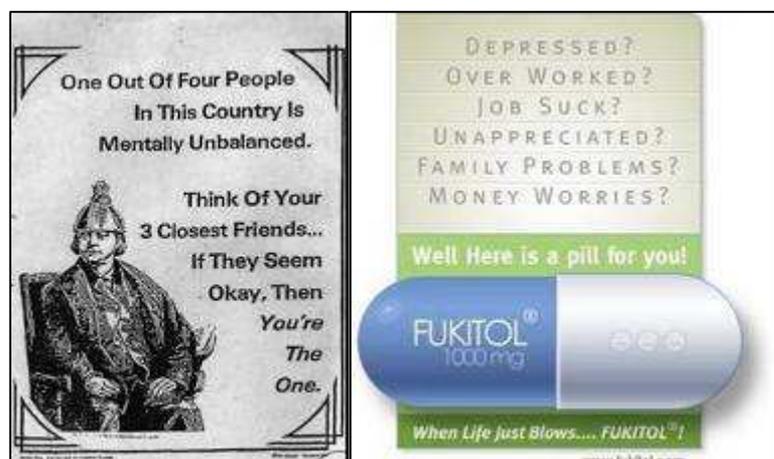
VEHICLE PREPARATION:

1. Check your breather pipes from your front axle, gearbox and transfer box. These breather pipes should be secured by zip ties as high as possible in the engine compartment (sometimes these can fall to lower levels without one knowing).
2. Extend your rear differential breather pipe into the engine compartment and also secure it as high as possible (the factory fits the breather pipe at chassis level just above the rear axle which is ridiculous! I recently sucked over 200ml of water into my rear axle where I have just fitted an ARB rear diff locker - needless to say that the oil looked like a chocolate milkshake when flushed out a day later).
3. If you are anticipating undertaking wades of over 1m, I would highly recommend extending all the breather pipes into the cab to sun visor level.
4. Seal the holes in the battery compartment under the passenger seat temporarily with duct tape from the outside, under the car (water can pour into your Defender through this compartment - just make sure you remove the duct tape after the wade to prevent hydrogen build up in the battery compartment, which will present an explosion hazard).
5. Grease or spray (Q20) all electrical plugs, fuses, electrical connections etc. to assist in preventing ingestion of water into electrical components.
6. Make sure that there is NO play on your wheel bearings (or other bearings) or you WILL get water into them, and soon after they will need to be replaced.
7. Obviously... if you intend wading through water deeper than 550mm, then fit a snorkel to prevent water ingestion into the engine (potentially the ultimate disaster and unnecessary expense). If your snorkel is more than 5 years old, then check the integrity of the sealing between the snorkel and the vehicle bodywork. Reseal with CAR silicon if required.
8. Let your vehicle's mechanical components cool down before undertaking the wade (have a picnic lunch and relax - warm components will cool quickly when submersed and will suck water inside, if they are already cool then the likely hood of ingesting water into mechanical components is reduced).
9. Make sure the doors, windows, sunroofs, vents etc are closed properly before embarking on your wade, and turn on your fan to maximum to create a positive pressure within the cab (Switch the power-sapping aircon off for the wade).
10. Temporarily waterproof your battery - water can enter the battery's distilled water compartments through the multiple filler caps' breathers if it is submersed for a long period of time.
11. Baggage - MAKE SURE that clothes, cameras, binoculars, radios, phones, important documents and money etc. are stowed as high in the cab as possible (or in another vehicle altogether). You do not want to find yourself stuck mid wade, vehicle filling with water, scrambling to get your valuables higher than the water level. (NB: Remember that safe's are not waterproof and are usually installed at low level in the vehicle – this will fill with water and wet all documents & valuables in there and possibly damage the lock).
12. Connect a shackle and snatch strap to your rear recovery point and wrap the strap around the spare wheel in case you stop mid wade and require an urgent and immediate recovery.
13. Know where your electronics are harboured in your Defender. I noticed in the new Pumas, that all the electronics is secured in a compartment below the driver's seat! This in my opinion seriously reduces any maximum wading depth that should be attempted by a driver. Once you dunk those circuit boards into muddy water, you're in for a world of despair, misery and hurt.
14. Make sure that you have ALL the correct spare oils in your vehicle so that if water ingestion contaminates any of the oils, you can flush it out and replace it (2 to 3 times). It would be inadvisable to attempt long and deep wades if you do not sufficient quantities of spare oils.

WADE ANTICIPATION & STRATEGY

1. Have a good idea of what the water depth is throughout the entire length of the wade, and how far the maximum depth is maintained (a little difficult to establish in the crocodile infested waters of the Kwai River in Botswana).
 2. Check the exit on the other side of the river - is it a steep slippery slope beyond the wade? If so, then the chances of you getting out on the other side are significantly reduced and you should seriously consider another crossing point.
 3. MAKE sure that when attempting a wade that you get through first time! Don't get bogged down. For me, the biggest risk during a wade is stopping at some point in a deep section, through loss of traction. (I was 1.1m deep at Bergkraal three weekends ago and sure enough my tyres lost traction in the sludge beneath the water - next thing I know, water is pouring through the doors and battery compartment into the cab, filling the vehicle up to the seats - very unpleasant). If you think you're going to get stuck in the middle, take your wife's advice and avoid the wade. An irresponsible wade attempt can leave you stranded and unceremoniously end your holiday.
 4. A big problem with getting stuck mid wade, is that every part of your vehicle will undergo swift cooling, causing a suction pressure in almost every mechanical component including the engine, gearboxes, axles, bearings, fuel tank, electrical plugs, power steering system, etc. It also gives the water time to seep (or pour) into the cab, flooding things like your battery compartment, hand brake, fan blower motor, fuse arrangement in front of the gear lever. Unfortunately these things do not react too well to water.
 5. Remember that if you wade deeper than 1.5 metres and get stuck, it is almost a certainty that the cab will fill up above the steering wheel submersing your speedometer, ECU unit, radio and any other electrical equipment that is at steering wheel level. You're taking a big chance wading through a river of this depth, so MAKE SURE you get through on your first attempt.
 6. Getting stuck mid-wade also presents a nasty situation in that if you are in the middle of the Kwai river, you would not really want to swim to either side of the river and you can find yourself stranded there... on your roof rack. You are putting your life at risk by swimming around the vehicle, connecting snatch straps and shackles under water and then swimming to a recovery vehicle.
 7. Keep your engine running as long as you are 100% sure that your air intake is above water level. Stopping the engine, could lead to water being sucked back down your exhaust pipe and into the engine – expensive and not advisable.
 8. As your vehicle fills with water, so its force on the bottom of the river will be increased slightly, thus potentially giving you more traction (but your vehicle is also heavier to get going). It may be worth trying to drive out of the river once your vehicle is full of water.
 9. Under no circumstances attempt to switch on your ARB diff locker if the bonnet is completely submerged, as water will be sucked directly into the compressor. The diff lock should be off for the wade and remain off no matter how eager you are to switch it on. The compressor will “top-up” the pressure in the rear locker from time to time, and if the compressor happens to be submersed at that moment, it will ingest water into the compressor mechanism.
 10. Once your vehicle has been recovered, turn off the ignition, open the doors and other compartments to allow ALL the water to drain out. If the wiring and electronics are wet let them dry out – for a day or two if necessary.
 11. Check if the air filter is wet. If wet, replace immediately and allow for inlet piping to dry. Regrease your universal joints etc.
 12. Check all your oils. If there is cloudy or cappuccino look to the oil then water has been ingested into that specific component. Replace the oil immediately or as soon as possible.
- Lastly, remember: **“If you want to play in the water, then buy a boat!”**

FOOTNOTE



BOTSWANA/NAMIBIA PROPOSED TRIP

Peter Tiedt

Peter is planning the following trip which looks absolutely amazing – unfortunately my other half will not give me three weeks off or otherwise I would be joining him.

If anyone is interested in joining him, please contact him directly. Please note that this is not an official LROC trip but rather Peter's own initiative. Having said that, he has asked that we advertise the trip in the newsletter and will welcome calls from members who may be keen to join him.

Planned Trip

- Western Botswana (Lake Ngami and Gcwihaba Caves (Drotsky's Caves))
- Northern Namibia (Khaudum, Kaokoveld, Twyfelfontein and Brandberg)

He proposes a trip of about three weeks as follows:

It is planned to "get there" in two days of hard driving, then slack off the pace completely for the remainder of the trip, finishing off with two days of hard driving to "get back".

Timing is around the beginning to mid April 2010 - that is after the rains, but while everything is still lovely and green. Public Holidays on 22 March, 2 April, 5 April and 27 April.

Much (but not all) of the camping will be bush-camping, mixed with formal campsites (some good, some basic), and perhaps the odd night in chalets (if desired).

Proposed Itinerary

- Day 1 Durban to Botswana border and slightly beyond (say Jwaneng). 999 km
 - Day 2 Jwaneng to Lake Ngami - Bushcamp. Great birding. 703 km mostly tar
 - Day 3 Lake Ngami to Drotsky's Caverns (Gcwiba Caverns) - Explore Caverns, Basic Campsite, 182 km
 - Day 4 Drotsky's Caves to Sikereti Camp, Khaudum GR. Basic Campsite 196 km
 - Day 5 Sikereti Camp to Khaudum Camp, Khaudum GR. Basic Campsite. 79 km
 - Day 6 in Khaudum Camp. 0 km
 - Day 7 Khaudum Camp via Rundu to Grootfontein. Formal Campsite or Chalets. Hoba Meteorite. 423 km
 - Day 8 Grootfontein to Ruacana. Formal Campsite 558 km
 - Day 9 & 10 Ruacana via Swarbooisdrif to Epupa Falls. Bush camp en route, Formal campsite at Epupa Falls. 147 km
 - Day 11 Relax at Epupa Falls. 0 km
 - Day 12 Epupa Falls to Otjitanda (top of Van Zyl's Pass) - Bushcamp, 131 km
 - Day 13 Otjitanda via Van Zyl's Pass to Camp Synchro Formal Campsite. 86 km
 - Day 14 Chill at Camp Synchro.
 - Day 15 Camp Synchro to Hartmans Valley. Bush Camp. 157 km
 - Day 16 Hartmans Valley to Puros. Formal Campsite 223 km -
 - Day 17 Puros - Sesfontein. Formal Campsite. 153 km
 - Day 18 Sesfontein via Palmwag to Twyfelfontein. Formal Campsite / Chalets. 216 km Rock Engravings.
 - Day 19 Twyfelfontein to Brandberg. Formal Campsite or chalets. 111 km White Lady of the Brandberg
 - Day 20 Brandberg - Chill 0 km White Lady of the Brandberg
 - Day 21 Brandberg via Windhoek to Gobabis. Formal Campsite 576 km
 - Day 22 Gobabis - Jwaneng 731 km
 - Day 23 Jwaneng to Durban 999 km
-
- Total 22 nights, about 6700 km. (Can be tweaked to suit trip participants)
 - Budget ~R1200 for camping per person, plus food, fuel and ~R500 border fees (Botswana and Namibia)

- Bush Camp - 4 nights
- Basic Campsite - 4 nights
- Formal Campsite - 16 nights
- Chalets available, about 6 nights if required.

What you will need:

- A capable vehicle - probably a Land Rover, but other makes considered, provided they have front recovery points.
- A Spirit of Adventure
- Fuel range for 1000 km minimum, but preferably 1200 km.
- Radio Comms, preferably VHF
- Self-sufficiency for food, shelter, fridge, water, beer and wine for 4-5 days at a stretch.
- 2nd spare wheel, plus puncture repair kit, compressor.
- Full camping equipment.
- Map capable GPS with Tracks4Africa (I can help).

Peter can be contacted as follows:

Email: landroverguy@stars.co.za

Cell: 083 409 5956



Guess who they are....

I also don't know

LAW

Kenneth Jones

These are from a book called Disorder in the American Courts, and are things people actually said in court, word for word:

ATTORNEY: What was the first thing your husband said to you that morning?

WITNESS: He said, "Where am I, Cathy?"

ATTORNEY: And why did that upset you?

WITNESS: My name is Susan!

ATTORNEY: What gear were you in at the moment of the impact?

WITNESS: Gucci sweats and Reeboks.

ATTORNEY: Are you sexually active?

WITNESS: No, I just lie there.

ATTORNEY: This myasthenia gravis, does it affect your memory at all?

WITNESS: Yes.

ATTORNEY: And in what ways does it affect your memory?

WITNESS: I forget.

ATTORNEY: You forget? Can you give us an example of something you forgot?

ATTORNEY: Do you know if your daughter has ever been involved in voodoo?

WITNESS: We both do.

ATTORNEY: Voodoo?

WITNESS: We do.

ATTORNEY: You do?

WITNESS: Yes, voodoo.

ATTORNEY: Now doctor, isn't it true that when a person dies in his sleep, he doesn't know about it until the next morning?

WITNESS: Did you actually pass the bar exam?

ATTORNEY: The youngest son, the twenty-year-old, how old is he?

WITNESS: He's twenty, much like your IQ.

ATTORNEY: Were you present when your picture was taken?

WITNESS: Are you shitting me?

ATTORNEY: So the date of conception (of the baby) was August 8th?

WITNESS: Yes.

ATTORNEY: And what were you doing at that time?

WITNESS: getting laid

ATTORNEY: She had three children, right?

WITNESS: Yes.

ATTORNEY: How many were boys?

WITNESS: None.

ATTORNEY: Were there any girls?

WITNESS: Your Honor, I think I need a different attorney. Can I get a new attorney?

ATTORNEY: How was your first marriage terminated?

WITNESS: By death.

ATTORNEY: And by whose death was it terminated?

WITNESS: Take a guess.

ATTORNEY: Can you describe the individual?

WITNESS: He was about medium height and had a beard.

ATTORNEY: Was this a male or a female?

WITNESS: Unless the Circus was in town I'm going with male.

ATTORNEY: Is your appearance here this morning pursuant to a deposition notice which I sent to your attorney?

WITNESS: No, this is how I dress when I go to work.

ATTORNEY: Doctor, how many of your autopsies have you performed on dead people?

WITNESS: All of them. The live ones put up too much of a fight.

ATTORNEY: ALL your responses MUST be oral, OK? What school did you go to?

WITNESS: Oral.

ATTORNEY: Do you recall the time that you examined the body?

WITNESS: The autopsy started around 8:30 p.m.

ATTORNEY: And Mr. Denton was dead at the time?

WITNESS: If not, he was by the time I finished.

ATTORNEY: Are you qualified to give a urine sample?

WITNESS: Are you qualified to ask that question?

ATTORNEY: Doctor, before you performed the autopsy, did you check for a pulse?

WITNESS: No.

ATTORNEY: Did you check for blood pressure?

WITNESS: No.

ATTORNEY: Did you check for breathing?

WITNESS: No.

ATTORNEY: So, then it is possible that the patient was alive when you began the autopsy?

WITNESS: No.

ATTORNEY: How can you be so sure, Doctor?

WITNESS: Because his brain was sitting on my desk in a jar.

ATTORNEY: I see, but could the patient have still been alive, nevertheless?

WITNESS: Yes, it is possible that he could have been alive and practicing law.

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
Total Membership	136	

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

Plse 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**

5 X 16" LAND ROVER MAG WHEELS FITTED WITH BF GOODRICH ALL TERRAIN LT 265/75 R16 TYRES

What offers?

Ph: Paul Stanley 082 7777 976

- For Sale

1996 Discovery no engine or gearbox R 15,000 onco

Please email Johan for more details landyloverscoza@telkomsa.net

- **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

Vehicle also for sale by Darryne as follows:

- Landrover Disco 1 3.9 litre V8
- Iron man suspension
- Detroit lockers
- 35" BFG tyres
- Full sound system incl amp and subs
- Dual battery system
- Hi lift jack
- Spare 35" BFG tyre
- Chamber correction arms imported from Spain

Plus many more extras to mention

Selling Price R 70 000. I have attached some photos too.



Darryne Welgemoed

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

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

 : 082 568 5658

 : darryne@fountain.co.za

• **Wanted:**

Under-drive (Crawler Gear) unit to fit Defender 110 TD5.

Please contact Kenneth Jones

Email: Kenneth@pcvs.co.za

Cell: 084 509 1427

• **Wanted:**

Overdrive unit for 1997 90Tdi Defender. Please contact Pat Hyland:

Email – pat@rotormotive.co.za

Cell 0836544184

Tel 031 7003511