

2009 COMMITTEE

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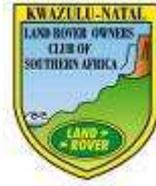
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LANDROVING IN KZN



October 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 has been very 'slow' in terms of outings with even 'unofficial' trips thin on the ground due to work commitments.

We haven't been out on one of our 'Thursday afternoon' trips for ages.

As such, I wanted to wait until after the Halloween weekend – thks to Selwyn & Jean for the article – to try to get some news to put into the newsletter.

Fortunately, a spur of the moment trip to 'Back of Pinetown' and 'Shongweni' last Friday offered some interesting photos and filled up the pages.

Thks also to George for his article on the Discovery – now twenty years old.

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

"Now this is what I call articulation"



This what I call "articulation" – full article and further photos in this newsletter.

LROC KZN PROVISIONAL EVENTS DIARY 2009

When	What, where	More Info.	CONTACT PERSON	Grade
Sunday 15 Nov	LANDY VS TOYOTA	Land Rover vs Toyota challenge. HighStakes 4x4 track at Cato Ridge is the venue. Driver registration / vehicle scrutineering at 07h30. Event starts at 09h00. Full catering and toilets at High Stakes	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

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.

Note: For All Gates Events:

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.
3. Only LAND ROVER vehicles will be allowed to take part. No other make of vehicle.



Annual Challenge



**Venue : High Stakes 4x4 Track
Cato Ridge**

Date : 15 November 2009

**Competitors Registration @ 07h30
Events Starts @ 09h00**

High Stakes offers full catering and bar facilities.

All welcome and if you are interested in driving in the challenge, then please give one of the contacts below a call for more info.

FEE: R 80 (of which R 30 can be offset against the bar/restaurant)

The event is open to modified and standard Land Rover or Toyota vehicles. The restriction is that the vehicles need to be road licensed, street legal vehicles. A handicap system will be used to separate the modified from the standard.

Contacts :

Land Rover : George Goswell
Cell : 0836581324

Toyota : Kevin Govender
Cell : 0828837482



HANDICAP POINTS SYSTEM

The basic guideline to differentiate between the various vehicle modifications and classes will be done by means of the below handicap points system.

The handicap for a specific vehicle will be determined at scrutineering and the handicap will be added to the competitors overall score for the day.

Axles	2x4	+ 100
	No Diff lock/LS	+ 50
	1 Diff lock/LS	0
	2nd Diff lock/LS/Traction Control	- 50
	Steer able rear	- 50
Body	Shortened	- 50
	DIY (Non-Standard)	- 100
Wheel Travel	Center of hub to bottom of wheel arch > 590mm	- 50
Suspension	Leaf springs	0
	Coil Springs	- 50
Tire Size	≤ 31"	+ 50
	>31" but < 35"	0
	≥ 35"	- 50
Fiddle/split brakes	1 axle	- 25
	2nd axle	- 25
Body leveling	Hydraulic or Pneumatic	- 50

“ANY GIVEN FRIDAY”

Kenneth Jones

A spur of the moment decision and a quick call to a client asking if he could wait until Monday meant that a bunch of us got together to do a “back of Pinetown” & “Shongweni” run.

The rest of the guys started around 9:00 with Paul and I (his landy, at that stage, under repair) meeting them at the top of “George’s Hill” – back of Pinetown.



We then followed Alan in his Fortuner down “Boot Hill” where Alan landed smack into a hole the size of Goliath.

This picture gives you some perspective.

Minus a front bumper, rear bumper and assorted other body damage, we got the Fortuner out – the nice thing with this car is that the bumpers, by and large, simply clipped back into place albeit a little bent and buckled.

Naturally enough, we all then decided that we had to give it a go – after all, can’t let a Fortuner go where a landy fears to tread.

I let Paul drive so I could take a couple of photos (and I also felt sorry for him being without his landy for such a long time). I didn’t need to offer twice – he was into the driver’s seat almost before the words had left my mouth.

Anyway, here are the photos of my landy successfully negotiating Goliath’s hole, albeit with a couple of mates offering some ballast.



Approaching the hole

Left front hill into the hole



Right rear wheel off the ground



Richard offering some ballast



Left rear wheel into the hole



Rich offering some additional leverage to get the rear wheel out & through the hole

Now it was Alfie's turn:-



Approaching...



Left front wheel in the hole



Left front wheel in the hole



Side angle view



Rear View



How is that for articulation?



These photos give you some idea just how deep the hole actually was.

The Land Rover Discovery Turns 20

George Goswell

Land Rover started development on a new model in 1986 and it was unveiled at the Frankfurt Motor Show, Tuesday 12 September 1989. The vehicle was introduced into the UK market in October 1989, 20 years ago.

This was very rapid by British standards and was aided by the fact that the new vehicle made use of the 100" chassis, coil suspension, 3.5 V8 engine and full-time four wheel drive transmission, 5-speed manual LT77 gearbox, LT230T transfer case, locking centre diff, of the Range Rover (Classic) of the day. For a diesel option, the 200Tdi, a new direct-injection turbo diesel engine was introduced. This boasted impressive economy and best-in-class performance, although it was slightly noisier than diesels in competing vehicles.

The vehicle was called the **Land Rover Discovery**, and marked a major departure from previous Land Rover vehicles by targeting the passenger and family 4x4 market. Although this market barely existed when the Discovery was designed, the timing was perfect for the British market, which quickly took to the new vehicle.

The name "Discovery" was owned by Ford at the time, which had intended it for new vehicle but had not, used it. Land Rover purchased the rights to the name.

Unlike Land Rover's previous products, the Discovery was capable of competing against the family car, boasting a comfortable ride and an interior designed by Sir Terrence Conran. Even though it was aimed at an essentially family market, the Discovery still boasted the best in class off road ability that the Land Rover has come to symbolize.

Probably the oddest feature of the first Discoveries was that they only came in a 3-door version! Very strange for what was marketed as a durable large family vehicle! The Range Rover was also initially built with only 3 doors. In that case, it was because of concerns about the rigidity of the body whilst driving off-road. This might have been the reason for the Discovery's 3-door design, but within a year the very popular 5-door version was introduced.

The success of the Discovery was ensured by the combination of an essentially new market, the 5-door model, and continued up-market shifting of the Range Rover. Further variations and updates were fitted during the early 1990s, including a 2-litre 4-cylinder petrol engine (UK market), 4-speed automatic gearbox, and air bags.

Many changes were made to the specification of the Discovery model range over the period of its life cycle.

Brief details of the most notable changes and developments are given below:

1989	Discovery model introduced (3 door only)
1990	5-door derivative Carburetors replaced by fuel injection
1991	LT77S improved 5 speed gearbox
1992	Automatic transmission introduced on V8 models only.
1993	2.0 litre Mpi petrol derivative (UK market) Larger capacity (3.9 litre) V8 engine
1994	Redesigned exterior (including new headlamps) Redesigned interior (including trim, fascia and switchgear) New 300 Tdi diesel engine (developed from 200 Tdi) Anti-lock braking system ABS 4-channel New R380 5-speed manual gearbox replaced LT77S Driver and passenger airbags Automatic transmission on the 300Tdi Diesel motor
1995	Enhanced integrated security system
1996	Further enhancements made to security system Change to a single point sensed airbag system LT230Q revised transfer gearbox replaced LT230T unit
1998	Discovery 1 replaced with the Discovery Series 11

Halloween Weekend 30th & 31st October

Selwyn & Jean Ambler

Those of us who participated in the 2009 LROC Halloween Campover at Albert Falls Dam had a time to remember.

Friday's weather was dismal and cold and rain threatened to spoil our fun so we set our Landy's in a laager formation and erected our own canvas city under which we all had our communal gatherings. As it turned out we need not have worried as Saturday dawned bright and cheerfull and the weather stayed great for the rest of our stay at this magnificent Natal camping resort. Peter and Sonja arrived just as night was falling and tried to erect their "Never Been Used Before Tent" in the dark without reading the instructions.

We all decided to lend a hand and we eventually worked out what poles went where.

Then with the Curry Cup Finals and the much anticipated Halloween Party following directly the next day we decided to make an early night on Friday and by 10pm our snores were disturbing the tranquil silence of the camping grounds. Although I didn't hear it some campers on the shore opposite us decided to rev up a party around 3 am and the thumping music disturbed Gary who made more noise than even the revelers did by shouting instructions to them to shut up in the most definitive language.

Gavin and Robin had brought along their respective boats and while Robin and Merle calmly went about launching their boat to go off on a fishing spree, Gavin proceeded to demonstrate his much vaunted nautical expertise to the rest of us lowly landlubbers.

After about 2 and a half hours of rigging up sales and kitting out in the latest fashion in life jackets Sue and Gavin were ready to cast off. Sue with some prescience stood back and observed her husband expertly wade the boat out to a depth of about 3 feet and nonchalantly hook a leg over the gunn'l while balancing on the other leg.

Now I don't know much about sailing and readily admit it but even to my inexperienced eye what happened next surely can't be part of "Every Sailors' Guide On How To Get The Most Enjoyment Out Of Your Dingy"

The boat decided to make a dash for deeper water with Gavin hopping along after it clinging grimly onto any "jibs" , "sheets" and "halyards" that he could lay his hands on until the combination reached a speed where Gavin was unable to keep pace. He promptly went under and the boat filled with water and capsized on top of him.



I had to give him credit when he emerged covered in water weed and after rescuing the boat and bailing it out he nonchalantly walked up to the camp as if this is what was supposed to happen all along. Need I say it but Sue immediately removed her life jacket and sat down with a beer not having put a foot in the water and thereafter neither of them ventured near the boat for the rest of the week end.

New members Sonja and Peter dashed off to Pmb on a shopping spree and on their return amazed us all with all the camping gear they had purchased. However their most impressive piece of equipment was a folding braai stand complete with spice and utensil holders homemade from an old ironing board frame.



We then dashed off to the local pub to watch the Rugby Final and enjoyed a mid afternoon snack of slap chips washed down by copious drafts of the good stuff. This set us up for our Halloween party which was a hoot when the all the more relaxed of us donned our "witches' and "wizards" outfits. It was well past midnight when the party began to wind down and pretty close to 3 am when the bitter enders called it quits.



Sunday dawned beautifully though the prospect of breaking camp was looming. We reluctantly began to pack away our gear and as usual this process gained momentum and by 3.30pm with thunder rumbling over the hills we decided to depart.

What a truly relaxing weekend it was filled with the laughter and wonderful fellowship of a great bunch people enjoying each other's company.

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
Brian McCleary	Discovery
Brad Hopewell	Discovery
Ronnie Watson	Discovery 2 & 3

Total Membership 137

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**

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**

2000 Land Rover Discovery 2 TD5 XS A/T Only 95 000 km,
FULL SERVICE HISTORY WITH AGENT, (ON FULLY SYNTHETIC OIL FROM NEW), AIRBAGS , 7 SEATER,
TOW BAR, CRUISE CONTROL, DOUBLE CLIMATE CONTROL, CD CHANGER +VOLUME ON STEERING,
DOUBLE SUNROOF, MAGS & WIDE TYRES, VERY LIGHT ON DIESEL!!! SPOTLESS CONDITION NEVER
USED AS OFF ROAD !

Contact Peter 079 522 7890.

- **For Sale**

1996 Discovery no engine or gearbox R 15,000 onco

Please email Johan for more details landylowerscoza@telkomsa.net

- **For Sale**

Dome tent howling moon 2.5mx2.5m R1000,00
Camp site to take over Banga nek beach front camp 24/12 to 3/1 R85.00/person R300.00
Contact Keith Oliver
Tel: 031 7023341
Fax: 031 7028595
Cell: 078 4402 0202
keith@techmatic.co.za

- **Wanted:**

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

Email – pat@rotormotive.co.za
Cell 0836544184
Tel 031 7003511
