

2010 COMMITTEE

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LANDROVING IN KZN



March 2010
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,

For my sins I have been elected chairman for the next two years.

The new committee is up and running and we have had our first meeting. The focus of my term will, quite simply, be events – after all, that is the reason that we purchased our land rover in the first place – to use.

With this in mind the committee is proposing a weekend to Tuckers (at Ifafa) on the 17th and 18th April 2010. Tuckers is an established resort with very nice 4x4 trails that specifically caters for various categories of drive ie. one can drive either an easy, moderate or challenging route.

There is very little likelihood of vehicle damage, particularly on the easy and moderate routes.

The venue also offers camping facilities with ablutions (hot water for the ladies), braai facilities (although there is a kitchen that sells meals that are very reasonably priced), bar facilities, fishing and hiking trails.

Please may I ask that those of you that wish to join us on this weekend please confirm with me on either kenneth@pcvs.co.za or 084 509 1427 as we need to provide Tuckers with numbers.

The cut-off date for confirmation is the 7th April 2010.

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.**"

Other trips proposed are Lesotho later in the year as well as possibly Mozambique and the Transkei.

A warm welcome to the new committee – I'm sure we'll have as much fun as we did under the Chairmanship of Selwyn – thanks Selwyn.

I'm grateful that Selwyn and Gavin will stay on as part of the committee and thank them for their support. George and Peter are both past chairmen with a wealth of passion and experience for and in the club and I am extremely grateful that I have their expertise to call on. I welcome the new members and am sure that they will enjoy their time on the committee as much as we have.

I believe we have a very strong committee this year that is passionate about off-roading (land-rovering) and look forward to enjoying this year and getting away as often as my wife will let me.

Ed

LROC KZN PROVISIONAL EVENTS DIARY 2010

When	What, where	More Info.	CONTACT PERSON	Grade
17 th and 18 th April	TUCKERS	<p>Camp over weekend at Tuckers.</p> <p>Tuckers is situated near Ifafa and offers, in addition to 4x4 trails, fishing and camping facilities.</p> <p>Tuckers is an established resort with very nice 4x4 trails that specifically caters for various categories of drive ie. one can drive either an easy, moderate or challenging route.</p> <p>There is very little likelihood of vehicle damage, particularly on the easy and moderate routes.</p> <p>The venue also offers camping facilities with ablutions (hot water for the ladies), braai facilities (although there is a kitchen that sells meals that are very reasonably priced), bar facilities, fishing and hiking trails.</p>	Kenneth Jones 084 509 1427	
Sunday 16 May	CARS IN THE PARK PIETERMARITZBURG	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. For those who have not been to Cars in the Park, it's an exhibit of motoring history by the various Cars Clubs. It's a day to socialize with other LROC members and enjoy the hundreds of cars on display.	George Goswell 0836581324	1
21 May	SUGAR BELT 400	Kwazulu Natal leg of the National Off Road car championship. Eston farmers club is the start/finish venue with many spectators points out on the circuit. Non LROC organised event but an excellent spectator event.	George Goswell 0836581324	1
5 June	NATIONAL 4x4 CHALLENGE	Kwazulu Natal leg of the National 4x4 Challenge to be held at High Stakes. Non LROC organised event but an excellent spectator event.	George Goswell 0836581324	1
26 th and 27 th June	TEMBE	To gauge response	George Goswell 0836581324	2 / 3
July				
7 – 9 Aug	NON STOP ADVENTURES BAYNESFIELD	Long weekend end camp over with a trail drive on the Sunday with the Natal Vintage Tractor and Machinery Club up to the private museum of Malcolm Anderson. More info to follow	George Goswell 0836581324	3
Sep				
Oct				
Nov	LAND ROVER VS TOYOTA	Annual Land Rover vs Toyota challenge	George Goswell 0836581324	3 / 5
Dec				

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.

PLEASE NOTE : Recovery points are mandatory on all vehicles on a grade 4 and 5 trail.

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.

Tuckers (Ifafa)

Kenneth Jones

The LROC turns 21 this year....

Although we celebrated our twentieth last year, a 21st seems just as auspicious.

As such, we would like to invite you to visit Tuckers with us.

Tuckers is an established resort with very nice 4x4 trails that specifically caters for various categories of drive ie. one can drive either an easy, moderate or challenging route.

There is very little likelihood of vehicle damage, particularly on the easy and moderate routes.

The venue also offers camping facilities with ablutions (hot water for the ladies), braai facilities (although there is a kitchen that sells meals that are very reasonably priced), bar facilities, fishing and hiking trails.

Visit www.tuckerstours.co.za for more information.

Camping costs are R 30 per person per night.

Please note that we need to provide Tuckers with numbers.

As such, please may I ask that those of you that wish to join us on the 17th and 18th April 2010 please confirm with me on either kenneth@pcvs.co.za or 084 509 1427.

Please note that the cut-off date for confirmation is the 7th April 2010.

Some photos and location map attached for ease of reference.



Tembe Elephant Park

We are proposing a trip to Tembe Elephant Park on the 26th and 27th June. We have unfortunately not been able to secure a long weekend and suggest that those interested consider possibly taking the Friday or Monday off as the trip is liable to be very tiring if one expects to do it in one weekend.

Numbers are limited so it is a first come first served event.

As such, please may I ask that those of you that wish to join us on these dates please confirm with George on kznlroc@mweb.co.za or 083 658 1324.

About Tembe Elephant Park

1. 30 000 hectares;
2. Big 5 Park;
3. The terrain is mostly sand forest (beach sand);
4. Established in 1983 on Tembe Tribal Trust land;
5. Over 220 Elephant and 30 Lions;

About Ponweni Camp

1. Approximately 20kms into the park from the Main Gate;
2. 5 **basic** chalets with 3 single beds and one mattress each (2 rooms). Linen is provided; Bring your own towels.
3. Inside gas heated showers, toilets, basins;
4. Outside open air showers (cold water only), basin and toilets (with a view);
5. 4x4 Vehicles **only** (4x4 trailers are permitted);
6. No caravans;
7. The fenced, private Ponweni camp is approx 55m x 60m;
8. Solar panel 12v electricity is used for lighting and powering the electric fence. We suggest you bring a torch with you;
9. Borehole water is good to drink and we pump daily;
10. Please note that the terrain is like beach sand (it is an idea to put your tent on shade cloth mats and use longer tent pegs) and shady spots will be at a premium, however April/May is an ideal time since it is cooler;
11. We provide staff to clean the kitchens, ablutions, communal areas;
12. There are 2 fridge freezer units and a gas stove in the kitchen. If you have a gas or 12v operated fridge/freezer it is an idea to bring it along as there is limited space in the fridges;
13. We supply the wood and braai facilities and a fire will be lit each evening for you to braai;
14. We provide a venison (Nyala or Impala) potjie with rice and pap on the first evening as well as borewors rolls at lunchtimes. Please bring your own provisions for the rest of your stay;
15. We have cutlery, crockery, pots and pans available for you to use –please wash what you use and put them away after each use.

Suggested Activities

1. Short presentation on Tembe Elephant Park history, ecology, diversity and vision for the future of the Park on the first evening before the potjie;
2. Day game drives. We suggest self game drives and have obtained permission for you to access the **entire park**. Each vehicle will receive a map at the gate upon arrival;
3. Kapuza Market is a local market (not crafts and curios) approx 20kms east along the border fence and takes place on Saturdays and Wednesdays, and is a cultural photographic experience. We drive there in a group and ask permission of the Mozambique police to enter Mozambique through the fence (as the locals do) to shop. Typical produce includes: vegetables, Moz bread, Lala Palm wine, Moz alcohol; fabrics, clothes, fish, etc. Please do not take photographs of the Mozambique army;

4. Viewing Platform at Isifomithini (not guaranteed). This involves booking (please ensure you enter your names on the viewing platform register at Ponweni on day of arrival) a 2 hour slot for 6 people at a time to go with an armed Ranger to the platform (7m up a ladder) which overlooks the deepest natural waterhole in the park. This raised platform, strategically perched on the branches of a Marula tree, provides a safe spot to enjoy beautiful views of the river and elevated views of wildlife below. If there isn't any wildlife around to take photographs of, it's a wonderful place just to gather your thoughts, relax and enjoy the sights and sounds of the river below and the surrounding bush. Regret, no children under 12 years of age.
5. Hanging pedestrian bridge at Muzi. This is in the NE corner of the park and hangs over the swamps. A picturesque setting for a model type shoot.
6. Mahlasela Hide good hide to visit in the heat of the day to view elephant and all other game species. Wildlife photography is particularly good from this hide. A telephoto lens is recommended.
7. Ponweni Hide Good hide just around the corner from the camp. A good spot for wildlife and landscape photography and a great spot for sundowners.
8. Viewing tower near the park entrance located on top of the main water tank. This elevated viewing tower gives you beautiful 360° views of Tembe. Panoramic photography as well as model shots with beautiful backgrounds of flora and skies can be enjoyed from here.
9. Tembu Crossing about 3kms South of the Ponweni Camp. Lion and elephant are often spotted here so keep your camera on-hand;
10. Muzi Prison at Muzi outpost. Usually visited en route to Kapuza Market on Saturday. A bit of historical still photography can be practiced here and some pretty amusing shots of your fellow 'inmates'.
11. 2 Picnic Spots;
Simply relax and enjoy the bush here – its sights, sounds and smells. 'Family' shots are the order of the day. Please be extremely cautious at these picnic sites as they are unfenced.

General

1. There is **no** Ezemvelo KZN Wildlife accommodation in the park. The Lodge in Tembe Elephant Park is a Private Concession;
2. This weekend is a fundraising event where all proceeds go back into the park.
3. You will all be required to sign an Indemnity form upon arrival at Ponweni,
4. We have special permission for you to drive the entire park (not just the bottom third which is all the public are allowed access to). The conditions are:
 - Access to the South of the Park only between 10h00 and 15h00;
 - No leaving the roads;
 - No travelling outside or on top of vehicles;
5. The nearest petrol station is approx 65kms away so ensure you fill up at the last petrol stop and/or bring jerry cans of fuel with you;
6. Very little cell phone signal in the park;
7. Tembe is in a **malaria area** and it is advisable to seek medical advice from your medical practitioner regarding the necessary prophylactics;
8. We have to be very weary of sending out long strings of vehicles. There are a couple of troublemakers amongst the elephants (tuskless females in breeding herds) and reversing a number of vehicles at speed in beach sand is not a situation I would like to find myself in. Highly unlikely but not impossible;
9. In case of breakdown, **no one is to leave the vehicle**. They are to wait for assistance. I suggest that we have a set time for return each day and if anyone is missing 1 hour after deadline (usually a mealtime), we will go and look for them, given they have advised someone of the route that they have chosen to follow. Club committee members to co-ordinate;
10. Please do not go anywhere near the Quarantine Boma;
11. Always take refreshments in your vehicle – especially during hot time of the year. Delays are a common occurrence e.g. elephant blocking the road;
12. Once you enter Tembe's gates we suggest you reduce your tyre pressure to +/-1.5 bar (remember your pressure gauge & compressor if you have available);
13. Prices are subject to change without prior notice.

Typical Itinerary is as follows:

Day 1

- Group arrives – On arrival at gate, please receive map with directions to Ponweni & sign the Ponweni register;
- Travel to Ponweni Camp and set up camp;
- Please sign indemnity form at camp and book for Viewing platform;
- Self drive game viewing;
- 6pm -6.30pm Evening welcome presentation;
- 7pm Dinner game potjie (provided by HO's).

Day 2

- Morning Self drive game viewing;
- Viewing platform per booking 09h00 and 11h00 and 13h00 slots;
- Boerewors rolls at Ponweni camp from 12h00 to 14h00;
- Afternoon Self drive game viewing;
- 6.30pm Evening self braai;

Day 3

- 09h00 Drive to Muzi Border post;
- Look at old Prison;
- 10h30 Drive to Kwapuza (Mozambique market) with Siphos;
- 13h00 Returned to park;
- 13h00 to 14h00 Boerewors rolls at Ponweni Camp;
- Self drive game viewing;
- 6.30pm Evening self braai;

Day 4

- Pack up camp;
- Self drive game viewing;
- Depart Tembe Elephant Park.

Directions to Tembe Elephant Park

- 430kms from Durban;
- N2 North from Durban;
- Take the Hluhluwe turn off and turn right across the N2 towards Hluhluwe (+-280kms from Durban);
- Straight through Hluhluwe through 3 circles;
- Left at the 4th circle (follow R22 route);
- Right across the railway lines towards Sodwana/Mbaswana/R22;
- Straight past Mbaswana (80kms from Hluhluwe - **last petrol/diesel stop**);
- Left at Phelindaba circle (+-55kms from Mbaswana - right goes to Kosi Bay);
- +-16kms to Tembe Elephant Park on RHS;
- Sign in at gate and proceed 18kms to Ponweni Camp.
- A map will be provided at the gate with directions to Ponweni Camp.

Costs per person

Prices are per person and need to be read in conjunction with the proposed itinerary above.

Self Cater Chalet	@ R 850.00 per person per 3 night stay .
Self Cater Campsite	@ R 650.00 per person per 3 night stay .
Additional Night.	
Self Cater Chalet	@ R 980.00 per person per 4 night stay .
Self Cater Campsite	@ R 750.00 per person per 4 night stay .

Note :

1. All children of a school going age are ½ price. This includes pre school children.
 2. All monies to be paid before arrival. Deadline for payments will be **4 JUNE 2010**
- Minimum number of 20 persons required.

Tyre Test (All-Terrain Tyres)

Kenneth Jones

Some time ago, I included an article testing Mud Terrain Tyres. Tyres are always an endlessly interesting topic of discussion and when I came across the following test of All Terrain Tyres I thought it would be of interest to members. The test is Australian based but most of the tyres are also available here. Prices (in Australian Dollars) are included to give a comparison of the price difference between each tyre.

TYRE TERMINOLOGY

A/T: Stands for all-terrain and refers to a 4WD tyre that can be used on most surfaces.

M/T: Stands for mud-terrain tyre or 'muddie' for use in muddy conditions.

H/T: Denotes a highway-terrain tyre designed for on-road use.

TYRE PATTERN: Refers to the tread pattern and is unique to each variant within a certain brand of tyre (For example, Scorpion, Dueler 694 and so on).

SPEED RATING: In this test, the speed ratings range from N to T. This specifies the maximum speed that you can travel at with this tyre inflated to its maximum labelled pressure. N=140km/h, P=150km/h, Q=160km/h, R=170km/h, S=180km/h, T=180km/h.

LOAD RATING/INDEX: The load index represents a figure in kilograms being the maximum weight that tyre can carry at its maximum recommended inflation pressure.

A/T TYRE CONSTRUCTION

Don't assume too much from looking at the tread. The secret to an A/T's performance lies deep beneath its tread pattern. The unique tread designs play a big role in each tyre's performance, and the more open patterns usually fare better in the mud and worse on the bitumen, but a quick look at how tyres are made sheds more light on what's really going on. Every tyre on the test started life as white rubber sap that was collected from rubber trees or was partly synthetically produced. Each manufacturer has a different way of transforming that raw product into a tyre it hopes will outperform its competitors in as many conditions as possible. Due to the multitude of ways engineers can achieve this, every brand of A/T tyre varies significantly in its construction.

Each tyre's overall construction uses a different combination of steel, nylon and or polyester belts encased in rubber of varying compounds. This construction is critical in providing strength and allowing the tread to get maximum purchase on the ground. We've all seen how useless an H/T is in mud and vice versa, so you can appreciate how hard it is to reach a compromise in construction that allows an A/T to cope with so many different surfaces. As a result, some tyre manufacturers sacrifice one aspect of off-road performance in return for better performance in another.

TEST METHOD

We chose the most commonly sold A/T tyre size in Australia, the 265/75R16. In order to compare apples with apples, all 265/75R16s (except the Silverstone, which only offers a 275/70R16 LT) were happily supplied by the manufacturers in light-truck (LT) construction (as opposed to passenger-vehicle construction, which is not as strong).

TYRE NOISE

Generally, A/Ts are quieter on-road than muddies, but it's too late once you've forked out for a set of A/Ts only to realise that the tyre noise drives you nuts. To bring out the worst in each tyre, a section of coarse bitumen was chosen on which to perform a coast-down noise test.

'Pattern' noise caused by the tread is most noticeable at higher speeds, so at 80km/h I depressed the clutch to eliminate driveline and engine noise. We used a sound meter to record what you would hear from inside the vehicle over a 10sec period.

To give some relevance to the results, the standard OE tyres on the HiLux recorded 59.1dB under the same conditions. For every 3dB increase, you approximately double the noise volume.

MANUFACTURER: MICKEY THOMPSON

MADE IN USA

PATTERN NAME: FC2

ACTUAL TREAD WIDTH: 210mm

SPEED RATING: N

LOAD RATING: E 123

CONSTRUCTION: Sidewall plies - 2 polyester, Tread plies - 1 nylon, 2 steel, 2 polyester

PRICE: \$275



COMMENT

The FC2 turned in well on the gravel. It responded pretty well to steering changes and was predictable. 7/10
On the bitumen slalom, things changed; the steering was unresponsive and vague. The chunky tread blocks that excelled in the mud squirmed around under the load. Not the worst tyre on the blacktop but not the pick either. 6/10
The FC2 was like a pig, in that it loved the mud. This was the second-best tyre in the sloppy clay and responded to the throttle, making light work of the slippery conditions. 9.5/10
The chunky blocks in the tread bit into the gravel incline and walked up it with ease. 8.5/10
On sand, the FC2s found it hard to get going from rest. Once moving, they had good bite and gained momentum quickly. 6.5/10
After the test, the tread showed no signs of chipping and only minor cutting.

MANUFACTURER: MICHELIN

MADE IN JAPAN

PATTERN NAME: LTX A/T

ACTUAL TREAD WIDTH: 200mm

SPEED RATING: R

LOAD RATING: C 112

CONSTRUCTION: Sidewall plies - 2 polyester, Tread plies - 2 steel, 2 polyester

PRICE: \$332



COMMENT

The Michelin carried higher speeds than most through the bitumen slalom and remained composed. It offered great response to turn-in and gave a great feel for what was happening. 9.5/10
On the gravel, the Michelin had plenty of grip, even giving off a loud whining noise as it bit into the gravel circle. Their best feature was sideways grip on gravel, and no other tyre could repeat their performance. 10/10
They handled the clay pit well, biting in and responding to the accelerator. 8/10
The gravel incline saw the clogged-up Michelins struggle for grip, not making much of an impression on the hill. 6/10
Really good bulge in the sidewalls at 20psi allowed them to sit on top of the sand. They lacked a little bite to gain momentum quickly. 9/10

MANUFACTURER: YOKOHAMA MADE IN JAPAN

PATTERN NAME: GEOLANDER G011

ACTUAL TREAD WIDTH: 210mm

SPEED RATING: S

LOAD RATING: D 119

CONSTRUCTION: Sidewall plies - 2 polyester, Tread plies - 2 steel, 2 polyester

PRICE: \$239



COMMENT

While the G011s' response to turn-in wasn't as sharp as I had expected, on the bitumen slalom they were predictable, letting you know their intentions. They were slow to react to a change in direction, as the tread blocks rolled under the tyre during hard cornering. 7.5/10

They lacked grip on the gravel section relative to the better gravel tyres, and they understeered readily. 6.5/10

I was pleasantly surprised by their traction in the clay pit. They dug in and pulled the HiLux through easily. They were only a whisker less capable than the Cooper and BFG, and were one of the best options for a good mud tyre that's quiet on-road. 8.5/10

On the gravel hill, the Yokies spun too easily and gave up the fight. 6.5/10

The Geolanders were just reasonable on sand. They didn't float as well as some others and made it hard to get going from a standing start. Reasonable bite allowed them to gain momentum up the dune. 6/10

They showed very minor signs of tread chipping after the test.

MANUFACTURER: BRIDGESTONE

MADE IN JAPAN

PATTERN NAME: DUELER D694

ACTUAL TREAD WIDTH: 210

SPEED RATING: S

LOAD RATING: 112

CONSTRUCTION: Sidewall plies - 2 polyester, Tread plies - 1 nylon, 2 steel, 2 polyester

PRICE: \$267



COMMENT

This tyre performed well on tarmac. It was a little slow to respond to steering, but once the tread blocks had rolled under the tyre a little, it grips and changes direction well. It carried a higher speed through the slalom than many and was predictable. They just lacked the direct steering response of the top three. 8.5/10

The Bridgestone fought well for grip on the gravel. The HiLux was better balanced on the Duelers than most and gave the best feedback as to when you had overstepped the mark. They had plenty of grip in a straight line and were one of the best for stopping on gravel. They provided good response to steering but just didn't have the outright grip of the leaders. 8.5/10

The Dueler put up a good fight in the clay pit. 7.5/10

They were okay on the hill but had to work pretty hard to get up with lots of wheelspin. 7/10

The 694 bellied out well and showed great flotation on sand. They displayed very impressive bite, and response to throttle saw them climb the dune easily. 9.5/10

No cutting or chipping was noticed on the tread.

MANUFACTURER: COOPER

MADE IN USA

PATTERN NAME: DISCOVERER ST-C

ACTUAL TREAD WIDTH: 220mm

SPEED RATING: N

LOAD RATING: E 123

CONSTRUCTION: Sidewall plies - 2 polyester, Tread plies - 1 nylon, 2 steel, 2 polyester

PRICE: \$308



COMMENT

The Coopers were the most off-road-oriented tyres in the field. As a result, they aren't well suited to the blacktop. On the bitumen slalom, the chunky tread blocks squirmed around, making the steering feel vague. The Coopers slid at all four corners of the HiLux as I tried to maintain a similar speed through the slalom to the better bitumen brands. 6/10

On the gravel circle, the Coopers broke into understeer. They offered good fore/aft traction on gravel roads, were good for braking and were quite predictable, recovering well from high-speed slides. It therefore doesn't grip as well on this surface as some of the less aggressive softer-compound tyres but performs well considering. 7.5/10

The Coopers were the best tyres in the sloppy clay. Their ability to bite in and grab handfuls of the stuff as they churned their way across was second to none, even though the Mickey Thompsons weren't far behind. 10/10

The steep gravel hill also suited the Coopers. Once again they outperformed the rest of the field here as they bit into the slightly chopped-up gravel and climbed to the top. Even after momentary losses of grip, the Coopers were quick to regain traction and keep climbing. 10/10

The ST-Cs' sidewalls bellied out well at 20psi and provided good flotation on the sand. Good bite helped them gain momentum quickly. 8/10

The ST-Cs are the new cut and chip-resistant compound, but the tread still showed signs of cutting and chipping after four days of abuse.

MANUFACTURER: BF GOODRICH

MADE IN USA

PATTERN NAME: ALL-TERRAIN T/A KO

ACTUAL TREAD WIDTH: 220mm

SPEED RATING: S

LOAD RATING: D 120

CONSTRUCTION: Sidewall plies - 3 polyester, Tread plies - 1 nylon, 2 steel, 3 polyester

PRICE: \$269



COMMENT

The lack of general lateral grip saw the rear tyres slide sideways, leaving impressive 'blackies' on the road that resembled those on a 'slippery when wet' sign. 6.5/10

In a similar way on gravel, the BFGs showed good bite but switched between understeer and letting go at the rear at moderate speeds. Overall good general gravel bite. 7.5/10

The BFGs seemed at home in the clay pit. 9/10

On the climb up the gravel incline, the BFGs bit in and travelled a good distance up, but then they just stopped biting and spun. 8.5/10

At 20psi, the sidewalls bulged out well. They had a good combination of flotation and bite on the sand. They steered out of existing ruts well and responded to acceleration. 8.5/10. The tread showed signs of cutting after the test.

MANUFACTURER: KUMHO
MADE IN KOREA
PATTERN NAME: ROAD VENTURE KL 41 (8-ply rating)
ACTUAL TREAD WIDTH: 200mm
SPEED RATING: S
LOAD RATING: D 119
CONSTRUCTION: Sidewall plies - 2 polyester, Tread plies - 2 steel, 2 polyester
PRICE: \$270



Comments

The Kumho's soft tread blocks squirmed around on the bitumen and left some decent skid-marks to show the way through the slalom. Despite this, they turned in and gripped well. 7/10

On gravel roads, the Kumhos bit into the surface, and the HiLux went where you pointed it. It showed no signs of tramlining. 8/10

The Venture was very capable in the clay, where it hardly struggled for traction. 8/10

Good bite on the steep gravel hill and their never-say-die attitude saw them slip then regain traction and climb some more. 8/10

The Kumhos were the last to get a run on the sand. Their superior flotation and excellent traction shocked me. They didn't quite have the bite of the Coopers, but they were by far the best overall. They climbed the dune easily with no run-up and were the only tyres to exit the beach in second-gear high-range. 10/10

MANUFACTURER: DUNLOP
MADE IN JAPAN
PATTERN NAME: GRANDTREK AT2
ACTUAL TREAD WIDTH: 210mm
SPEED RATING: Q
LOAD RATING: C 112
CONSTRUCTION: Sidewall plies - 2 polyester, Tread plies - 2 steel, 2 polyester
PRICE: \$284



Comments

The Dunlop was very predictable and put in a good fight on the gravel surface. It made a high-pitched hum as it gripped the constant-radius turn and showed early signs of wear on the outer shoulder. 8.5/10

As soon as you turned the steering wheel on bitumen, the Dunlops responded. They carried good speed through the slalom and felt very stable. 9/10

Wet clay didn't suit the Dunlops much. 5.5/10

They climbed the steep hill well but couldn't do quite as well as the Kumhos. 7/10

The Dunlops floated over the sand beautifully. Slightly less bite than the top few but still good overall. 9.5/10

After the test, the tread showed no signs of cutting or chipping damage.

MANUFACTURER: GOODYEAR
MADE IN USA
PATTERN NAME: WRANGLER
ACTUAL TREAD WIDTH: 210mm
SPEED RATING: R
LOAD RATING: E 123
CONSTRUCTION: Sidewall plies - 2 polyester, Tread plies - 2 aramid (Kevlar), 2 steel, 2 polyester



COMMENT

If four-wheel slides are your thing, then the Goodyears will suit your needs on the blacktop. They cried out for grip but couldn't find any. At least they lost traction gradually and didn't try to surprise with a sudden loss of control. 5.5/10
The Goodyears weren't all bad on the gravel. While they offered no grip to steer into corners, were slow to recover from sliding and occasionally snapped sideways in faster corners, they did have good traction for braking and accelerating. 5/10

Their best performance was in the clay. 7/10

Grip on the steep gravel climb was lacking. 5.5/10

The Wranglers had good flotation on sand but not a lot of bite. 6.5/10

MANUFACTURER: PIRELLI
MADE IN BRAZIL
PATTERN NAME: SCORPION A/T
ACTUAL TREAD WIDTH: 200mm
SPEED RATING: R
LOAD RATING: E 123
CONSTRUCTION: Sidewall plies - 2 polyester, Tread plies - 2 nylon, 2 steel, 2 polyester
PRICE: \$272



COMMENT

The Scorpions put on a good show in the bitumen slalom. They were responsive and predictable. They held their line and went where you told them. 10/10

Gravel roads posed no problem for the Pirellis. Good grip at both ends of the HiLux meant corners could be taken at higher speeds than with many other brands. Even when you did get the Scorpions sideways, they responded by regaining grip quickly. 9.5/10

They drove through the clay pit easily and never showed signs of getting stuck. 8.5/10

They made the gravel hill climb look easy, with very little wheelspin. 9/10

The Pirelli's worst performance was on the sand. By that, I mean it didn't score 10 from 10. The sidewalls didn't belly out as well as some others, but it still floated on the sand and had just enough bite to accelerate up the sand dune. They weren't the best of the bunch in sand, but they were still pretty good. 8/10

After the test, the tread showed minor signs of cut and chipping damage.

CONCLUSION

So how did they stack up and who came out on top? While no A/T available can hold a candle to a muddie in the mud or a highway-terrain on the highway, several of the A/Ts we tested will do most things pretty well, eliminating the need for owning two sets of tyres. Each tyre's performance in each test section is scored out of 10 and then given an overall average out of 10. This way you can see the tyre that did best overall and scan the chart to see which tyres scored best in the sections that interest you.

Some tyres that were strong in most areas only needed to perform poorly in a couple of tests to drop down the overall list. For this reason, I have added one chart showing each tyre's off-road performance separately from each tyre's overall performance, which paints a different picture. I won't beat around the bush. The Pirelli Scorpion was the best A/T by a country mile. It was just as good off-road as it was on it and excelled everywhere. While it didn't win every section, to our surprise, it came bloody close. The BFGs and Pirellis performed well in the tougher conditions, but the Cooper showed the most bite, just edging out the Pirelli in the off-road section of the test.

TYRE	STOPPING DISTANCE	BITUMEN SLALOM	CLAY	GRAVEL BOGHOLE	STEEP HILL	SAND	NOISE	PUNCTURE RESISTANCE	TOTAL /10
PIRELLI	10	10	8.5	9.5	9	8	10	8.5	9.2
COOPER	5.5	6	10	7.5	10	8	8	10	8.1
B/STONE	7.5	8.5	7.5	8.5	7	9.5	7	7	7.8
KUMHO	7	7	8	8	8	10	8	6	7.8
MICHELIN	4.5	9.5	8	10	6	9	8	6.5	7.7
YOKO	7.5	7.5	8.5	6.5	6.5	6	9	9.5	7.6
DUNLOP	4.5	9	5.5	8.5	7	9.5	9.5	6	7.4
BFG	5.5	6.5	9	7.5	8.5	8.5	5	7.5	7.3
SERENGETI	8.5	7	7.5	8	6	4	9.5	6.5	7.1
MICKY T	6	6	9.5	7	8.5	6.5	4	8.5	7
TOYO	5.5	7.5	6.5	6.5	7	5	10	-	6.9
SILVERSTONE	7	6.5	8	7	8	6.5	7	5.5	6.9
SIMEX	8	7	7.5	8.5	8	5.5	5	4	6.7
GOOD YEAR	7	5.5	7	5	5.5	6.5	8	8.5	6.6

1970, A Year in History to Remember

George Goswell

- **Cyclone in Bangladesh** kills 500,000
- **Earthquake in Peru** kills 67,000
- Paul McCartney announces that **the Beatles have disbanded**
- Apollo 13 mission to the moon abandoned
- Boeing 747 makes its first commercial passenger trip to London
- **USA Invades Cambodia**
- The **Worlds Population** reaches 3.63 billion and the **USA Population** reaches 205 million
- The USA and the UK **lower the voting age to 18** from
- The **Aswan High Dam** in Egypt is completed
- **Brazil** win their third world cup with Pele as the captain
- The first New York marathon is run in New York
- 600,000 people attend the The Isle of Wight Music Festival
- Jimi Hendrix dies of barbiturate overdose in London and Janis Joplin dies in a cheap motel from a heroin overdose
- **The Concorde** makes its first supersonic flight (700 mph/1127 km/h).
- The Soviet Moon Rover becomes the first remote-controlled robot to travel on the moon's surface
- The **First Computer Chess Tournament** takes Place
- Simon and Garfunkel release their final album together, Bridge Over Troubled Water. The Title Track won the Grammy for song of the year.
- Edward Heath (Conservative) defeats Harold Wilson (Labour) and Jeremy Thorpe (Liberal) in the British General Election
- Popular Films are "On Her Majesty's Secret Service" and "M*A*S*H"
- The **Nuclear Non-Proliferation Treaty** goes into effect after ratification by 43 nations



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1970 Newspaper advert for Renault.

The horse is better than most 1970 cars. We are not joking. The run-of-the-mill 1970 car is an affront to progress. It's too expensive to buy. And too expensive to run. It's almost impossible to park and maneuvering it through city traffic would try the nerves of a saint.

You'd be better off with a horse. Which is sure-footed, inexpensive, maneuverable and it eats hay. Nice, cheap, hay.

We, at Renault, are one of the few automakers to make a car that's better than the horse. **The Renault 10.**

Since it gets 35 miles to the gallon, it is cheap to run. And since it has independent suspension and disc brakes, it is sure-footed and easy to stop. And since it is maneuverable, it is easy to park. And since it costs \$1,725, it is easy to buy. And it is also more comfortable than the horse.

BUT across the channel in the UK testing on another automobile that would challenge the Renault 10 for the title of "better than the horse" was going well. Although it did not go quite well enough to meet the April 1970 deadline that British Leyland had wanted for its introduction.

Finally on **June 17th 1970**, the **RANGE ROVER** was launched to the press at the Am. It has passed into history that they loved the car one and all. The result was that demand was immediate and sustained - customer waiting lists were drawn up as soon as the Range Rover appeared. The situation was simple: the Range Rover was launched at a price of £1998, and at the time, there was no opposition that could offer the breadth of ability that it possessed. Not only was it a very accomplished off-roader, but also it was a commodious estate car and something of a status symbol. People liked the high driving position, and although farmers and commercial vehicle drivers might have been used to this, to the buyers of prestige cars it was a completely new experience. Very soon, Rover realized that people were buying their new model for many other reasons than its off-road capability.

After the Earls Court motor show in October 1970, British Leyland received the best working exhibit award at the show for the Range Rover chassis, whilst the Institute of British Carriage and Automobile manufacturers awarded it a gold medal for "best utility coachwork". *CAR* magazine commended it in their 1971 car of the year issue (it came second behind the Citroen GS) and soon after, it won the Dewar trophy for "Outstanding British technical achievement in the automotive world". It seemed that everyone did indeed love the Range Rover - even the French - who exhibited one in the Louvre art gallery during 1970 because of it being an, "outstanding piece of modern sculpture". *Autocar* magazine loved it as well, and in their November 1970 Autotest, they concluded that, "We have been tremendously impressed by the Range Rover, and feel it is even more deserving of resounding success than the Land-Rover."

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.

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

3 X 2³/₄ Petrol Engines. Complete or Stripping for Spares. Make Offer.
1 x series 2 or 3 station wagon hardtop with side & backdoor interior lining good con R 3,000
Defender wrap around bulbar with winch plate and jacking points R 2,500
4 x bfg mud terrains 285/75/16 tyres are used but still have some life R 1,000 for all four
Off-road Trailer R 5,000 phone for details
Contact Paul Chantler 083 744 7072

- FOR SALE

For Sale - as new: 40 liter Engel fridge/freezer 12/220v - R 6,500 o.n.c.o.
20 liter Steel Petrol Jerry can - R 150
20 liter H/duty water cannister - R 80

Helmut Bogner 031/705 1560 or 0827057855.

- FOR SALE

DEFENDER GENUINE LANDROVER WRAP-AROUND BULLBAR. BRAND NEW. COST R 12,000,
ASKING R 8,000.

Phone: Steve Gordon: 082 800 2334 or 031 266 7323

- FOR SALE

2002 Defender 110 TD5 CSW. 140,000km. Great condition. Long range fuel tank, ARB Compressor, rear diff, dual battery, roof rack, snorkel, bull bar, spots, rear spot, ladder, runner boards and step R 150,000.
Contact Mike 082 326 0730 or 031-459 8813 or mike.cross@reebok.co.za

- FOR SALE

1991 V8 110 station wagon. 153 000km. Roofrack, snorkel, bulbar, spots, dual battery, long range tank.
Rubberised interior. Excellent condition. R 60,000.
Jono and Fran [jfsaville@mweb.co.za]

- FOR SALE

Vehicles:

2001 TD5 Defender 110 5 door f.s.h. at Landrover R79,000

1999 TD5 Defender 90 3 door New motor not yet done

25 000 Kms R 80,000

1992 V8 3.5 Lt Defender 90 pickup Galvanised imported reinforced chassis R60,000

1977 Series 3 Lightweight 88 inch R 30,000

Plus: excess spares, series and defender parts, range rover fenders, several defender pickup roofs ect.

Mike Cullen 0824473699