

# LANDROVING IN KZN

**Land Rover Owners Club KZN**

**Monthly Newsletter**  
*February 2017*



## LROC KZN Committee

Chairman: Brian Moore

[chairman@landroverclub.org.za](mailto:chairman@landroverclub.org.za)

[social@landroverclub.org.za](mailto:social@landroverclub.org.za)

Cell: 082 8420064

Vice Chairman: Mark Kirkbride

[vicechairman@landroverclub.org.za](mailto:vicechairman@landroverclub.org.za)

Cell: 082 6709063

Treasurer, Webmaster and  
membership : Brendan  
Mitchell

[treasurer@landroverclub.org.za](mailto:treasurer@landroverclub.org.za)

[web@landroverclub.org.za](mailto:web@landroverclub.org.za)

[membership@landroverclub.org.za](mailto:membership@landroverclub.org.za)

Cell: 083 2824318

Secretary: Andrew Kirkbride

[secretary@landroverclub.org.za](mailto:secretary@landroverclub.org.za)

Cell: 079 7436488

Hardcore Trails : Kingsley Kemp

[trails@landroverclub.org.za](mailto:trails@landroverclub.org.za)

Gates Co-ordinator: Russell Slogrove

[gates@landroverclub.org.za](mailto:gates@landroverclub.org.za)

Cell: 083 6304318

Gates/Trails Assistants : Ettienne  
Piennar (Cell : 079 490 2870) and  
Kyle Miller (Cell : 083 611 7441)

[gates@landroverclub.org.za](mailto:gates@landroverclub.org.za)

Newsletter Editor: Bridget Slogrove

[newsletter@landroverclub.org.za](mailto:newsletter@landroverclub.org.za)

Cell: 083 2700238

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## The Editor's Letter

When Russell and myself were nominated onto the committee at the AGM in February 2016, I was given two positions – one was controlling regalia and the other was sub-editor of the monthly newsletter. Now that Michelle has stepped down from the committee, I have extremely big and successful shoes to fill and this can only be done with the assistance of all the members. You will be asked to write stories, send photos, and complete a number of questions for our Featured Member articles so that other club members can get to know you. I had already done a few stories myself before joining the committee as well as while being on the committee. Even composing those stories could be a bit daunting, but to put together a monthly newsletter will be quite a challenge.

Let me start by telling you how we became members of the LROC KZN.

Russell travels frequently to Cape Town for work and on one occasion, his co-worker was looking to purchase a Land Rover. They went to a dealership and while Morgan was signing papers for a Disco 3,



Russell looked around the yard where he saw a Disco 2. A few days after arriving home, he handed me the papers to be completed to apply for finance (which he had brought back with him), and the finance was duly approved. On Saturday, the 21<sup>st</sup> of September 2013 we

drove our Isuzu KB320 double cab down to Cape Town through the night, so that we could sign the papers first thing on the Monday morning and hand over the Isuzu as a trade-in. We had no heater working in the Isuzu and there was a cold front which had passed through the Cape and deposited a layer of snow on the mountain tops.

On the Monday morning, after signing the papers for our pristine Land Rover Discovery 2 we set off for home, stopping overnight at River Destiny Lodge in Colesburg, which overlooks the Orange River. This was

the first time that either of us had ever driven the vehicle. Russell hadn't even taken it for a test drive. We now had a working heater and heated seats, neither of which we needed as it was no longer cold.

On the Tuesday afternoon as we were approaching home, we asked our son Trevor to go down to the garage and measure the height from the garage floor to the lintel as we were then unsure of whether the Disco 2 would be low enough to drive into the garage. With about 10mm to spare, we thankfully parked our new baby in the garage.

I went to New Zealand in the December and the first weekend away from home, I see pictures of my new baby on Facebook, with the tail lights missing, a hole in the front bumper and a dent on the fuel filler side. Russell and Trevor had been to a waterfall near Killarney 4x4 with two members of the club. This was Russell's first ever trip off-roading. When I returned from my holiday, we paid our joining fee and subscription for the year. When the last gates event of 2013 took place at the beginning of 2014, we went along to see what this was all about. When the 2014 gates began, Russell took the opportunity to drive. I was a nervous wreck and if I could get out of the vehicle and have somebody else co-drive for him, I was happy. I took photos instead, feeling far safer out of the vehicle as I wasn't sure if Russell actually knew what he was doing.

At the LROC KZN Christmas Party at the end of 2014, Heather convinced me to drive the gates. So when the first 2015 gates was held at Pecanwood, I gave it my all. I was still extremely nervous and wasn't sure what to do at times. By the end of the 5th gates, I had beaten Russell twice and my confidence was now up. I was no longer a complete wreck when we went out (except the one day when I got out and wouldn't go across the river even after two other vehicles had already crossed safely – I received a Wally Award at the AGM for that in February 2016).

2016 saw Russell being Gates and Trails Co-ordinator and with my assistance, backing and organising, he (or should I say we) had a very successful year. We learnt a lot about what the different classes of vehicles are capable of, and had loads of fun setting up the gates with the very much grateful assistance of club members who came out in all types of weather.

Here's to many more exciting years with the LROC KZN.

Bridget



## News & Events

### THE 2017 DUSI MARATHON – by the Charredman

#### Day 1.

It's always a bit hard to provide a fresh article, on an event which features annually on our calendar, however, having been asked to fill in for our newsletter editor and assistant, I shall do my best to de-rust the cogs in my helmet, and do some justice to the ask.

03H00 AM, and the birds have not even started to cough in the trees, and my system is jolted awake, after a mere 4 hours of kip, to the sounds of Johan Sebastian Bach's Symphony in B flat pumped up!

With a hastily delivered peck on the cheek, for the Warn Wench, who really enjoys her sleep, it was off, with a doff of my tweed cap, to fight the early morning heavies and rendezvous with the rest of the gang at the BP Cato Ridge Oasis for prompt 05h00 departure.



I thought I was early, but to my surprise, a large contingent was already there, having a cup of Mugg 'n Bean's finest. Not long after arrival, our trusty Dusi captain, George, arrived with the poles, tape, signs, tape and most importantly, the refreshments we needed for what was going to prove a very interesting Dusi indeed.

This year we had a spattering of new attendees, in the form of Howard Ricahrdson, Tiaan Steenkamp, Ettiene Pienaar, Johan Van Zyl, Andrew Kirkbride. The usual stalwarts were there as well, Gavin Mckenzie, Terry and Mararet Cowan, Dave King, Gary and

Geraldine Van Schoor, Paul Stanley, Russell Slogrove. If I've left anybody off the list, please forgive me!

Once the formalities were over, we left the oasis to take up our stations. George, bringing up the rear of the convoy somewhere behind us, hastily cramming his cakehole with a pie, had a very narrow escape when a heavy lorry swerved out in front of him in mid bite, nearly putting an end to his Dusi, his snake and pygmy pie, and his vehicle, however thanks to his quick reactions and the God of Land Rovers, a disaster was averted and he was able to finish his pie intact.

Sunrise at Bishopstowe

Our stop was the Bishopstowe Farmers Polo club, and very quickly Howard and I had the road taped off and were enjoying a second cup of Java. There had been some rain the night before, causing the causeway from the Maritzburg side to be flooded. As a result, there was not much traffic from seconders along the old road and an alternate route was decided by the organizers. Terry and Margaret, who usually man the t-junction behind us, were unceremoniously moved to a 3 way intersection ahead of us.

Whilst we were chatting, we were joined by Ronnie Drew, who assisted us and kept us regaled with stories of the older Dusi's and some of the history of the race and his farming experiences in the area. The change in rules, brought about by the extremely low river conditions meant that there were quite a few changes, which initially created some confusion, but all ended well on the day, with Howard and I being able to move our tape a little closer to the action, and at least see the portagers as they entered the club grounds.

Terry and Margaret had by all accounts quite a tough time manning the 3 way intersection ahead of us, but when we met up with them, they did not seem to worse for wear.

Parting company with Howard, we made our way to the overnight stop, enjoying a brief and unplanned detour, after Terry's gps took us down an unfamiliar track, but we had some fun anyway, driving a few roads we had not driven before.

Given the lack of sleep the night before, we made our way to Dusi Bridge, where our usual LROC tent and a hearty lunch awaited us. Such was the heat of the morning, I had to forego all the medical warnings about sugar intake, and enjoyed a good double scoop ice cream cone, which was just what the doctor ordered. After a hearty lunch, Terry and Margaret bid me farewell until the morrow, and it was off for a shower before the water supply ran out.



#### Living it up at the Hotel California

Disappointingly, the usual fanfare and merriment at the overnight shop was in short supply. For whatever reason, Hansa were not manning the tent and there were no copious beers to be had around a table, which in my opinion is a really big let down, as the overnight atmosphere is such an integral part of the whole Dusi experience, after a hot day's toil. I really think the organisers need to rethink this one!

The rest of the members gradually arrived and after a spell of banter it was off to supper for a hearty braai and then straight to bed, but not before George left to fetch Ryan and Kelvin from the top of the hill.

By 21h00, all that could be heard was the sound of a million cockerel crows from the valley of a thousand hills, the sound of a hundred angle grinders in the canoe repair encampment, the melodious cacophony of snoring in the tent, and in the extremely early hours of the morning, the occasional muffled elephantine trumpet of fart in a sleeping bag!

Gary, who had been safely ensconced in the creature comfort of his new off road Iveco, was designated Chief Alarm Clock, and at 04h00, the tent was awoken, with his 4 am, wakey! Wakey! Rise and shine!"

Russell, having taken notes from last year, had reset his alarm clock from 3 a.m. to 4 a.m, so there was no



opportunity to rib him this year. For whatever reason, I had awoken at 3 a.m. anyway!

## Day 2

We awoke to a beautiful sunrise, and it was off to the breakfast tent, for a hearty bacon and egg breakfast, a good cup of Java and then without further ado, the convoy set off to the next station.

The inky blackness of the valley was punctuated by the occasional flame being thrown from the exhaust of George's bus, which was not running 100% true to form, and chickens and goats scattered.

Stationed at Marion Foley for the first time, with Gary Van Schoor, Gavin, Johan and others, was a novel experience. It's quite a busy intersection, but thanks to Geraldine's solid command of the traffic, the day went without major incident. Gavin's Iveco attracted a large amount of attention from passers by, and apart from a few errant seconders and spectators, the day passed without incident. At least with Gary's vehicle, we had a fair amount of shade to seek respite on the odd occasion from the sun's rays. Gavin tried as hard as he could to try to convince Gary to let him use his onboard toilet, but to no avail! Nice friends we have in the club!



Gary tapes off all access to his toilet!

At one point, Gavin who was directing traffic, had a stumble, and I just happened to turn around to see him writhing on the hot tar. For a few seconds I thought maybe he had suffered a stroke or worse, but as it turned out he merely tripped over his own feet, and apart from a dent in his pride no damage was done.

We had a few good moments with an elderly gentleman, who despite his age, which I would put in the late 70's early 80's was a real character and full of the joys of spring.

Chatting to us on the side of the road, two relatively young ladies sauntered past us, as this character was regaling us about how we had made him walk in the hot sun, despite his pleas for a nearby parking. Distracted by their good looks, he turned in mid sentence, did a little merry jig, and sang in a loud voice in the general direction of the ladies.....“ YOU TOO CAN HAVE A BODY LIKE MINE!”.

His wife who was standing nearby just walked off shaking her head. He obviously is a real character and she after years of marriage, probably resigned to his impish antics.

It was an absolutely priceless moment and one of the reasons why I so enjoy marshalling at the Dusi. You really meet some interesting characters.

By 11h00 the paddlers were past, and we were joined by George, Kenneth, Paul, Russell, Andrew and others. He led us on a trail to an area, where we climbed the most magnificent trail onto the lofty heights of a nearby mountain, where we were afforded some spectacular views of the valley. Its an old trail which George advised we have not travelled recently. The ridge is capped with a granite rock formation, where we

took a few photos of Ken and Paul Stanley's series, the valley view, and then it was off down a fairly rugged pass, back into the valley.

Descending into the valley, with the intent of taking a quick stop at Slippery Slide Rock for a quick dip, we encountered two wayward paddlers, gesticulating wildly from the far river bank. They seemed to be in a bit of distress. We soon established they had lost their canoe in the rapids and were in need of a lift to the overnight stop.



Always keen to provide the necessary recovery assistance, we helped them recover from their hot ordeal in the valley, by plying them with cold beers and sustenance. Hoisting them into the back Paul and Kenneths' series, we set off for slippery slide, where we stopped and enjoyed a brief respite in the river, while still plying the weary paddlers with beer.

As we progressed, Kelvin could be seen alighting from the front of Paul's vehicle periodically, to the sounds of Pauls booming voice yelling..."Appie! Give us another beer!"

I think Kelvin probably ran more distance on the way to slippery slide rock, than the paddlers had portaged for the day.

I don't think they anticipated having the ride of their lives back to the dam!

Crossing the river we made our way toward the Big Rock, via the alternative route through the reed beds and mud and slush, with the two paddlers hanging on for dear life. Approaching the Big Rock, we came upon a group of police bike riders rescuing one of their colleagues whose bike had drowned in the river, and George and Andrew gave them a short display of how to drive over the rock as opposed to around it, or over the drowned bike.

The paddlers still being plied with beer, and being treated to more of the capabilities were treated to a ride around the big rock, before Ken dropped them off at the bridge. I am sure it will have been the most interesting 2 hours of their Dusi. At least they made it back to finish well re-hydrated.

All good things however must come to an end, and it was a very hot, sweaty, dusty and bedraggled group who made their way into the overnight stop at Inanda Dam.

Somewhere in my eagerness to apply a liberal coating of mud onto Dusky, I had a failure of some element on my steering assembly, and my trip back to the dam was the most frightful drive, as I experienced death wobble the likes of which I had never experienced before.

Upon arrival at the overnight stop, kindly assisted by Johan, it was under the hood to attempt to establish what the cause may be.

To my chagrin, we established a few loose nuts on the Pitman arm assembly, and did some running repairs, hoping that we had found the cause!



After the relevant repairs, it was off into the dam for a good bath, and then off to the Hansa tent for much needed refreshment and entertainment. What a disappointment, for the second night in a row. No scantily clad Hansa girls dishing our freebies, no music, no beers. In fact by the time we arrived at the tent, we acquired the last 6 pack of beers, and as we sat around the table chatting about our day, their work crews promptly set about dismantling the tent and it's furnishings all around us. This was most irritating, as traditionally, the second night at the dam is a truly festive atmosphere



Where have all the Hansa's gone? Gone to Shebeens, every one!, When will they ever learn.....tum tee tum

The campsite was almost deserted, which compared to last year was a bit of a shock, but nevertheless, we all enjoyed a hearty meal, and after a brief spell of banter around the camp site it was off to bed, as the only excitement now available , was watching glass-fibre dry on the hull of a hundred split canoes in the repair shop.

### Day 3

Up and at them at 04h00 again, and first in the queue for a hot cup of coffee, followed by a hearty bacon and egg breakfast.

We set off to the dam wall, where ably assisted by Johan, Tiaan, Ettienne, Andrew, and the Cowans, we set up the tape and cones and banners. This year it was a little different as due to low water, the paddlers were portaging the full 9km stretch from the dam wall to Molweni. It was going to be a tough day for all concerned. Not only would we have to cope with added verges to patrol, but we would have to cope with two way traffic on a road congested by seconders, marshalls, locals and paddlers. To add insult to injury the race batch starting times were changed, with there being a 3hr gap between the first batch and the top seeded guys, which meant a 3 hour stint for all of us , just idly standing/sitting or lying in the hot African sun.



A bridge too Far!

It did not take long for the first batch of paddlers, to start the long portage past us, and the heat began to build up. BY 11h00, it had reached a sweltering 43 degrees, and the tar in the roadway at the intersection began to melt. Andrew and I, took turns at dipping our t-shirts in my cooler box, which was a cunning plan I developed after last years duty. Andrew who was wearing slip

slops, and cowering under an umbrella, was beginning to look a lighter shade of beetroot, as he hopped from one foot to the next for a few hours just to keep his foot fingers from frying like pork bangers!

We were eventually very thankful for some respite during the 3 hour rest period, as we all gathered on the far side of the bridge, under the only available shade of the tree line, where we languished like Leguaans on a hot rock.

Mad Dogs and Englishmen out in the nooday sun.....



We were joined by a few bikers with whom we shared some of our cold water, and we chewed the proverbial fat until it was back into the fray. Apart from a major snarl up caused by an errant seconder and a super link water tanker (the tanker won!), the rest of the day went smoothly and before you could say “Bob’s your Uncle, SNIP,SNIP, Bob’s your Aunt!” it was all over save for the removal of our tape.

By this stage we were literally all fried a golden brown, hot sweaty and exhausted, so unlike previous years we did not dwell in the valley for some play time.

My death wobble had returned, and after handing over 30 metal spikes which had reached an ambient temperature of 300 degrees celcius in the footwell of Dusky, to our trusty Dusi Captain, George, I bid the gang farewell, at a top speed of 45 km/h, as I blew onto my blistered hands.

The trip home was as uneventful as a one and a half hour trip at 45km/h with major death wobble could be, and eventually at around 16h00, I pulled into the driveway, shaking like a person with motor neuron disease, smelling like the Shongweni Hazardous Waste tip site and made a mad dash for the front door pursued by three snarling mutts, who could not recognise me.

The joy at having a good cold shower was only tempered by the intense agony of the water cascading onto my fried , Rocky-less, upper feet, which resembled Tiggers’ fur pattern!

Another great Dusi experience, and a whole heap of fun. Will I do it again.....HELL YES!  
Will Andrew wear slip slops again.....HELL NO! Will the paddlers we rescued buy Land Rovers.....I THINK SO!

Did my Death wobble get better – NO IT DIDN’T, but thats a story for another night.

To all the gang who fought the good fight this year, THANKS FOR MAKING IT SUCH AN AWESOME 3 DAYS.

See you next year, same place, same time.....

## LROC KZN SA AGM held at Killarney 4x4 on 26 February 2017

We arrived fairly early to find there were numerous club members who had arrived before us. We put up the Shark Fin banners and a large banner behind the bar in the lapa. A screen and projector had already been set up along with a laptop for the presentation of the clubs financial statements.

At 10:30am sharp, Brian, our Chairman, began proceedings. With approximately 70 people present (club members and spouses), we had a quorum and the meeting continued.

There were no proxies but we had apologies from George Ross, Cameron Carr, Howard Richard, Cheral & Dave McDougall and Darryl & Gita Beck.

George Goswell showed all members present the trophy that was awarded to the club for the best stand at the 2016 Cars in the Park. We will have the best stand at the 2017 Cars in the Park with George's organisation and dedication.

Brian's speech gave a detailed list of all the events that we held over the past year which, when looking back, was an extremely busy year for many club members.



Dave King and Selwyn Ambler proposed and seconded that the previous minutes had been received and read. Keith Oliver and Selwyn Ambler proposed and seconded that the financial statements had been received. Kenneth Jones and Michelle de Lange proposed and seconded that Mark take on the position of Vice Chairman for the club. Kenneth Jones and Brendan Mitchell proposed and seconded that Kingsley Kemp be elected onto the committee to run trails for vehicles that can handle a

grade 4 terrain. Dave King and Johan de Lange proposed and seconded that Ettienne Pienaar be elected onto the committee. Kyle Miller put himself forward to join the committee and Wesley Goldstone and Kingsley Kemp proposed and seconded his election onto the committee.

It was then time to hand out the awards.

Long Service Awards went to :

10 years	Gordon Tripp, Carl Whittaker and Malcolm Parry
15 years	George Ross, Allan Tilley, Richard von Berg and Paul Chantler
20 years	Selwyn Ambler
25 years	Dave King and Audry Lotter

An anonymous donor had donated beautifully crafted wooden trophies for the first three positions for both the modified and standard class Gates. These were awarded as follows :

Modified Class

3 <sup>rd</sup> place	Brendan Mitchell
2 <sup>nd</sup> place	Gary Evangelista
1 <sup>st</sup> place	Zack de Lange (Zack also received the clubs trophy for the modified class)

Standard Class

3 <sup>rd</sup> place	Johan de Lange
2 <sup>nd</sup> place	Mark Kirkbride
1 <sup>st</sup> place	Ettienne Pienaar (Ettienne also received the clubs trophy for the standard class)

Other trophies were awarded as follows :

Gates Spirit	Gary Evangelista
LROC Technical	Gordon Guthrie
Chairmans Award	Russell & Bridget Slogrove
LROC Wally Award	Kenneth Jones
Newsletter Award	Michelle de Lange
Most Enthusiatic	Ettienne Pienaar

Fun Wally Awards went to the following club members :

Russell Slogrove	In recognition of waking everyone at the 2016 Dusi with his alarm clock set way too early.
Kenneth Jones	In recognition of bringin his Jeep to the Landrover Christmas function
Zack and Michelle de Lange	In recognition of finding the old club banners after they were replaced
Dylan Mickleburgh	In recognition of running out of fuel on a recce and then using 2 stroke fuel for the chainsaw
Brendan Mitchell	In recognition of turning Goat into a goldfish
Mark Kirkbride & Russell Slogrove	In recognition of making idiots of yourselves at Pecanwood digging out Zebra with a small spade



Michelle de Lange presented the winning Photo of the Year to Gabi Mitchell.



There were no objections to the backdating of membership to 13 years for those young members who deserve recognition as members of the club.

Sonja and Peter Bunge will be representing the LROC KZN at the Clarens Landy Festival this year.

With the meeting finished, it was time for lunch and socialising and then off to play, with our vehicle being damaged (not too badly) in the process. It was an extremely slow and noisy drive out of the valley on our way home.



Overall results for 2016 Gates Competition : Modified Class

	Class	Gates 1	Gates 2	Gates 3	Gates 4	Gates 5	Prov Points	Drop 1 point	Placing
Gary Evangelista	MOD	20	25	30	10	25	110	100	2
Theo Williams	MOD			12	20	12	44	44	5
Haig Roth	MOD		16	20	25	16	77	77	4
Brendan Mitchell	MOD	30	20		30		80	80	3
Kenneth Jones	MOD			16			16	16	9
Byron Tonkin	MOD	25					25	25	8
Andrew Wilkie	MOD	16	12		8		36	36	6
Ashton Wilkie	MOD	12					12	12	10
Zack de Lange	MOD		30	25	16	30	101	101	1
Michelle de Lange	MOD				16	20	36	36	6
Andre	MOD						0	0	11

Overall results for 2016 Gates Competition : Standard/Production Class

	Class	Gates 1	Gates 2	Gates 3	Gates 4	Gates 5	Prov Points	Drop 1 point	Placing
Brian Machado	STD						0	0	18
Heather Powell	STD						0	0	18
Johan de Lange	STD	10	30	20	12	25	97	87	3
Ettienne Pienaar	STD	20	20	30	16	30	116	100	1
Rob Thompson	STD						0	0	18
Bridget Slogrove	STD	5					5	5	14
Russel Slogrove	STD						0	0	18
Michelle de Lange	STD						0	0	18
Steven Holmes	STD					16	16	16	10
Rory Gardner	STD	30	8	10	25		73	73	4
Graham Ross	STD						0	0	18
Chris Lehmkuhl	STD	5	5	12		8	30	30	6
Paul van der Berg	STD						0	0	18
Kenneth Jones	STD		16			10	26	26	8
Brian Moore	STD						0	0	18
Jason Roth	STD						0	0	18
Tanya Goldstone	STD	5	5				10	10	13
Neels du Preez	STD						0	0	18
Ian Shooter	STD						0	0	18
Ryan Goswell	STD	5					5	5	14
Mark Kirkbride	STD	16	25	25	30	20	116	100	1
Dieter Ziesing	STD	25	5				30	30	6
Andrew Kirkbride	STD	8	5	16	20	16	65	60	5
Wesley Goldstone	STD	12					12	12	11
Nicolien du Preez	STD						0	0	18
Leon Jacobs	STD		12				12	12	11
Richard Wylie	STD		5				5	5	14
Justin von Niebel	STD		10		10		20	20	9
Mark du Plooy	STD					5	5	5	14

## Ten Minutes with Nicholas Bratton



### **Tell me about your very first Land Rover?**

When I was six (1982) my family was living in Harare. One day they told me they were taking a 2-week overland safari across Botswana in a Land Rover. I could come, but it would be hot, uncomfortable, and there would be no other kids to play with. Or I could stay with my grandparents who would spoil me rotten. The choice was easy and that trip in a 1971 Series IIa spawned a lifelong obsession.

### **How long have you been 4x4ing and who taught you to 4x4?**

I've been driving off-road since I worked in rural KwaZulu in the late nineties, but as a recreational pursuit for the last ten years. I've largely learned through trial and error (usually error), or by observing more experienced drivers in club outings.

### **What Land Rover do you drive now?**

1998 Discovery V8 LSE, in "white gold" paint. Large petrol engines were all that Land Rover imported into the States for a long time, which has only recently changed.



### **Does your Landy have a name and what inspired that name?**

I believe that if you give your Landy a name it starts developing a personality (more than it already has). To discourage mine developing a cheeky temperament I have not given it a name. It's just "The Disco."

### **If you could have one modification/accessory fitted to your Landy, what would it be?**

300TDI engine conversion.

### **What is your favorite Land Rover memory?**

The 2015 Tembe trip with LROC-KZN. Exploring remote tracks in the bush, watching wildlife, falling asleep to the roar of lions, sitting around the fire with friends, sharing the braai, this is the quintessential Land Rover experience.



**What is your worst Land Rover memory?**

Selling my 1990 Range Rover. That was my favourite and I always regret letting it go. Circumstances at the time required it, however I'm always on the lookout for another.

**Where have you been in your Land Rover?**

All over the Cascade Mountains, where there is brilliant driving and breathtaking scenery; British Columbia; the Willamette State Forest in Oregon, up and down the Washington-Oregon-California coasts. Plus all the spectacular places I visited when living in Zimbabwe and South Africa - too many to mention.

**Which place was your favorite?**

The Central Kalahari. My first trip in a Landy remains the best. It's hard to top that place.

**Where would you still like to travel to in your Landy?**

There is a 1,000km drive called the Washington Backcountry Discovery Route that traverses the entire state, south to north, along the eastern slopes of the Cascade mountains. It's all on dirt roads with primitive camping and some off-roading, with rock climbing and mountain biking along the way. It takes about six days and I have the perfect vehicle for it.

**If you could own any Land Rover (besides what you own already) what would it be and why?**

Just one? Not a fair question. Top of the list is a 300TDI Defender 110 station wagon, which is an excellent balance of size and capability. It's well suited to longer journeys, can carry people plus kit, and is mechanically simple. After that, the list includes an early nineties Range Rover, a Series IIa 109", and a 101 Forward Control because they are so different.

**Besides land-roving what else do you enjoy doing?**

I am a travel writer: my motto is "do crazy stuff and write about it." I've been to 29 countries and am working on a book about my time in KwaZulu as a whitewater rafting guide. I also own a company called Global Exploration and Recovery, which is currently leading a project in Greenland searching for the bodies of 3 American aviators who died in a plane crash in 1942. I hope to move back to Durban with my wife, Jenna, in the next couple of years. We are now planning a 2017 visit.



## Something for those members who are new to off-roading

The following is an extract from the Discovery Hand Book Off-Road Driving section.

### Off-Road Driving

#### BEFORE YOU DRIVE

Before venturing off-road, it is **absolutely essential** that inexperienced drivers become fully familiar with the vehicle's controls, in particular the transfer gearbox, and also study the off-road driving techniques described on this and the following pages.

#### WARNING

*Off-road driving can be hazardous!*

**DO NOT** take unnecessary risks and be prepared for emergencies at all times.

*Your Discovery has a higher ground clearance and hence a higher center of gravity than an ordinary passenger car. An abrupt maneuver at an inappropriate speed or on an unstable surface could cause the vehicle to go out of control or rollover.*

*Familiarize yourself with the recommended driving techniques in order to reduce risks to yourself, your vehicle AND your passengers.*

*Always ensure that seat belts are worn for personal protection while driving on-road or off-road.*

**DO NOT** drive off-road alone or without letting someone know where you are going and when you plan to return.

#### IMPORTANT INFORMATION

**DO NOT** drive if the fuel level is low - undulating ground and steep inclines could cause fuel starvation to the engine and consequent damage to the catalytic converter.

As a precaution against accidental loss, remove the towing eye cover from the front spoiler before driving off-road.

**DO NOT** stop the engine while driving through water (wading) - water ingress to the exhaust tailpipe could result in severe damage to the catalytic converter.

#### BASIC OFF-ROAD TECHNIQUES

These basic driving techniques are an introduction to the art of off-road driving and do not necessarily provide the information needed to successfully cope with every single off-road situation. We strongly recommend that owners who intend to drive off-road frequently, should seek as much additional information and practical experience as possible. Before driving off-road it is important that you check the condition of the wheels and tires and that the tire pressures are correct. Worn or incorrectly inflated tires will adversely affect the performance, stability and safety of the vehicle.

#### Gear selection

On automatic models, with the main selector lever set at 'D', the gearbox automatically provides the correct gear for the appropriate gear range selected (HIGH or LOW). Remember that position '1' will hold the gearbox in first gear to give maximum engine braking when required. HIGH range gears should be used whenever possible - only change to LOW range when ground conditions become very difficult or gradients are steep.

#### 'Manual' mode

Press the mode switch whilst the automatic gearbox is in Low range to select 'Manual' mode; this enables the transmission to function as a manual gearbox locking the gearbox into whichever gear position has been

selected ('D' = 4th gear), providing maximum vehicle control and engine braking - ideal for use in severe off-road conditions.

*NOTE: Changing from Low to High range will automatically cancel 'Manual' mode.*

### **Braking**

As far as possible, vehicle speed should be controlled through correct gear selection and the use of Hill Descent Control (HDC). Application of the brake pedal should be kept to a minimum. In fact, if the correct gear and HDC have been selected, braking will be largely unnecessary. If the brake pedal is depressed when HDC is active, HDC is overridden and the brakes will perform as normal. If the brake pedal is then released, HDC will recommence operating, if necessary.

### **Use of engine for braking**

Before descending steep slopes, stop the vehicle at least its length before the descent, engage the parking brake, then engage LOW range and then select first or second gear ('1' or '2' for automatic transmission) depending on the severity of the incline. While descending the slope, it should be remembered that the engine will provide sufficient braking effort to control the rate of descent, and that the brakes should not be applied.

### **Accelerating**

Use the accelerator with care - any sudden surge of power may induce wheel spin and, therefore, invoke unnecessary operation of traction control, or in extreme conditions could lead to loss of control of the vehicle.

### **Steering**

#### **WARNING**

*DO NOT hold the steering wheel with your thumbs inside the rim - a sudden 'Kick' of the wheel as the vehicle negotiates a rut or boulder could seriously injure them. ALWAYS grip the wheel on the outside of the rim when traversing uneven ground.*

### **Survey the ground before driving**

Before negotiating difficult terrain, it is wise to carry out a preliminary survey on foot. This will minimize the risk of your vehicle getting into difficulty through a previously unnoticed hazard.

### **Ground clearance**

Don't forget to allow for ground clearance beneath the chassis, axles and under the front and rear bumpers. Note that the axle differentials are situated BELOW the chassis and are positioned slightly to the right of the center of the vehicle. Note also that there are other parts of the vehicle which may come into contact with the ground - take care not to ground the vehicle. Ground clearance is particularly important at the bottom of steep slopes, or where wheel ruts are unusually deep and where sudden changes in the slope of the ground are experienced. On soft ground, the axle differentials will clear their own path in all but the most difficult conditions. However, on frozen, rocky or hard ground, hard contact between the differentials and the ground will generally result in the vehicle coming to a sudden stop. ALWAYS attempt to avoid obstacles that may foul the chassis or axle differentials.

### **Self-levelling suspension**

On vehicles equipped with self-levelling suspension, the rear suspension can be raised to increase departure angles and ground clearance at the rear of the vehicle.

### **Loss of traction**

If the vehicle is immobilised due to loss of tire grip, the following hints could be of value:

- Avoid prolonged wheel spin; this will only make matters worse.
- Remove obstacles rather than forcing the vehicle to cross them.
- Clear clogged tire treads.
- Reverse as far as possible, then attempt an increased speed approach – additional momentum may overcome the obstacle.
- Brushwood, sacking or any similar material placed in front of the tires may improve tire grip.

### **CD Autochanger**

Playing CDs while negotiating arduous off-road terrain is not recommended. Severe jolting of the vehicle may disturb the operation of the autochanger, causing the disc to 'jump' or 'skip'.

## **AFTER DRIVING OFF-ROAD**

### **WARNING**

*Before rejoining the public highway, or driving at speeds above 40 km/h, consideration should be given to the following:*

- Wheels and tires must be cleaned of mud and inspected for damage - ensure that there are no lumps or bulges in the tires or exposure of the ply or cord structure.*
- If wheels and tires are not cleaned properly, damage to the wheels, tires, braking system and suspension components could occur.*
- Brake discs and callipers should be examined and any stones or grit that may affect braking efficiency removed.*
- The underside of the vehicle should be checked for damage, especially the suspension air springs and dampers.*
- Any damage to paint or protective coatings, should be rectified by a Land Rover retailer as soon as possible.*

*If you have any doubt whether the vehicle has been damaged, have the vehicle inspected by a Land Rover retailer.*

### **SERVICING REQUIREMENTS**

Vehicles operated in arduous conditions, particularly on dusty, muddy or wet terrain, and vehicles undergoing frequent or deep wading conditions will require more frequent servicing. After wading in salt water or driving on sandy beaches, use a hose to wash the underbody components and any exposed body panels with fresh water. This will help to protect the vehicle's cosmetic appearance and help prevent corrosion.

## TRIALS RULES

I was asked by some of the members to find the rules for the gates competitions. I found these on a LROC website – not sure which one now as the computer I used has no internet access and won't allowed me to check the history to see where it was found (waiting for my son to come back home to sort out our wifi problem). Hope this will help but bear in mind that these rules don't necessary apply to ALL the clubs around the country and may be amended as the members see fit.

As a Land Rover Owners Club member, you are expected to abide to the Trials Rules when competing in one of the Trials:

- Only LROC paid up members with a valid Driver's License are allowed to participate in a trial.
- All participants must attend the briefing session prior to the trial commencing. Members arriving late must get the approval of the Clerk of Events before they may participate. Approval will be considered at the sole discretion of the Clerk of Events.
- Entries to participate in a trial will open an hour before the trial commences and close when the trial briefing starts.
- All competing vehicles must have recovery points on the front and back of vehicles (not tie-down points on the chassis). All competing vehicles must have their own tow straps, and reasonable equipment to assist in their own recovery should they get stuck.
- All vehicles will be scrutinized before participating in a trial and will only be allowed to participate if they pass. A participant, whose vehicle hasn't been scrutinized, will be excluded from the trial.
- Vehicles must be roadworthy, licensed and fit to compete.
- Aftermarket differential lockers and traction control devices will be penalized with 5 points per diff locker fitted.
- A maximum of three rollbacks of less than 300mm will be allowed without penalty. Engaging reverse during a roll back or any forward gear during a forward roll will be penalized.
- Marshals must inform the Clerk of Events as soon as any obstacle becomes dangerous or may lead to vehicles getting damaged or possible human injury.
- It is the driver's responsibility to walk the trial course before participating to become acquainted with the correct gate sequence.
- The marshal will rectify all defective gates not yet attempted, e.g. pole down, before the gate may be negotiated. Points will be deducted for gates attempted with existing defects, such as pole down, even if not seen by a driver. The onus is on the driver to check the gate before entering it.
- If a pole leans in such a manner that the gate is narrowed, the driver may ask the marshal to straighten the pole before negotiating the gate.
- Marshals must replace poles that have been touched or knocked down. They must ensure that all poles are upright, in the correct position, and firmly planted before a vehicle enters the gate.
- A pole knocked more than 45° to the vertical will be counted as a pole down. Each different fault is counted every time it is made. A touch is counted a maximum of twice per side, i.e. front half on one side has one touch and the back half has one touch – totaling a maximum of two touches per side if poles are touched.
- If a gate is re-entered (as often happens when the driver is unsuccessful with the next gate), any additional faults, such as pole touches, poles down etc. are added to the score.
- The most direct route between the gates must be taken – no looping or crossing one's own track is allowed. The penalty for this is equal to that of a missed gate.
- If stuck, the driver may only attempt an obstacle three times (incurring incremental penalties) before he/she must accept a tow. This is to avoid excessive damage to the course.
- Movement is always forward, unless otherwise directed by the Clerk of Events.
- Where directed to reverse, a roll forward more than 300mm is considered a fault.
- Any method other than the vehicle's own power, e.g. winch, push or jack, when used to free a vehicle is considered a tow. If passengers help the vehicle by getting out of the vehicle to assist during negotiation of a gate, i.e. to change the weight distribution by hanging onto bumpers, bulbar, etc., the same penalty will apply.
- Touching banner tape, if used, is considered a pole touch. Once the tape is touched, the driver must reverse, for which he will be penalized, and will not be allowed to run his vehicle against the banner tape.
- If a driver drives dangerously the marshal must caution him/her and may, at the discretion of the Clerk of Events, be disqualified. The driver must then remove their vehicle from the course immediately.
- Any rules that are not understood must be verified with the Clerk of Events before the trial is attempted.
- The Marshal's decision regarding penalty queries is final.
- If both wheels on the same axle pass on the outside of a gate it is considered a gate missed.
- Any person found violating these codes will be disqualified from the trial



## KZN LROC Photo Competition

Enter your best Landy photo with a title and short description and be in the running to win a year's subscription to PiX Photography Magazine and take the title 'Photo of the Year'



### Rules:

- The competition is open to club members only
- A Land Rover vehicle **MUST** be the subject of your photograph.  
This can include a portrait of you and your Land Rover; a landscape image of your Landy somewhere remote or in a majestic setting: Anything goes! The only requirement is that your Land Rover **MUST** be the focus of the image. Include a story (no more than 150 words) to describe the photo. Photos should be high resolution, about 2mb, but no more than 10mb (**Photos that are too small or too big will be disqualified**)
- Each month a finalist will be selected and featured in the newsletter
- Members can enter a maximum of 2 high res photos per month - Entries can be emailed to [Newsletter@landroverclub.org.za](mailto:Newsletter@landroverclub.org.za) or [Bridget.Slogrove@gmail.com](mailto:Bridget.Slogrove@gmail.com) with 'Photo Competition' as the subject line.
- The competition will run for the duration of the year. The winner will be selected from the 12 finalists and announced at the 2018 AGM

## February 2017 Photo Competition Finalist

This amazing photo named “Splish Splash, I was taking a bath” was taken by Michelle De Lange at Killarney 4x4.



Give us water, give us mud and we are in heaven. Our Land Rover Discovery 1, ‘Monster’, is always at home in this type of terrain. I snapped this shot as Zack came careening around the corner through a deep water tract that had been accumulating from the rains.

## What's On....

### LROC KZN PROVISIONAL EVENTS DIARY 2017

When	What, where	More Info.	CONTACT PERSON	Grade
12 Mar 2017	1st Gates at Killarney	Please refer to email and facebook	Russell Slogrove 083 630 4318	3 – 5
26 Mar 2017	Valley Drive	More details to follow	Mark Kirkbride 082 670 9063	1 – 3
9 Apr 2017	Chairmans breakfast run	More details to follow	Brian Moore 082 842 0064	1
7 May 2017	2nd Gates at High Stakes	More details to follow	Ettienne Pienaar 079 490 2870	3 – 5
21 May 2017	Cars in the Park	Please refer to emails	George Goswell 083 658 1324	1
29 Apr - 1 May '17	Hidden Valley Mooi River	8am - more details to follow	Kingsley Kemp 082 459 4938	4 – 5
16 – 18 Jun-17	Tembe	More details to follow	Brian Moore 082 842 0064	1 – 2
16 – 18 Jun -17	Bushbaby Lodge	More details to follow	Mark Kirkbride 082 670 9063	'1 – 2
Date to be confirmed	Gwahumbe Game Reserve	More details to follow	Kingsley Kemp 082 459 4938	4 – 5
<b>NOT KZN LROC EVENTS BUT WORTH SUPPORTING</b>				
20 May 2017	Herrington Wedding	Please refer to email	Brian Moore 082 842 0064	1
26 Aug 2017	4x4 Nationals at High Stakes		082 327 1127	1

Trail Grading : All our events/trails are graded according to the 5 grades below.

1. Complete novice soft dirt 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 long 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 and/or modified vehicle only with the possibility of vehicle damage.

Just for fun





## Classified

If you wish to place an advert, please forward the info to

[Web@landroverclub.org.za](mailto:Web@landroverclub.org.za)/[Newsletter@landroverclub.org.za](mailto:Newsletter@landroverclub.org.za)

*Please note that ads will run in two successive newsletters thereafter, 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.*

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WANTED 4 core radiator for V8 110 1989 Landrover , IN GOOD WORKEABLE CONDITION.  
Contact Erik Warburg on 0824874950

For Sale :

Phone Allen Cullen 083 654 8567

Side tent for easy awn 2.4m long	R350.00	
Back spats for Defender	R150.00	
Left hand front door (Puma)	R2 000.00	
Back interior trim for Defender	R200.00	
Back door wiper motor	R300.00	
Back door latch	R150.00	
Plastic fuel tank (no fuel pump type) for Kalahari Defender TDI	R500.00	
Back seats (forward facing) for Puma	R2 500.00	
Manifold & SU Cards for 3500 V8	R300.00	
Aircond pump (air compressor)	R150.00	
Camp awning 9m x 7m	R350.00	
Camp awning 6m x 5m	R650.00	
Workshop manuals	R50.00	
Full set of SADF R6 Workshop Manuals	Gone	
Off road camping trailer made from Land Rover back bin and chassis with Echo 4 fold up tent		R54 000
80L 12V/220V camping freezer	R4 500.00	
1/2 HP 220V motor base mount 5/8 shaft	R300.00	

## New Members

### 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 it's time to use it. See you at the next club event.

MemberNo	Prefix	Initials	Surname	MemberName	Salutation	Email Address	Date Joined	M/ship
626	Mr and Mrs	A	Edwards	Andrew	Andrew and Robyn	<a href="mailto:aae.lucky@gmail.com">aae.lucky@gmail.com</a>	201703	Full
627	Ms	N	Du Preez	Nicolien	Nicolien	<a href="mailto:killarney4x4@mweb.co.za">killarney4x4@mweb.co.za</a>	201703	Full
628	Ms	M	Reynolds	Miranda	Miranda	<a href="mailto:mirandajane.reynolds@gmail.com">mirandajane.reynolds@gmail.com</a>	201703	Full
629	Mr and Mrs	D	Murray	Donald	Donald and Grace	<a href="mailto:don.murray62@gmail.com">don.murray62@gmail.com</a>	201703	Full
630	Mr and Mrs	C	Ireland	Clifford	Clifford and Maria	<a href="mailto:cliffordi@dbn.kanteys.co.za">cliffordi@dbn.kanteys.co.za</a>	201703	Full