

2009 COMMITTEE

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LANDROVING IN KZN



February 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



The picture above is the 4th river crossing on the Sunday AGM grade 4 trail. 17 Land Rover's choose to drive the Grade 4 trail and all were rewarded with a few river crossings that tested one's door seals. No problems with the water crossings but some had problems with the muddy banks. Tyre's made a big difference with the mud terrain tyres proving yet again why they are the tyres of choice for many.

No complaints from the driver on the trail and it was the same scene at each crossing. Many spectators gathered on the bank watching each vehicle cross.

The only problem was a Defender 90 hanging off the side of a bank. The vehicle was secured with straps to stop it rolling over into the river. A winch with snatch block was used to pull the 90 sideways back onto the track.

An excellent trail and thanks to Graham Stainbank for allowing the LROC to drive it and braai at the tented campsite.

2009 Subscription

The LROC KZN year runs from January to December. Your subs for 2009 are due and if not paid by April 2009 it will be taken that you no longer wish to be part of the LROC KZN and all correspondence will be stopped. Payment after the end of April will carry a penalty of a rejoining fee of R110.00. If for some reason you have not received a subs renewal form please contact Gavin McKenzie 031-2661175.

Please deposit your remittance of **R160.00** directly into the Club's bank account, which is:

Land Rover Owners Club

Standard Bank, New Germany

Branch Number: 045 826

A/c Number : 251 366 510

Please use your Name and Membership Number as a reference on your deposit slip.

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.**"

LROC KZN PROVISIONAL EVENTS DIARY 2009

When	What, where	More Info.	CONTACT PERSON	Grade
15 MARCH	HIGH STAKES CATO RIDGE	A fun day at High Stakes 4x4 Track, Cato Ridge. It's a chance for the LADIES to practice their driving skills on an easy track. Decent ablutions, bar and restaurant are all part of High Stakes. Meet at High Stakes at 09h00.	Jean Ambler 031-7013115	2 - 3
April		Watch this space, maybe it will change.		
30 April – 3 May	TEMBE	FULLY BOOKED.	George 0836581324	3
10 May	MOTHERS DAY	A special treat for mothers, relax and have lunch with other LROC members at Bhowani Game Lodge, Cato Ridge. Full carvery and seafood buffet for R59.95 per person, kids under 8 years R29.95. Booking is essential as seats are limited.	Jean Ambler 031-7013115 Or email	1
17 May	CARS IN THE PARK	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. Cars in the Park, is an exhibit of motoring history by the various Cars Clubs.	George 0836581324	1
31 May	2 ND GATES	2 nd gates event for 2009. Inchanga Valley is the venue. 08h00 for 08h30 is the meeting time at the valley road turn off on the R103, top of Inchanga.	George 0836581324	3 - 5
June		Watch this space, maybe it will change.		
28 June	UMGENI VALLEY	4x4 scenic valley run in the Umgeni Valley. More info to follow.	George 0836581324	3 - 4
11 July	FUN EVENING	Country & Western dance evening. Venue to be confirmed. Jeans, boots, cowboy hats and checks are the dress code. BYO braai and more info to follow.	Jean Ambler 031-7013115	1
19 July	BAYNESFIELD ESTATE	An easy day in the country. We will take some scenic back roads up to Baynesfield Estate for their "Time Marches On" – a day with a military theme. Explore the old farm buildings, the farmhouse, the Vintage Tractor & Machinery Museum, browse the different stalls etc. Suitable for the whole family.	George 0836581324	1
16 August	BREAKFAST RUN	More info to follow	Jean Ambler 031-7013115	1
23 August	3 RD GATES	Venue to follow	George 0836581324	3 - 5
August	LESOTHO SNOW	Wait for the snow and up Sani Pass to play.	George 0836581324	3 - 4
6 Sep	FUN DAY	More info to follow	Jean Ambler 031-7013115	1
20 Sep	4 TH GATES	Venue to follow	George 0836581324	3 - 5
30 Oct – 1 Nov	ALBERT FALLS DAM	Halloween Camp over at Albert Falls Dam. More info to follow.	Jean Ambler 031-7013115	1
Nov	LANDY VS TOYOTA	Land Rover vs Toyota challenge. More info to follow.	George 0836581324	3 - 5
Nov	SOCIAL	More info to follow	Jean Ambler 031-7013115	1
Dec	YEAR END	More Info to follow	Jean Ambler 031-7013115	1

SPARE WHEEL COVERS.

Looking for a quality spare wheel cover for the Landies spare wheel, then give Jean Ambler a call. The covers are available at R300.00 each. Payment with order and wheel size is required.

Contact: Jean Ambler 031-7013115 or theambler@telkomsa.net.

TRAIL GRADING: All our Events / Trails are graded according to the 5 grades below.

1. Complete novice soft dirt road trail, no low range required. Suitable for all Land Rovers including the Freelander.
2. Limited low range required but suitable for the novice driver. Suitable for all Land Rovers including the Freelander.
3. Low range and limited off road knowledge required. Suitable for all Land Rovers with certain trails not suitable for the Freelander.
4. A low range technical trail suitable for the experienced. The inexperienced will be able to do the trail, as assistance will be available from the more experienced members. Suitable for all Land Rovers except the Freelander.
5. Extremely technical, suitable for the experienced only with the possibility of vehicle damage. Suitable for "Series" and modified Land Rovers.

NON LROC KZN organized events but worth the trip

15/16 May	Sugar Belt 400	KZN leg of the National Off-Road Car Championship. Eston Farmers club is the start and finish of the event. Friday is the prolog and Saturday is race day. Full catering and ablutions available. Various excellent spectator points to watch the race from.	George 0836581324	1
6 June	National 4x4 Challenge	Big boy toys are back in town. High Stakes, Cato Ridge is the venue. Modified and standard 4x4 vehicles battling it out for National Championship points. Excellent spectator value. The venue offers bar, catering and ablutions facilities.	George 0836581324	1
3 – 4 October	National Observed Trails	These bikes are the 4x4's of the motor bike world. KZN leg of the National Observed Trails Championship. (Rounds 5 & 6) A truly spectacularly 2 day event that will amaze all. Many spectator points from which to watch these wizards on motor bikes. Venue info to follow	George 0836581324	1

DRIVER TRAINING (Level one)

The course is hosted by the 4x4Club Kwazulu and is aimed at new comers to the 4x4 scene, although many experienced driver's have used the course as a refresher course before their 4x4 trips or I suppose, if they feel a little rusty after not using their 4x4's for a while.

Whether you have a part time 4x4 or a full time 4x4, the course will cover the basic mechanics of your vehicle, how it operates and how you should be operating it. Although difficult to cover all off-road scenarios you will get to drive a short 4x4 track with quite a few obstacles. Diff – locks and traction control will all come into play on the day.

The driver training courses will be held on a Saturday morning in the Park Rynie area. The course starts at 08h30 and finishes around 13h30. **The cost for Land Rover Owners Club members is R100.00 per person.**

Booking is essential on a 1st come basis as numbers are limited. To book or for more info, contact: Gerald O'Brien Cell: 0828746138 Tel: 0399783299 Email: gerald@halfway.ws

Provisional Training Dates are:

February; 28th
March 28th;
June: 13th
July; 4th
September; 12th;
October 31st;
December 5th.

CONVOY PROTOCOL

When driving in a convoy its easy to get lost or left behind. If the following basic rules are followed no one should be left behind.

- Ensure that you know who is travelling in front of you and who is travelling behind you.
- Do not overtake or cut in front of the vehicles in front of you. Remain in the order in which you set out.
- Every driver must make sure that they can see the vehicle behind them. As soon as you loose sight of the vehicle behind you, stop and wait until the vehicle is in sight again.
- The vehicle in front of you will soon loose sight of you so he or she too will stop. This will cause a chain reaction all the way to the leader of the group.
- When turning off the main route, wait at the junction so that the vehicle behind you can see exactly where you are turning.
- When approaching an obstacle, (hill, river crossing etc) wait until the vehicle ahead of you is clear of the obstacle before you attempt it.
- Once you have cleared the obstacle wait until the vehicle behind you has cleared it. They may have a problem and require assistance.

Sticking to these very simple rules will make our trips a whole lot more controlled, more pleasant for all the drivers and no one will get lost.

Land Rover Owners Club KZN 20th AGM Awards

The following members have completed 10 years as members of the LROC KZN. They receive a 10 year certificate and a LROC vehicle sticker with "10 Year Member" printed on it.

- Jean-Pierre and Verona Lederlin
- Dave Burrows
- Jimmy Oates
- Alan and Bernadine Turner
- Henry and Lynette Cochrane
- Deon and Elsabe Venter.

FLOATING TROPHY'S

- **Chairmans Award** Tanya van Rooyen. For overcoming her disability with a strong positive attitude.
Gary Evagelista. No obstacle is too big.
- **Technical Award** George Goswell Unselfish spreading of his technical knowledge
- **Gates Top Score** Jan Viljoen 1170 points
- **Gates Spirit Award** Geoff Sperring Used the Gates Events to get to know his new Defender. True Land Rover spirit.
- **Newsletter Award** Trophy not awarded as no member stood out as a regular contributor to the newsletter.

COMMITTEE THANKS.

A committee thanks certificate awarded to Greg Labuscagne who stood down from the committee after serving his term of 2 years.

GATES CERTIFICATES.

- | | | | | |
|-------------------------|----------------|--------------|----------------|-------------------|
| • Top Score | Jan Viljoen | 1170 points. | Modified Class | D Rangie |
| • 2nd Place | Ryan Goswell | 1080 points | Standard Class | 1974 Range Rover |
| • 3 rd Place | Geoff Sperring | 1070 points | Standard Class | 2008 Defender 110 |

WALLY AWARDS

Chevron Tape Wally Award. On the trail above Inanda Dam is a deep hole in the river around the big rock. When we use this trail we peg off the drop off with chevron tape. We have a few members who during 2008 drove to the right of the tape when going upstream, no problem, BUT on the return trip could not work out if it was left or right and choose the "right" option with very wet results.

- | | | |
|--|------------------|--|
| • 1st Place Floating Trophy. | Kenneth Jones. | Had to be towed home. |
| • 2nd Place | Mike Cullen. | Escaped with a wet Landy but was able to drive home. |
| • 3rd Place | Richard von Berg | Escaped with a damp ego. |

Peg Leg Trailer Wally Award. Always remember to drop the corner supports on your trailer when sleeping in the trailer top tent. Awarded to Rob de Robillard for climbing out of the tent and having the tent fold up with Bev inside.

Cross-member Wally Award. Awarded to Ryan van Wijngaard for not taking advice from bystanders and wrecking his cross-member for the umpteenth time.

Environment Award. Awarded to Bob Lemon for returning engine oil back to the earth in the hope that future generations will be able to recycle it.

AGM GATES EVENT.

23 Land Rover's ranging from a Series 1 (Allen Cullen) up to Disco 111 (Peter Ramsey) took on the 1st Gates Challenge for 2009. The group was broken into 2 classes with 6 Modified and 17 standard Landies. We had a deadline to stop the Gates Event at 14h00 and we managed to get through 7 Gates by that time. Gate one was the old mud hole that this year was true to old form, a test of ones tyres. No one complained about the mud and all vehicles attempted the obstacle, with a few standard vehicles even attempting the modified section, without much success. Peters new Disco 111 looked at home covered in mud.

Geoff Sperring as always was out to learn a little more about his new Defender and tried an obstacle or two a second time with different gear selections. This is what the Gates is all about, it's a competition, but its also a chance to learn about the different conditions one will encounter on the various trails and how to overcome them.

The modified vehicles are becoming a problem to set a challenging course for them, as they seem to make the impossible look easy. An interesting note is the all the modified vehicles are running the same chassis, the Classic Range Rover, even the Disco 1 uses the early Range Rover chassis.

No space in this newsletter for all the scores and they will be included in next months newsletter.

LROC KZN to the rescue.



The infamous deep hole around the rock on the trail upstream from Inanda Dam claimed another victim during the Duzi Canoe Race this year. A seconder driving a paddles double cab Toyota drove around the rock going upstream without a problem, but on his return he went wrong and drove off the ledge. The Toyota was completely under water and divers had to dive underwater to find it.

The LROC team of marshals had driven past the rock about 40 minutes before the Toyota went in deep. Kenneth Jones, Paul Stanley and myself had crossed over the river and were driving downstream on the opposite bank with the intention of crossing back over via one of the causeways. But all the causeways were washed away and we returned to the top river crossing and crossed back over when a Disco on his way back to the Dam informed us of the Toyota under water.

We returned to the rock to find a recovery about to get under way with many chiefs and not much progress. Kenneth parked his Defender next to the other vehicle with a winch and we took over the recovery. Paul dived down to the Toyota and secured the 2 winch cables and we used 2 winches to get the Toyota almost out the water. Kenneth then repositioned his Defender and we pulled the vehicle completely out the water. Once the Toyota was out the water all who had gathered simply disappeared and the only vehicles left were our 3 Land Rovers and the very wet Toyota. Paul towed it back to the car park at the entrance to Inanda dam.

The role Kenneth played during the recovery was the opposite of a few months ago when Kenneth was the one seeking help to be pulled from the same hole. Luckily only his front end was under water.

Land Rover Did You Know.

Wheelbase in inches.

▪ Series 1 1948 to 1953	80"
▪ Series 1 1954 to 1956	86"
▪ Series 1 1956 to 1958	88"
▪ Series 1 1954 to 1956 LWB	107"
▪ Series 1 1956 to 1958 LWB	109"
▪ Series 11 1958 to 1961 SWB	88"
▪ Series 11 1958 to 1961 LWB	109"
▪ Series 11A & 111 SWB	88"
▪ Series 11A & 111 LWB	109"
▪ Series 111S	109"
▪ Stage One	109"
▪ Forward Control 11A	109"
▪ Forward Control 11B	110"
▪ Forward Control 101	101"
▪ Lightweight 11A & 111	88"
▪ Defender 90	92.9 "
▪ Defender 110	110"
▪ Defender 130	127"
▪ Range Rover Classic 2 & 4 door	100"
▪ Range Rover P33 1995 - 2002	108"
▪ Range Rover 2002 -	113.4"
▪ Range Rover Sport	108"
▪ Disco 1 & 2	100"
▪ Disco LR3	113.6"
▪ Freelander 1998 - 2002	100"
▪ Freelander 2002 – 2006	100.7"
▪ Freelander LR2	104.7"

1962: The 129" Truck Project

There were five prototypes built for military trials for the Belgian Army in the early sixties. Dunsfold and Gaydon each have a 129" truck prototype. This design has a 129" wheelbase, 9.00x16 or 11.00x16 tyres, and 2.5 litre 4-cylinder turbo-diesel (with a 5 main bearing crank and a CAV turbo and intercooler, Land Rover's first try at a turbo-diesel engine), or 2.6 litre 6 cylinder petrol. The 129" has the leaf springs over the axles, and the load capacity is 35cwt. A four-speed 'crash' (no synchromesh) gearbox with a much larger oil capacity is coupled up to a special remote transfer box with a tyre inflation set up. Most of the cab section derives from the ordinary Land Rover of the day.



1963: 'Two Tonne' Forward Control Truck Project

This project was short lived indeed, another push at 'bigger' Land Rovers. It was at the request of the MoD that Land Rover developed this 'two tonne' forward control model at the end of 1963. It had a 24 volt electrical system, and was equipped with the most powerful petrol engine Rover had at the time, the 3 litre, six cylinder engine from the Rover P5. The MoD wanted a diesel version, and an agreement with Perkins gave Land Rover access to the Perkins 5.8 litre, 6 cylinder engine. The vehicle was equipped with a five speed gearbox, made by Turners of Wolverhampton, coupled to a transfer box manufactured by All Wheel Drive. At the beginning, the MoD wanted a large vehicle, and so the wheelbase was set at 129 inches. But as testing progressed, the wheelbase was changed to 120 inches and then to 122 inches. Despite Land Rover's best efforts, the MoD finally decided not to make an order for these vehicles. Another prototype was built, this vehicle being adapted as a transporter for the Rover-BRM Gas Turbine Racing Car. This machine was front wheel drive, utilizing a similar drive train to 'Buttercup' but only using the front drive output from the transfer box.

The rear bed of the truck raised and lowered utilizing hydraulic rams to allow the vehicles to be loaded and unloaded.

Buttercup was kept by Land Rover and used as a recovery truck and general runabout. An attempt was also made to prepare the vehicle for the civilian market, but development problems with the Perkins engine meant the project could not continue.



A new supermarket opened in Umhlanga. It has an automatic water mister to keep the produce fresh. Just before it goes on, you hear the sound of distant thunder and the smell of fresh rain. When you pass the milk shelves, hear cows mooing and you experience the scent of fresh mown hay. In the meat department there is the aroma of charcoal grilled steaks with onions. When you approach the egg case, you hear hens cluck and cackle, and the air is filled with the pleasing aroma of bacon and eggs frying. The bread department features the tantalizing smell of fresh baked bread & cookies.

I don't buy toilet paper there any more.

RECOVERY POINTS.

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All vehicles on trails will be required to have **RECOVERY POINTS** installed on the front and rear of the Land Rover before you will be allowed to drive the trail. Please make sure that your vehicle has the correct points installed, as it will be embarrassing to both you and the trail leader when you are not allowed to drive the trail. The standard lashing and tow points that the vehicles come out with are not suitable for recovery and are only good



Rated Bow Shackle

for towing, Recovery equipment also needs to be of a standard suitable for recovery and not towing. Rated bow shackles are the only shackles the LROC will allow to be used in a recovery. The normal galvanized commercial "D" shackle do not have a safety rating and should not be used in a recovery of a heavy Land Rover. They are good enough to lift your engine out of the Landy but will warp or break under the strains of a snatch recovery. A commercial (not stamped with a working load) galvanised "D" shackle with a pin diameter of 20mm is rated at 1100kg without a safety rating. A rated "Bow" shackle with a 20mm pin is rated at 4750kg with a safety rating of 5:1. One is able to purchase safety rated "D" shackles but I have only found them at specialists rigging supply companies. All good Outdoor / 4x4 stores should sell the rated Bow shackles. If it does not have a load rating stamped on it do not buy it. Get yourself some BOW shackles and dump the DEE shackles.



Commercial D Shackle

Under no circumstances may a steel cable be used to recovery a stuck vehicle. Steel cables are not designed for a shock pull and will break when used with a tug. A steel cable breaking under stress will cut through anyone foolish enough to use one and standing too close to the recovery. Steel cables are to be used only on a winch where there is a steady controlled pull.

Recovery points need to be attached directly to the chassis or to a winch bumper, provided it has been installed correctly. Two recovery points on the front, attached on the chassis on each side will enable a bow sling to be used and the load will be halved on each point. Never attach a recovery strap to a bull bar.

On the rear of the Landy the normal "elbow" tow ball can be removed and replaced with the "pintal" type of tow fitting, provided its not attached to a drop plate and that the tow bracket has support bars going from the bottom back to the chassis. All bolts must be at least "8.8" tensile strength.



Commercial lifting "EYE" bolts are not suitable as recovery points and should be used for lifting duties only. They are designed for controlled steady pulling or lifting without any tugs. An Eye bolt with a 20mm bolt has a WLL (working load limit) of 1200kg and no safety factor.



Do not think that because you do not go playing in rocky muddy riverbeds, you will not get stuck. Rain and a flat dirt road is all that is required to send your Landy off into a ditch. Be prepared, not every one else is and in most recovery situations the person who offers to help does not carry any recovery equipment.

CHECK YOUR RECOVERY POINTS AND EQUIPMENT NOW AND REPLACE THE ITEMS THAT ARE NOT SUITABLE FOR A SAFE RECOVERY.

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.

Micheal & Paula Ashington	Musgrave	Defender 110
Marc & Julie Dutton	Pietermaritzburg	
Paul Stanley	Hillcrest	Defender 90 Puma
Keith & Shirley Oliver	Durban North	
Mark Strathdee	Bluff	
Andrew Neal	Glenwood	
Richard & Sally Wylie	Glenwood	Disco 11 & Defender 110 V8
Byon Tonkin		Defender 110
Dave & Chantel Welensky		
Leon & Tracy Jacobs	Shongweni	Range Rover Classic
Gavin & Leneille Wyatt		
Thierry & Shirley Ramella		
Peter & Sonja Bunge	New Germany	Disco 11
Darryne & Steffie Welgemoed		Disco 1 V8

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

FOR SALE

- 1957 Series 1 109 pickup. No modifications (never been stripped) with original 2L side valve motor. Everything is in working condition with excellent brakes. Licensed up to 2009 and registered as a 1957 model. Chassis no 122703728, engine no 111715182. R32000.00 Contact details: Johann Hugo 073 155 4114 jhugo@meraka.csir.co.za
- 1988 Range Rover classic - supercharger by Alpine Development, metallic silver in colour - R30,000.00 or best offer. Contact R. Hardie on 031-2663516.
- Santana gearbox - R4,000.00. Contact Gary van Schoor on 031-2666503 or 0721186599
- Howling moon 1.4 tourer rooftop tent for sale. Good condition well looked after. R5500 onco comes with adjustable mounting. Contact Andrew 0823370909
- Series 1 Land Rover 1953 .Original data Plate. Used to be a Parks Board car is all I know about the history. The landy is mostly complete but stripped totally. Chassis in good condition no rust. There will invariably be some parts missing and this would be a project for the not fainthearted. I would like to get in the region of R9000.00 for her. Contact Joe de Bruin 035-7896885 (w) cell 0834413688
- 1990 Defender 110 V8 Hardtop 4 door with bull bar. In good running order, power steering, long range fuel tank, dual battery system, roof tent. R53000.00 onco. Contact : Helmut 031-7051560 or 0827057855