

2009 COMMITTEE

Selwyn Ambler
Chairman / Treasurer

Tel: 031-7013115 (h)

Cell: 0839926969

chairman@landroverclub.za.org

Vehicle Series 111 5 door SW

Dave King
Secretary

Tel: 031- 2661579 (h)

dave.king@za.bureauveritas.com

Vehicle: Disco 1 Tdi

Gavin Mc Kenzie
Membership

Tel: 031- 2661175(h)

gavinmck@telkomsa.net

Vehicles Defender 90 TDi

George Goswell
Trails / Gates

Tel: 031-7002300 (h)

Cell: 0836581324

kznroc@mweb.co.za

Vehicles: Series 111S HT

Range Rover 3 door V8

Jean Ambler
Regalia / Family Day Events

Tel:031 701 3115

Cell: 083 2250669

theamblers@telkomsa.net

Vehicle Defender 90 TDi

Kenneth Jones
Newsletter Editor

Cell: 0845091427

kenneth@pcvs.co.za

Vehicle Defender 110 DC TD5

Peter Bassett
Member W/O

Tel: 0724291750

conical@telkomsa.net

Vehicle Range Rover P33

Series 1 107 5 door

Michael Lauterbach
Web Page

Cell: 0823720997

mike@edelnets.co.za

Vehicle: Defender 110 TDi



LANDROVING IN KZN



June 2009

P.O.Box 70650; Overport; 4067

Monthly Newsletter of the LROC of SA KwaZulu-Natal

Find our Home Page at www.landroverclub.za.org

Hi All,

This month we are profiling Jan Viljoen's modified SWB "Defender".

Next month we will look at Dirk Konyn's Series 1 and the following month I hope to look at some of Louis Powell's Series vehicles.

This newsletter also includes a trip report on my much-anticipated trip to Mozambique.

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.**"

What a great month! Apart from my Moz trip there were quite a few landy – both informal and formal – trips that were great fun. The gates recce & gates comes immediately to mind.

The highlight has to be the trip on the 28th. We initially did the trip (back of Inchanga) on the gates recce and it was such fun that we, then and there,

decided that is had to be redone as a dedicated event.

Because the trail, in parts, can be quite rough we decided to advertise it as "grade 4-5 vehicle damage possible". We were quite surprised to then see 26 landies on the day – indicative of where member's interest lies & great to see from a committee point of view. George must be offered thanks for putting these trips together. Thks, George.

What a fantastic day. Trip report to follow next month but some tantalising photos below. Full story behind these pictures will follow next month.

As always, feel free to send in your comments, criticisms and/or suggestions.

Enjoy.

Ed

PREVIEW PHOTOS OF THE 28th



Selwyn Says

Mothers' Day Luncheon at Bhowani Game Lodge on the 10/5/2009 was a huge success with 130 people attending. Once again the venue was excellent but even this was surpassed by the food served buffet style.

On offer were Roast Lamb, Roast Pork, Roast Beef, Oxtail, Chicken ala King and Prawns. The trimmings included roast potato, roast sweet potato, potato salad, rice, sour kraut cauliflower au gratin, beans, peas, sea food salad and so many others I can't recall them all. Puddings followed ie fruit salad, apple strudel, icecream etc then tea and coffee. The most incredible thing about all this is that you can have as MUCH as you can eat of EVERYTHING as they just keep replenishing the lot.

All this for R60.00. per head and half price for the kids!!!! How do they do it??????

Yes, it was a wonderful party hugely enjoyed by everyone there especially the mothers. I was disappointed though that although this was an official LROC social function announced at the AGM in Feb and in our News Letters thereafter, of the 130 people who attended only 16 were LROC people. Assuming that this 16 was made up of husband and wife couples, it means that only 8 LROC members attended, of which 4 were committee members. Hardly a resounding success from a LROC perspective hey?? Where were those members who have complained that the LROC was not having enough Social/Family events.

Although this lack of interest shown by LROC members did nothing to dampen the spirit of this particular occasion, it raises the question "What do we do for future Social/Family events arranged for the benefit of the LROC particularly if the LROC has to commit to expensive items like Live Bands and the Hire of a Venue etc if our membership continues to show similar lack of interest.?" My answer to this is "Since our priority is to the LROC Membership, we give LROC members first option to book their places by a date agreed by the committee, but if by that stage LROC member numbers are insufficient, no further notice will be given and we open the invitation list to "outsiders" as we had to for Mothers' Day. So Selwyn's Second Principle is "IF YOU SNOOZE YOU LOSE".

Jean and I spent this last weekend (16 and 17 May) at Glensheiling, a privately owned camp/caravan park in Nottingham Road with Gavin and Sue McKenzie, Rob and Bev De Robillard and Mike and Sherry Cullen. What a pleasant spot this is. A wonderful place just to relax and enjoy the company of good friends. It offers a small dam, free boating and fishing. There is a trampoline, a jungle-gym for the kids and for others who still think they are kids, a "foofie-slide" with the emphasis on "FOOFIE". This thing is mounted on a slope and the distance between start and finish is about 100mtrs. One climbs onto a raised deck, sits astride the cross bar, kicks off and trusts in providence that one will suffer no harm thereafter. The thing goes like the clappers and at two points along its traverse, if the kid riding it weighs about 80 kg, then the crossbar touches the ground which is a threat to the rider's "foofie". One then has to dismount while the thing is still in motion in order to avoid smashing into the lower terminus. This results in the rider galloping along at what seems to be 150kms per hour while desperately putting on brakes. It's fun but strictly for those who lack the imagination to gauge just how dangerous it could be if something went wrong.

A boma opens on to the dam which invites partying, and the idea was put forward that this would be a lovely spot for a LROC campover social. The camp borders an indigenous forrest through which walks are encouraged. All camping sites are thickly grassed and have access to electricity points. It is less than 3ks from Rawdon's Hotel and about 4k to the shopping centre that serves the area. If snow is going to fall in Natal anywhere (other than on the main escarpment) at any stage, THIS is the area that will get it.

From all reports the Tembe Weekend was a huge success, and those who went along saw plenty of wild life including some close encounters with the elephants and the Tembe Lions.

No doubt about it Tembe is a wonderful spot well worth while visiting, and the staff put a lot of effort into making a visit there successful.

By the way we had to cancel the Country and Western Campover at Eston on 20/6/2009, due to lack of support. We needed 50 members to cover the cost of the band and hire of the venue and only 20 showed any interest, and most of those were people from outside the LROC membership.

Makes you think doesn't it?????

Until next time
Selwyn.

LROC KZN PROVISIONAL EVENTS DIARY 2009

When	What, where	More Info.	CONTACT PERSON	Grade
Sunday 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 farm house, the Vintage Tractor & Machinery Museum, browse the different market stalls etc. Suitable for the whole family. Meet at 08h30 for 09h00 depart at the BP petrol station on the N3 before Cato Ridge.	George 0836581324	1 / 2
26 July		More info to follow	George	
Sunday 16 Aug	BOSTON	An easy farm road drive around the Boston area with a social braai along the route. Big open views from the hill tops and hopefully Kingsley will have tackled a hill or two before the drive and a few drivers can entertain the rest with an obstacle or 2. The drive is going to be run by Kingsley and Tanya so let's all support it. PLEASE NOTE The trail may be changed at short notice due to Tanya being ill.	Jean Ambler 0832250669	2 - 3
23 Aug	3 RD GATES	The venue will be the Umgeni Valley and the recce will take place on Sat 22 Aug. More info 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	Cumberland Nature Reserve. More info to follow.	Jean Ambler 0832250669	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 0832250669	1 / 2
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 0832250669	1
Dec	YEAR END	More Info to follow	Jean Ambler 0832250669	1

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

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

HAVE YOUR SAY ON SANI PASS TARRING

Tour ops requested to comment on tarring of Sani Pass

The Sani Pass Road in the KwaZulu Natal Southern Drakensberg currently provides 4 x 4 access to, and passes through, the Ukahlamba Drakensberg Park (UDP), which is a proclaimed World Heritage Site and an international road link between the Kingdom of Lesotho and KwaZulu Natal.

Sustainable access to the Park needs to be developed and the Sani Pass road forms an integral part of this initiative. Furthermore, a co-operation agreement was signed in 2005 between Lesotho and South Africa to improve access between the two countries via Sani Pass. This project is thus part of an initiative to improve accessibility between SADC countries. The intention is for South Africa to surface the road from Himeville to the Lesotho border and Lesotho would surface the section from the border to Mokhotlong approximately 60kms away. The ultimate goal is to have a hard-surfaced road all the way to Maseru.

The proposed upgrade entails a complete re-grading and resurfacing of the Sani Pass from a gravel to a hardened surface, all-weather road. The upgrade will include road widening, realignment of sections, new bridges, storm water control and attenuation systems, bank and slope stabilisation and road servitude rehabilitation. It is proposed that the provision of an all-weather road through the Sani Pass will have a number of tourism benefits, namely:

- It will provide access to the UDP from both sides of the escarpment and incorporate the border and park access controls.
- The Eastern Lesotho Highlands will be opened up to tourism development.
- A new scenic tourism route will be opened up between the eastern Free State and KwaZulu-Natal via Lesotho.

However before a final decision can be taken, a comprehensive independent Environmental Impact Assessment needs to be undertaken. Due to the complexity of the proposal various specialist studies have been commissioned including a Social Impact Assessment (SIA). This is currently underway and is being conducted by the Institute of Natural Resources. Included under the SIA is the social impact on tourism. In a separate specialist study an economic impact assessment is also being conducted. With regard to the SIA a comprehensive stakeholder participation process is presently being conducted both on the South African and Lesotho sides of this international link.

Local Tour Operators, Accommodation Providers and supplementary service providers have been engaged in stakeholder workshops with excellent results in terms of obtaining a clear picture of the current tourism experience and social environment as well as identifying the potential threats and opportunities the proposed upgrade will have on locally-based tourism business in the Southern Drakensberg.

However realizing that local tour operators are only part of the tourism supply chain, the consultants are anxious to engage with both regional and international tour operators who are currently selling the Southern Drakensberg and particularly Sani Pass Tours and encourage them to participate in this important process. For this purpose a very short, easy to complete online survey has been set up. All these operators are invited to partake on this survey at:

http://www.surveymonkey.com/s.aspx?sm=G_2bUdMKN0w4rMrG3e79vLfA_3d_3d

To have this survey form e-mailed to you please e-mail <mailto:andrew@africaninsight.co.za>.

Land Rover Owners Club KZN Gates 31 May 2009

Total 6 Gates : 360 points

Driver	Vehicle	Score	Springs	Gates Driven	Class Position	Overall
Modified						
Alfie Shilton	Range Rover	190	Coil	5	1	7
Jan Viljoen	D Rangie	170	Coil	4	2	9
Gary Evangelista	Def 90 V8	90	Coil	2	3	12
Standard						
Ryan Goswell	Range Rover	300	Coil	6	1	1
Mark Kirkbride	Disco 1 TDi	220	Coil	5	2	2
George Goswell	Range Rover	220	Coil	5	3	3
Byron Tonkin	Range Rover	220	Coil	6	4	4
Dave Robertson	G Wagon	210	Coil	5	5	5
Dirk Konyn	Series 1	200	Leaf	5	6	6
Glen Twiggs	Series 111 SWB	170	Leaf	4	7	8
Paul Chantler	Series 111 LWB	160	Leaf	5	8	10
Cameron Carr	Range Rover	90	Coil	6	9	11
Daan Muller	Def 110 TDi	90	Coil	5	10	13
Kenneth Jones	Def 110 TD5	80	Coil	6	11	14
Brian Moore	Def 110 TD5	40	Coil	3	12	15
Wesley Goldstone	Series 111 SWB	No Score	Leaf	#	#	#
Mike Cullen	Def 90 V8	No Score	Coil	#	#	#
Paul Stanley	Def 90 Puma	No Score	Coil	#	#	#
Don Erwin	Range Rover	No Score	Coil	#	#	#

NOTES

1. Drivers with the same score are separated by counting the number of clear rounds, then scores of 50 etc.
2. 4 Drivers did not hand back their score sheets which resulted in "No Score" being recorded.

The gates event was held in the Inchanga valley and was extremely well supported with approximately 30 vehicles attending.

My personal assessment of the day was:

Insofar as my own performance on the gates 3/10

Insofar as pure fun & enjoyment (which is why I attend these things) 10/10

Thanks to George for setting up the gates & also thanks to Louis Powell for very kindly offering accommodation the night before for those not ham-strung by family commitments.

Land Rover Defender Tdi Radiator

George Goswell

This article has reference to the 300 Tdi radiator as fitted to the Defender. If you are not certain whether it applies to your Disco 300Tdi or any other LR variant fitted with this motor, please refer to the last paragraph where it tells you how to check whether you might suffer from a similar fate!

Not many technicians are aware of this issue and it blows my mind - that LR (uniquely in the motoring world) have modified a radiator such that the bulk of the circulating coolant can bypass the radiator.

I wonder how many of the overheating problems on middle aged Tdi 's have been caused by this quirky design ?

The original radiators were made so that the hot coolant enters at the top and should go out at the bottom, like on all cars. But LR put a hole in the middle of the radiator on the right hand side (looking from the front) so that the coolant could avoid going through the finned bits and therefore go back into the engine without getting cooled at all. Yes, this hole can be filled up and will make your radiator work properly. I haven't had mine done yet. But if we have anyone who complains of overheating, we get the radiator fixed. Yet another LR design feature.

If you want to check if your radiator has the hole, remove the brass plug on the top (if you have a plastic plug there, you are lucky your engine is still working) and push a piece of stiff wire down the hole. If the wire goes to the bottom of the radiator you have the hole. Any good radiator shop will fill the hole for you and make your radiator work properly.

Trip Report – Mozambique: Santa Maria

Kenneth Jones

This was the trip I was looking forward to since I had to cancel the first trip due to work commitments.

I left early Sunday morning (7th June) to meet Don at his house at 4:30. We then picked up Hilton and were on our way by five. We reached the Kosi Bay border post by 9:30/10:00. Border formalities were a breeze and probably took all of ten minutes.

Just as we were about to leave some German chap (I forget his name) ran up to us and asked if we could assist him – he was stuck less than 25 metres from the border post in a Hyundai Tucson. While I pulled him out Hilton noticed that only one set of wheels was turning – the car was only a two wheel drive.

In addition, the driver hadn't even considered letting his tyres down. In any event he was advised to turn back & go through Swaziland.

Another chap who arrived then asked where we were going & when we said "Santa Maria" asked if he could join us. It transpired that his name was Hans & that his job was caretaker for one of the wealthy cabin owners at a camp near Santa Maria.

Over the next week we became quite friendly and exchanged visits – he to our camp & us to his cabin.

The "roads" linking the border post to Santa Maria are not exactly roads but rather jeep tracks. They were no problem for the landies & the only inconvenience were the constant corrugations.





We quickly set up camp & settled into the following routine:

Asleep by eight, wake up at eight with a two hour siesta every afternoon.

The campsite was not a formal campsite but owned by the brother of the local general dealer, Filamon, who allowed us to camp on the property for a very reasonable R 30 per day per person.

There is a village close by where I could not resist taking a photo of an old series landy (previously owned by Filamon but since sold).

Although the village offered little in the way of commerce it did offer fresh bread (pau) every day.



The main industry in the area is dhow-building and these vessels are absolutely amazing. Hilton, in particular, was entranced as he has previously built his own (albeit fiberglass) boats.

What was very interesting is that the dhows are caulked using rope, exactly as they have been for centuries.



A close-up of rope caulking.





Dhows being built just outside our campside.



There are many old Portuguese buildings in close proximity.



This photo is a story on its own. I fortunately had my camera and could capture the whole thing. After seeing me take a siesta in my hammock for two days running Don decided to hang his own hammock. He duly tied it between two trees and climbed into the hammock.

It was almost slow-motion: the tree slowly toppled over & I got a great shot of Don on the ground. We then tried (unsuccessfully) to replant the tree using a landy to pull it upright.

What was even funnier was that, not very long after, Don tied his hammock to two other trees and the hammock split down the middle.

All in all the trip was absolutely fantastic & thanks to Don & Hilton for being such great company. Thanks to Don for organizing the trip.

I have to include the following photos just to show how beautiful it actually is out there. Every night you see a million stars and the sunsets are phenomenal (we unfortunately woke up too late for the sun-rise).



I must also mention a woman called Nomusa in this report. She had previously assisted Don around the campsite and was absolutely amazing. Let me use the following to illustrate the point:

After washing up and generally cleaning the campsite she then washed our Land Rovers. Definitely someone who knew the meaning of hard work and who really made camp-life so much easier – in fact the most work I did was to lift my beer-mug.

I had to leave a day earlier than Don & Hilton due to family commitments. My return home was uneventful but theirs was very different. Don has promised to write an article giving the details so I'll leave the rest to him – I'll also let him mention the fact that he & Hilton almost sunk Don's rubber duck – but that is another story.

From my side, definitely a repeat trip!

SANTANA LAND ROVERS

Kenneth Jones

Taking note of the similarity between Land Rover (Defender) and the Santana, I thought it interesting to trace the history of this marquee – it is a real pity we don't get them here.

The origins of the Santana company can be traced back to the formation of Metalurgica de Santa Ana, S.A. in Linares, Spain in 1955. The company started out by building agricultural machinery and gearboxes. Their new factory had been built with the aid of funding from the Spanish government, and with their help, the following year an agreement was reached with Rover to build the Land Rover at the plant.

Santana enjoyed a long association with Land Rover having built in the region of 300,000 'Series' vehicles from 1958 through to 1985. By the end of this period however, the vehicles being built were quite different in many respects from Land Rovers, and in 1983 all links with Land Rover ceased. Nevertheless, production continued of a range of Land Rover derived vehicles designated the Santana 2500 until the mid-nineties.

Santana Land Rover Quick History:

1958: The first Spanish-built Land Rovers are launched: Series II models, 75 percent locally manufactured, with a choice of 2-litre or 4-litre petrol engines and a 2-litre diesel engine. A large number of these early vehicles went direct to Spanish government departments and their armed forces.

1962: Production of the Series IIa begins, in 4-litre petrol and 2-litre diesel versions.

1962: With local content of the vehicles now at almost 95 percent, Santana begin exporting vehicles, mainly to south American countries and northern Africa.

1967: Vehicles are now 100 percent locally made.

1967: Production of a new model, the Land Rover Santana 1300 forward control begins, available in both petrol and diesel versions.

1968: The Land Rover 109" 'Rural Taxi' (Station-wagon) is launched, with 5 doors and a second row of forward-facing seats.

1969: Assembly of military versions begins, with various specialist configurations, including an ambulance, communications vehicle, etc.

1969: Santana 'Militar' vehicle launched. This is basically a Series vehicle made to look similar to a Land Rover lightweight, but without any removable panels.

1970: 'Especial' versions of the 88" and 109" Land Rovers are launched, with anatomical seats, Alpine windows, an aerodynamic bonnet and headlights mounted in the front wings.

1972: All models gain the wing-mounted headlights.



Santana Series Land Rover.



Santana Series III 6 Cylinder Land Rover.



Santana Series IIIa Land Rover.



Santana Series IIIa 6 Cylinder Land Rover.

1974: Production of the Series III models begins, with some important improvements over the Series IIa, including synchromesh on all gears and a redesigned dashboard.

1975: All models are now fitted with dual-circuit brakes.

1976: All models gain a brake servo, and manufacture of a 1-tonne, 6-cylinder military version begins.

1977: Santana develops its own 6-cylinder engines, by adding two more cylinders to the current Land Rover 2.25 litre 4-cylinder engines. Because of this new (longer) engine type, 6-cylinder vehicles are redesigned with the radiator grille moving out flush with the wings and the gearbox and axles are upgraded to deal with the extra power. The engine is only available on the 109" version. This allows the capacity of the fuel tank to be increased. Overdrive and free-wheeling hubs are offered as a factory fitted option for the first time.

1978: The Land Rover Santana 1300 is replaced by the Santana 2000 forward control vehicle, with a 2-tonne payload and 6-cylinder engine.

1979: The Series IIIa 109" 6 cylinder 'Especial' is introduced. The lights are no longer round, the front door sliding glass panes become a wind-up/down type. The windscreen is made as one piece (no centre split), the roof is now made of fibreglass rather than aluminium. The front central seat is eliminated and a centre-console fitted. Overdrive and freewheeling hubs come as standard equipment.

1980: The 88" model is withdrawn, and a number of improvements are introduced across the remaining range, including a 5-bearing crank.

1980: Santana 'Ligero', a civilian version of the Series III 'Militar' lightweight-style vehicle introduced. soft-top or hardtop options are available, all in very bright colours.

1981: The company name is changed from Metalurgica de Santa Ana, SA to Land Rover Santana, SA.

1982: A contract was signed with Suzuki which saw them take a 20% stake in Santana. Santana began building the Suzuki SJ-series off-roaders, with first sales planned for 1985/86.

1982: The "Cazorla" special edition Land Rover was launched - visually like Land Rover's Stage 1 vehicle, it is fitted as standard with the Santana 6-cylinder 3.5 litre engine, overdrive, power steering and three windscreen wipers on the one-piece windscreen.

1983: Santana terminates co-operation with Land Rover, removing the Land Rover name from its vehicles.

1983: Santana Series IV / 2500 model released. The 2500 introduced the use of parabolic springs, a 5-speed gearbox and front disc brakes. Power steering becomes standard equipment.



Santana Land Rover - Cazorla 6 Cylinder.



Santana Series IV / 2500.



Santana '1300' Forward Control.



Santana '1300' Minibus.

The "Super" versions incorporate part of the improvements of the Cazorla, and the engine size is increased to 2,500 cc. The "Super T" version was among other things the first turbocharged variant of the 2.25 litre Diesel, with an output of 75 bhp and a torque of 180 Nm.

1984: The six cylinder engines are discontinued, and the petrol version was available by special order only.

1991: Suzuki Motor Corporation becomes the majority shareholder in Santana, with 49% of the share capital. This led to the company being renamed Santana Motor, SA.

1994: Santana 2500 production ends.

1994-96 The company is forced through re-structuring and ownership changes, and Santana sells its 2500 production line machinery and tooling to Morattab. However a new licence contract was signed with Suzuki, and agreements were signed for the production of new diesel-engined models and extension into new sales markets.

1997: The licence contract with Suzuki is extended to 2006.

1999: PS-10 concept vehicle introduced - Essentially a re-design of the Series IV / 2500, but using Iveco's 2.8 litre, four cylinder turbo-diesel engine.

2002: PS-10 'Anibal' production begins.

2002 May 23rd: PS-10 'Anibal' launched at the Madrid International Motor Show, sales to begin in the autumn.

2006: A short wheelbase version is launched at the Madrid International Motor Show. This vehicle is fitted with an Iveco 3 litre common rail turbo-diesel engine and a six-speed gearbox.

2006 May 26th: Santana and Iveco sign an agreement to work together to develop new light 4 wheel drive vehicles.

2007: IVECO Massif - a rebadged and restyled PS-10 - is unveiled. Iveco are to market the vehicle worldwide, using the Fiat brand in the South American markets.



Scrapped Santana '1300' Minibus & Friend.



Santana '2000' Forward Control.



Santana '2000' Forward Control.



Santana Ligero.



Santana PS-10 'Anibal'.



Santana PS-10 'Anibal'.

JAN VILJOEN'S 90

Jan Viljoen/Kenneth Jones

A two-year project that started December 2005 and culminated in what you see below. The vehicle sits on a range rover chassis which was provided by an accident-damaged donor vehicle.

The end result is awesome, as most of you that have seen Jan's vehicle in action can attest to. Jan & I both ran out of time putting the article together & we felt it better to give the whole story than try to rush things so here are a few "teaser" photos with full story to follow next month.



WEIRD LANDROVERS

Kenneth Jones



WEIRD SIGNS

Kenneth Jones





WEIRD CLASSIFIEDS

Kenneth Jones

I thought these were pretty classic....

<p>USED TOILET PAPER — For Sale. I have a wide selection of brands and designs, call for details and prices. 407-248-1011</p>	<p>IT TAKES MANY INGREDIENTS TO MAKE BURGER KING GREAT BUT... "The Secret Ingredient is our People"</p> 
<p>FULL SIZE Mattress. Royal Tonic, 20 year warranty. Like new. Slight urine smell. \$40. (818) 222</p>	<p>Entertainment stand w/ glass door. Bookshelves & Stands. 720- USED TOMBSTONE, perfect for someone named Homer HendelBergenHeinzel. One only. Ph. 1-888- \$15 CARPET CLEANING Per room. Also commercial & residential cleaning. Pro-</p>
<p>WANTED: Somebody to go back in time with me. This is not a joke. P.O. Box 322, Oakview, CA 93022. You'll get paid after we get back. Must bring your own weapons. Safety not guaranteed. I have only done this once before.</p>	<p>FOR SALE: One pair hardly used dentures, only 2 teeth missing. \$100 OBO. Call Ira 878- after 6. 029</p>
<p>HAVE VIAGRA. Need woman. Any women between 18 & 80. PO Box 1151, Boise, ID 83701.</p>	<p>InnocentEnglish.com</p>

SOME LAND ROVER JOKES

Kenneth Jones

Land Rovers are like women:

They leak when you don't want them to, moan on long journey's, embarrass you in front of friends and peers, and consume more money than you ever expected once you've commit yourself to one.

Did you hear about the man whose Land Rover didn't leak oil?
The factory took it back and worked on it until it did.

Guy walks into a spares shop and asks the guy behind the counter: "Two wiper blades for a Landy". The guy looks at him for a few seconds and replies: "Cool, sounds like a fair trade"

Hoe maak jy 'n draadkar olie lek? Jy plak vir hom 'n Landy badge op

Whats the difference between a Golf ball and a LR?

The golf ball you can at least drive for 200 meters....

Land Rovers don't leak oil, they mark their territory.

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.

No new members this month

Total Membership	151
Paid-up Members	127
Non-paid up members	24

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**

Brand new Modular wheels to fit Series - Defender - Discovery 1 - Range Rover Classic, available in sizes 15"x8" and 16"x8" in either black or silver, all wheels have extra wide offset and are perfect for all large offroad tyres upto and including 35"x12.5".

Great value at R 2,750 per set of 5, that's just R 550 per wheel.

Contact Craig On 083 369 2297 (Note: Craig has asked that this ad be run indefinitely)

- **For Sale**

GYPSEY ESCAPE CARAVAN 1995

Garaged, One owner, good condition, multi-room and many extras
R30,000. Ph: Ken Gordon 039 977 8646 Ifafa Beach

- **For Sale**

ORIGINAL DEFENDER TD5 BULL BAR

Original and including high-lift jacking points, winch-mount, spot-light brackets and holes for pin-type recovery point. **What offers?**

Ph: Kenneth Jones 084 509 1427

- **Wanted:**

Head light protectors. The old ones that used to be fitted to Series Land Rovers. Round mesh devices that fitted over the headlight. Phone Brian Hayes 0825781349

- **Wanted:**

Do you have or do you know of someone who has an old shipping container that they would like to get rid of. The LROC KZN is looking to acquire / purchase an old container to be used to store the clubs assets. (Trailer, tents, old clubs records etc.) The LROC will arrange the transport of the container. Please contact George 0836581324 or Selwyn 0839926969.