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# LANDROVING IN KZN



November 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](http://www.landroverclub.za.org)

Hi All,

The big one this month was the Landrover vs Toyota Challenge & what fun it was.

The event was held at Highstakes on Sunday, the 15<sup>th</sup> November 2009.

**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.**"

I took part in the Open Class this year and have included an article and photos from this perspective in this newsletter. George marshalled the Standard Class on the day and will submit an article from his perspective for next month's newsletter.

Ed

## Our Deepest Condolences – Alan Swatton

I was very saddened to hear that Alan Swatton – a long-standing member of the club and friend to most of us – passed away on the 30<sup>th</sup> November 2009.

On behalf of the committee and land rover club, we offer our deepest condolences to his family & friends.

## Caution – New Moz Legislation

I've always been of the opinion that the less government legislation and regulation the better. This is probably even more relevant in Africa where corruption and bribery are endemic. Mozambique unfortunately typifies a corrupt officialdom where fines and bribes are the norm and changes to regulations/legislation often seem to merely open the doors for further abuse. Be that as it may, forewarned is forearmed and the following changes to Moz legislation is brought to the attention of those who may be travelling to Moz over the holidays:

"Each vehicle must have the 2 triangles (red reflective type) as well as a Reflective Vest. If you are towing the blue and yellow triangles must also be attached to the front of the vehicle and at the rear of the towed vehicle, caravan or trailer.

Unless your vehicle is longer than 6m you do not need to worry about the reflective signage, but it is advised that there are reflective strips on the edges of the front and rear bumpers. White in the front and red at the rear. This is the same requirement for both Zambia and Zimbabwe. These items and further advice can all be purchased at the AA. This law came into practice on the 8<sup>th</sup> November 2009."

## LROC KZN PROVISIONAL EVENTS DIARY 2009 / 2010

<b>When</b>	<b>What, where</b>	<b>More Info.</b>	<b>CONTACT PERSON</b>	<b>Grade</b>
<b>13 Dec</b>	<b>BAYNESFIELD ESTATE</b>	Christmas shopping at Baynesfield. Plenty to see and do with all the exhibits open, craft markets, a short 4x4 obstacle track, full catering and bar.	George Goswell 0836581324	1-3
<b>27 – 31 Dec</b>	<b>LESOTHO</b>	4/5 day Lesotho trip. Proposed route. Day 1 Up Sani and north towards OX Bow. Turn off at the Kao Mines track. 1 <sup>st</sup> night camp along this track. Day 2 or ? Past Kao mines, Lejone and follow katse Dam from intake to dam wall. 2 <sup>nd</sup> night camp down stream from the dam wall. Day 3 or ? Through Thaba Tseka , cross the Senque, through Sehonghong and camp at the bottom of the Matebeng pass. Last day. Up Matenbeng pass and exit Lesotho at Ramatseliso gate. On each of the above 3 days there are routes off the proposed route which we might take depending on the group and the weather. This will make up the 4 <sup>th</sup> night.	George 0836581324	3 - 4
<b>21 - 23 Jan 2010</b>	<b>DUZI CANOE</b>	The LROC KZN provides support and marshalling on all 3 days of the Duzi Canoe Marathon. If interested in helping for 1 day or all 3, please give Henry Cochrane a call.	Henry Cochrane 0829220370	1
<b>Mid Feb 2010</b>	<b>21<sup>ST</sup> AGM LROC KZN</b>	It's that time again, 21 <sup>st</sup> AGM of the LROC KZN. It's a camp over, trail drive weekend with the AGM on Sunday before a lunch braai. More info to follow.	Selwyn Ambler 0839926969	1 - 5
<b>Sunday 16 May</b>	<b>CARS IN THE PARK PIETERMARITZBURG</b>	Cars in the Park, Pietermaritzburg. Our annual event to show off the LROC and attract new members. It's a BYO braai for lunch with braai fires provided. For those not wanting to braai, full bar and catering is available. For those who have not been to Cars in the Park, it's an exhibit of motoring history by the various Cars Clubs. It's a day to socialize with other LROC members and enjoy the hundreds of cars on display.	George Goswell 0836581324	1
<b>5 June</b>	<b>NATIONAL 4X4 CHALLENGE</b>	More info to follow		

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

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

## Note: For All Gates Events:

1. Only paid up LROC members will be able to compete in the Gates Events from now on.
2. Non LROC members welcome to attend as spectators.
3. Only LAND ROVER vehicles will be allowed to take part. No other make of vehicle.

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## Landy Mods

## Alan Turner



Our fridge lives in the space where the back seat would normally be.



The fence keeps all the camping kit where I want it. No more braking and being hit on the head by a flying stretcher.

The fence also helps to make opening the fridge door easier. You can also hang things on it.

The floor plate has given us more space for a variety of items. All long, flattish things fit in below viz broom, jack gas extensions, spade etc.

The top bit, being flat, offers a bigger and easier load area.

This works really well for us. Maybe others can use the ideas in their vehicles.

Alan Turner



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## Locker Comparison

## Kenneth Jones

I don't often buy the over-seas mags as they tend to be pretty pricey but every now and then one catches my eye.

The latest Jp magazine was one such where I couldn't resist after seeing the cover: "Limited-Slip, Locker & Spool Shootout".

Anyway, what they did was to take a number of different types of lockers & rate them according to both on-road and off-road ability.

Very interesting reading....

### ARB AIR LOCKER

**Overview:** An ARB Air Locker operates as a normal open differential when not engaged. When engaged, a collar is pneumatically moved to lock the spider gears, creating a spool. When locked, both axleshafts turn at the same rate, whether in a front or rear application.

#### Street:



If you like the way your open diff behaves on the street, then an ARB is for you; it goes unnoticed. Or you can lock it up and chirp tires when parking to impress the ladies.



#### Off-road:



As long as you feed it the required air pressure, the ARB locks and unlocks crisply and predictably off-road. We haven't had any need to jockey the vehicle around to get gears and pins to line up. It's on when the button is on and off when the button is off. When engaged, both wheels spin at the same rate, but offer the flexibility of being turned off for super-tight turning. Makes a great front differential for twisty trails.

**Good:** Highly versatile, delivering excellent balance between on- and off-road requirements. Differential is very strong and can take the shock of an axlehaft snapping under load without failing.

**Bad:** One of the most expensive lockers out there per application. The air lines can be vulnerable to obstacles. Requires a source of onboard air. Lots of things that can go wrong if not installed properly. We've suffered a few internal seal leaks either from high mileage or contaminated oil. The result is gear oil traveling up the air line and out the solenoid purge orifice. On two of our units, air leaks from the seals kept the unit from locking.

### AUBURN LIMITED SLIP

**Overview:** The Auburn Limited Slip uses cone and friction materials to create enough friction to hold the axle shafts together. When enough torque bias is realized between the two shafts, the clutches give and allow differentiation of the shafts. In layman's terms, it grabs until it can't grab anymore, then it turns.

#### Street:



You'll hardly know you've got an Auburn in the rear of your vehicle unless you make enough power to spin the rear tires—then, just look for the two black patches on the pavement. We never experienced chirping or handling quirks when driving it.

#### Off-road:



The Auburn has a good amount of grab, but we found the test unit in our 8.25 Chrysler axle didn't really generate enough traction for heavy rock use with 33s and could be overwhelmed if a tire was lifted in twisties with the vehicle climbing. We'd call the traction performance middle of the road. It's better than a Trac-Lok by a lot, but not quite as grabby as a Truetrac.

**Good:** The Auburn's excellent street manners and decent traction off-road make it a good choice for daily drivers and mild wheeling vehicles.

**Bad:** Requires gear oil with a friction modifier and some installations require slight modifications to the housing. If you're running 33s or bigger and hit some harder terrain, your off-road performance probably won't be that satisfactory. The unit has wearable parts inside and cannot be rebuilt at home. It must be sent back to the factory for refurbishment, which may be required after 100K miles of normal enthusiast usage.

### RUBICON TJ TFS AIR LOCKER

**Overview:** The good news is that if you bought an '03-'06 Wrangler Rubicon, you got a pair of these for free. The Rubicon's pneumatically-operated TFS lockers featured an open/spool configuration in the front and a gear-driven limited slip/spool configuration in the rear.

#### Street:



See Truetrac listing for more information.

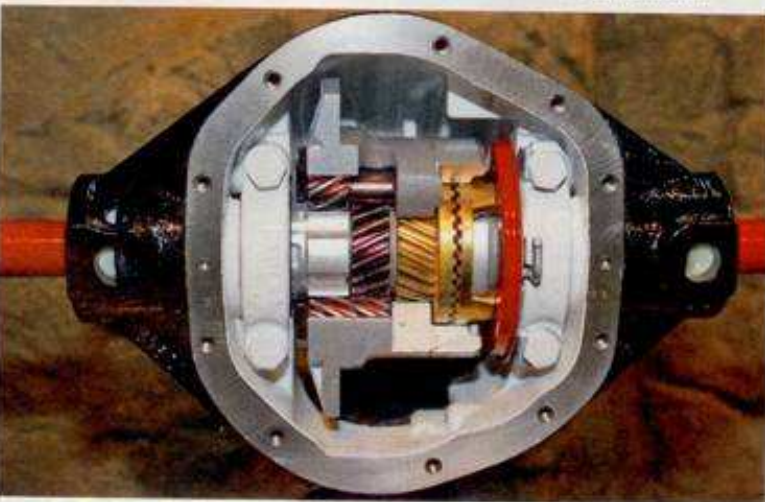
#### Off-road:



The units are unintrusive when unlocked and offer spool-like traction when locked. Aside from very few compressor or air line troubles caused by trail debris, the lockers themselves are extremely durable and most of the time are quick to lock or unlock. Off-road, they've proven themselves for use with tires up to and over 37-inches in diameter with no ill effects.

**Good:** Long-lived durability, and exceptional off-road performance.

**Bad:** They're not exactly cheap or very easy to come by unless you're starting with a Rubicon or a set of replacement axle housings. Also, the lockers require a very low-pressure (3-5psi) source of air or you can blow out internal components.



## LOCKER LOWDOWN

### DETROIT LOCKER

**Overview:** The Detroit Locker is an automatic locker that uses heavy springs and geared teeth to allow the outside wheel to spin faster when turning. In most applications the Detroit Locker is a replacement case, but for some axles—such as for the GM 14-bolt, Dana 70, and Rockwell—it drops into the stock carrier. We like them for front applications best, but have used them in the rear of longer-wheelbase vehicles with much success.

#### Street:



Keep in mind we've tested Detroit's in short- and long-wheelbase vehicles. In a longer vehicle, the handling drawbacks aren't as bad, but the short stuff (like Wranglers) earns this locker a bad on-road score. Whether you're turning or going straight, or if you're on the gas, a Detroit Locker behaves just like a spool. When you let off the gas, the Detroit will unlock. This is especially noticeable in a rear application of a high-horsepower, manual-transmission, short-wheelbase vehicle—such as a V-8 Jeep—and the resulting loading and unloading can cause a violent jerking that you need to get used to. We've driven rigs with super-supple suspensions or no sway bar that have changed lanes from the action.

#### Off-road:



### OX LOCKER

**Overview:** An OX locker is a cable-operated locker. When disengaged, it's an open differential. When it's locked, it's a spool. The cases are burly, and the diff covers are heavy steel built to withstand rock hits and prevent deflection of the shift mechanism.

#### Street:



Since it's an open diff when unlocked, it's unnoticeable on the street. Make sure the cable is adjusted properly, or you may sense some ratcheting as the locking toothed gear attempts to drop into place.

#### Off-road:



Works well as a front or rear diff to help keep axle parts alive and allow you to turn more sharply. Older non-spring-loaded shifters can be difficult to engage in tight situations, but most of those have been swapped out and are off the market by now. The new version of the shifter is much better and easier to use.

A Detroit Locker is a really strong differential, and about the only way we've seen them break is when they're violently loaded and unloaded—like when an axleshaft breaks. This vulnerability is the only reason the Detroit loses one point in the judgment. While you can lose some ability to turn when using it in a front application, we've had little trouble snaking through tight spots by modulating the gas pedal to allow the front differential to unlock periodically for tighter turning. We like the no-brain traction with no buttons to push or levers to pull.

**Good:** Tough as nails, no brain required to operate, insane traction when on the gas, and OK for front and rear applications.

**Bad:** On-road handling quirks, susceptible to damage from a broken axleshaft, and can be a little rough on the street in the rear of short Jeeps.



**Good:** It's extremely strong and is an open diff when you want it, or a spool when you want it. Great for a daily driver or hard-core abused Jeep. Perfect for front and rear applications. Comes with a bomb-proof differential cover, and the beefy locking spool design will survive a catastrophic shaft or U-joint failure.

**Bad:** The cable must be adjusted properly or the unit will not function correctly, so make sure it's installed by somebody whose primary diet isn't bananas and peanuts from the zoo. Early shifter can be difficult to engage. The heavy industrial cable coming out of the cover can be vulnerable to trail debris in some applications. Also, the heavy cable needs to be routed into the cab, and the shifter is somewhat inconvenient to try to locate cleanly in a Wrangler or other vehicle with a small interior.

### DETROIT TRUETRAC

**Overview:** The Truetrac is a gear-driven limited slip that requires no special friction modifiers to operate. That means that the bozo at the Qwickie Lube can't destroy your spendy limited slip by putting the wrong oil in. Under power, torque is sent to both tires unless there's an excessive amount of resistance on one.

#### Street:



The Truetrac is very unobtrusive on the street. When gassed in a corner or turn, you may feel the slightest pull, but there's no jerking or violent engagement of any sort. When under heavy throttle in a turn, the inside tire will bark a little, but not under normal driving conditions. Turning radius and tight maneuvers are totally unaffected.

#### Off-road:



The Truetrac offers near locker-like traction in all but the gnarliest terrain. We've found that modulating the brakes a bit can help keep one tire from spinning when the suspension is crossed up. You can't drive as elegantly in the rocks as you can with a spool or locker, but you'll have to work pretty hard to get stuck. In loose dirt twisties where you're lifting a tire, a Truetrac will almost always get you through.

**Good:** Great traction on- and off-road and can use straight 90W gear oil. They're moderately priced and great for front and rear applications.

**Bad:** There are a lot of little parts inside, so it's not as strong as most full-case lockers. Also, it doesn't offer as much traction as a locker or spool, and you may slightly notice it operating during some street driving.



## LOCKER LOWDOWN

### POWER-LOK

**Overview:** The Power-Lok is a clutch-driven limited slip unit and is considered



a stronger, heavy-duty version of the Trac-Lok. Power-Loks are commonly found as the optional limited slip in older Jeeps. New units are produced by Precision Gear.

**Street:**



When worn out, you'll think it's an open diff. But even new, it's hardly noticeable on the street.

**Off-road:**



Again, when the Power-Lok is worn out, you'll think it's an open diff. Modulating the brake pedal helps make the Power-Lok come alive and provide impressive slightly-better-than-open-carrier traction. We give them a solid "eh."

**Good:** Came factory in some M38A1s and other early Jeeps, so you may already have one. They're stronger than most other limited slip cases, and can be used in front and rear axles without adverse effects.

**Bad:** They require gear oil with a friction modifier and have wearable clutches, which can be replaced at home. Not for the extreme and not a replacement for a full locker.



### WRANGLER JK TFS ELECTRIC LOCKER

**Overview:** When Jeep upgraded the Wrangler line to the '07-up JK platform, the old pneumatically-actuated lockers of the TJ Rubicons got the heave-ho in favor of the new electronically-actuated selectable lockers. Although they only fit Rubicon Dana 44 housings, the TFS Dana 44 Rubicon lockers markedly simplify the installation of Rubicon axles in a non-stock application, requiring only a switched source of 12V power to actuate.

**Street:**



Hey, when it's off it's an open diff. No drawbacks here.

**Off-road:**



To be somewhat picky, we've found the JK Rubicon axles sometimes need to be locked 20-30 feet before you need them, rather than when you're already stuck. When locked, they effectively function as a spool, offering uncompromising traction in any and all terrain. That is, as long as your tires are up to the task.

**Good:** It's got millions of dollars in factory-funded research and development behind it. They just work.

**Bad:** They only work in JK Rubicon Dana 44 axle assemblies, so you can't just plunk one in your '76 Wagoneer front axle.

### SPOOL

**Overview:** A spool is just a solid chunk of metal that connects your axleshafts together permanently and forever. A mini-spool drops inside your factory carrier and replaces the spider gears. A full spool replaces your existing carrier and is what you should run, if possible. Don't run a spool in the front, 'cause you ain't a gonna be able to turn; they're for rear applications only.



**Street:**



A spool is noticeable on the street when cornering sharply, but is very predictable, and we actually prefer one in the rear of a short-wheelbase vehicle over an automatic locker. Since there's never any loading or unloading, you don't get the jerking or banging associated with automatic lockers. It will increase your turning radius somewhat, and you'll notice your rear tires will scrub and chirp around corners.

**Off-road:**



Since a spool never unlocks, it's extremely predictable off-road. And since it's a solid chunk of metal, we've never been able to harm one. We haven't really found the loss of turning radius to be a hindrance. That's what Reverse is for. We hypothesize that a spool is actually easier on axleshafts off-road because there's never any sudden loading or unloading. Power is always evenly distributed to both shafts, and traction is generally phenomenal.

**Good:** Inexpensive, simple, lightweight, and strong.

**Bad:** Tires will chirp when turning on pavement, tire wear is increased, and the turning radius increased. Really only for a rear-axle application that's primarily used off-road.

### TRAC-LOK

**Overview:** The Trac-Lok is the OEM limited slip differential offered in many vehicles—from early CJs from the mid-'70s up through XJs and some TJs. It uses stacks of friction discs that hold the spider gears from differentiating until enough torque is generated by the shafts to let them spin.

**Street:**



You'll think you're driving an open diff. The Trac-Lok is largely unnoticeable.

**Off-road:**



You'll think you're driving an open diff. The Trac-Lok is largely unnoticeable. Unless it's new from the factory, don't expect anything but poor performance off-road from a Trac-Lok.

**Good:** It probably came in your Jeep from



the factory. The unit can be rebuilt at home.

**Bad:** They require gear oil with a friction modifier and have wearable clutches inside. If you're planning on adding a lunchbox locker, you'll need to order a special application that will work with the clutch disc recess in the case. The recess inside of the case makes it slightly weaker than a standard open diff case. It's difficult to weld into a spool if that's your thing. Basically, they don't work well, so don't waste your money. You're better off with an open diff.



### WELDED DIFF

**Overview:** In a normal open differential, a set of spider gears allows the axleshafts to spin at different rates for smooth turning. Welding these gears together and then to the differential case sides creates a poor-man's spool.

#### Street:



### GOV-LOC

**Overview:** Manufactured for General Motors by Eaton, the Gov-Loc is really a marvel of engineering. It functions as an open diff when unlocked. When the difference in wheelspeed from one side to the other reaches a certain point, centrifugal weights expand and cause the differential to go from an open to locked diff in milliseconds.

#### Street:



It's fine when it's functioning as an open diff, but wheelspin is actually required to get a Gov-Loc to engage. Usually, once there is enough wheelspin present, the vehicle bangs and jerks when the locker engages. It just feels violent—and we're sure it is.

#### Off-road:



Like the street, the Gov-Loc requires a fair bit of wheelspeed before it will engage. You really feel like you're about to blast off, then BANG, away you go. The violence with which a Gov-Loc engages is one reason we see so many of them being replaced at our local 4x4 shop. Once you add larger tires or hit some hard off-road

Overall, the welded diff will behave just like a spool. In some instances where the axleshafts are of a smaller diameter (1.30-inch and smaller), there may be some torsional loading and unloading of the axleshafts when used with sticky tires. This will make for more tire squeal and chirping when turning. Basically, the welded diff loses a point to the spool because of the potential for the welds to break, not due to any difference in performance.

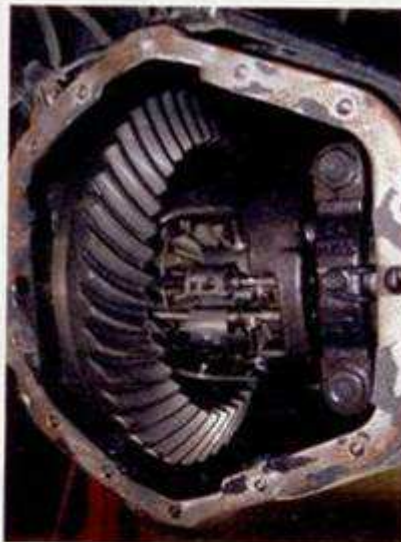
#### Off-road:



Again, it loses a point to the spool because of the potential for failure, but as long as your welds hold, you're good to go. Like a spool, we wouldn't recommend a welded diff for a front application. We pulled our welded Trac-Lok apart after about 30,000 road and trail miles and found that a crack was beginning to develop in a weld near the side of the case. Left alone, the weld could fail, sending chunks of diff into the gears and bearings. So if you decide to run a welded diff, plan on checking it frequently.

**Good:** Dirt cheap and gives great traction.

**Bad:** It's pretty butch, and the finished product will only be as good as your welds and the strength of the stock case. It's really only good for some rear-axle applications that are used primarily off-road.



trails, the Gov-Loc usually blows its fine, Swiss-watch-like internals to dust.

**Good:** Available in many factory GM 10-, 12-, and 14-bolt rear axles.

**Bad:** They're not durable and you'll almost certainly be replacing it with one of the other aftermarket differentials listed in this story.

### LUNCHBOX LOCKERS

There are tons of drop-in lockers designed to replace your factory differential gears. We've used several with generally poor results. While we consider lunchbox lockers a good beginner or temporary locker, we wouldn't count on one as a permanent modification. Many of the companies that make lunchbox lockers also make full-case lockers, so if you've got the money, step up to the plate. Their operation and installation are similar enough that we'll lump their performance into one general category, then give more detailed descriptions below.

**Overview:** Is a replacement for spider gears that fits inside stock differential carrier. Geared teeth and springs unload when coasting and lock under power.

#### Street:



Acts like normal automatic locker, so normal jerks and banging associated with automatic lockers apply.

#### Off-road:



Locker-like traction when working properly, but gear teeth are susceptible to wear and failure. When worn, it may not lock or unlock smoothly. When the unit fails to lock, it will leave you with no drive in that axle. Very susceptible to damage from axle failure, and strength of stock carrier can be a factor.

**Good:** Inexpensive, easy installation, no gear setup required. Can be used in front and rear applications.

**Bad:** Generally is weaker than full-case counterparts, wears quicker, strength limited to stock carrier.

#### Notes:

**Richmond Gear Lock-Right:** Easy installation. Doesn't work well with short wheelbases or manual trannies. With hard use, the teeth will wear and round off on edges for weird engagement/disengagement. Pins that hold locker halves together can shear under extreme shock load. Good factory warranty service. 

### Sources

**ARB**, 425/264-1391, [arbusa.com](http://arbusa.com)

**Auburn Gear**, 260/925-3200, [auburngear.com](http://auburngear.com)

**Eaton**, 800/328-3850, [eatonperformance.com](http://eatonperformance.com)

**OX**, 727/230-7803, [Ox-usa.com](http://Ox-usa.com)

**Powertrax**, 864/843-9231, [powertrax.com](http://powertrax.com)

**Precision Gear**, 800/449-6649, [precisiongear.com](http://precisiongear.com)

## Landy vs Toyota Challenge

Kenneth Jones

Firstly, what everyone is waiting for....

The scores – no need to comment any further but “best 4 x 4 x far” comes to mind...

STANDARD						
Manufacturer	Model	Driver	Co-Driver	Points	L/Rover	Toyota
Toyota	Hilux	Andre Williams	Ian Williams	650		650
Toyota	Prado	Jacques Morkel		640		640
Land Rover	Defender 110	Hugh Cawood	George	620	620	
Toyota	Hilux	Dave Murray		600		600
Toyota	Hilux	Rory Flett	Antoinette Flett	560		560
Land Rover	Discovery 1	Mark Kirkbride		500	500	
Land Rover	Defender 90	Mike Cullen		500	500	
Land Rover	Defender 110	Daan Muller	Hendrik	480	480	
Toyota	Land Cruiser	Jacques Malan	Nicole Malan	470		470
Land Rover	Range Rover	Cameron		470	470	
Toyota	Land Cruiser	Ben	Illiani	440		440
Toyota	Land Cruiser	Ross Andrew	Cheryl Andrew	400		400
Land Rover	Defender 110	Lance	Lyle	390	390	
Land Rover	Series 11A	Ron Drew		390	390	
Toyota	Land Cruiser	Sean Cullen	C. Cullen	340		340
Land Rover	Range Rover	Don Erwin	Kim McLean	310	310	
					<b>3660</b>	<b>4100</b>

OPEN MODIFIED						
Manufacturer	Model	Driver	Co-Driver	Points	L/Rover	Toyota
Toyota	H Condor	Kevin Govender	Jennifer	660		660
Land Rover	D Rangle	Jan	Ron	650	650	
Land Rover	Range Rover	Leon Jacobs	Ben Bayman	620	620	
Land Rover	Defender 110	Keneth Jones		590	590	
Land Rover	D Rangle	Kingsley	Nicola	580	580	
Toyota	Land Cruiser	Ken Brenton		530		530
Land Rover	Range Rover	Byron	Nigel	430	430	
Toyota	Land Cruiser	Peter Zietsman		415		415
Land Rover	Defender 90	Paul Stanley	Greg	370	370	
Toyota	Land Cruiser	Phil Jacobs	Johan Jacobs	350		350
Land Rover	Range Rover	Alfie		310		
Toyota	Land Cruiser	Trevor		0		
					<b>3240</b>	<b>1955</b>
<b>TOTAL SCORES</b>					<b>6900</b>	<b>6055</b>

SUPPORT CLASS.					
Manufacturer	Model	Driver	Co-Driver	Points	Class
Isuzu		Rishi	Rene	300	STD
Toyota	Home Built	Geoff Norton		800	OPEN
Toyota	Home Built	Brett Law	Jarrold	670	OPEN
Toyota	Home Built	Sarel Coetzee	Landl	625	OPEN
Jeep	Cherokee	Sean Bradley		435	OPEN
Mercedes	G/wagon	Tony Singh	Ugash	390	OPEN



Personally, I had a fantastic run but have to give credit where credit is due – Gary unfortunately wasn't able to take part as his transfer box gave out before the event started. His loss was my gain as I quickly collared him as a co-driver. I doubt that I would have done half as well without his assistance so thks Gaz – much appreciated.

I specifically wanted to take part in the Open Class as I wanted a chance to use my lockers – in the normal LROC gates events I typically do the event without them so I was interested to see the difference.

Anyway, what a difference. My landy seemed to idle up just about any obstacle. The open class was fantastic fun. The event marshalls started with a very convoluted system where the first one into an obstacle then became the last one into the next obstacle – suffice to say that none of us understood what they were on about and simply started when and as we felt like it – this worked far better & was a lot more fun.

We enjoyed ourselves immensely which, to my mind, is the main purpose, with scores a secondary concern – it was only after they were added that we realized how well we had actually done.

Kevin drove superbly & fully deserved first place with Jan & Leon a deserving second & third.

Alfie & Byron gave us some anxious moments with their close calls – particularly Alfie – his recovery, though, was excellent but, at one stage, he was balancing on essentially one wheel.

A very impressive vehicle was Ken Brenton's VX Land Cruiser – this vehicle had double diff-locks & seemed to effortlessly cruise up most of the obstacles. Not many would use a R 750,000 vehicle on a gates event – Ken not only did so very successfully but with very little damage.

As always, photos tell the story:



The last part of the story is that I towed Gary home with his broken transfer box. Someone lent him a yellow jacket but he forgot to get a contact number – if whoever reads this article would you mind giving Gary a call on 084 433 5175?



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Of Course I Love You Bokkie  
I Only Smaak You Dik  
You Cook And Clean And Iron My Shirts  
And Look After Me Wen I'm Sick

So Your Bum Is Only Big Hey  
But I Don't Mind A Bit Of Flab  
It Means That When I'm Lekker Jags  
There's Somethin There To Grab

So Your Belly Isn't Flat No More  
I Tell You, I Don't Care  
So Long As When I Druk You  
I Can Get My Arms Round There

No Stukkie Who Is Your Age  
Has Nice Round Perky Breasts  
They Just Gave In To Gravity  
But I Know You Did Yor Best

I'm Not Tuning Kak Now  
I Never Tell You Lies  
But I Think It's Lank Sexy  
That You've Got Dimples On Your Thighs

I Swear On My Ouma's Grave Now  
The Moment That We Met  
I Said To All My Chinas  
"Now That's A Lekker Slet"

So No Matter Wot You Look Like  
I'll Always Love You Dear  
Now Shut Up While The Rugby's On  
And Fetch Me Another Beer!

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