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LANDROVING IN KZN



May 2010
P.O.Box 70650; Overport; 4067

Monthly Newsletter of the LROC of SA KwaZulu-Natal
Find our Home Page at www.landroverclub.za.org

Hi All,

This month was a busy one with the East Coast Cruisers Social, Cars in the Park and Back of Pinetown.

Back of Pinetown was, as always, great fun with nine landies turning up.

Unfortunately, yet again, I left my camera at home but will try to get some photos from some of the other guys and put an article together.

June promises to be just as busy with a couple of events planned: Gates, Tembe and Transkei. The Transkei trip is a late addition. The Lemons (Bob & Diane) have planned a Transkei trip and have kindly opened it up to any club members who wish to join them.

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.**"

Details are on the calendar – if interested, please give Bob a call.

We are also in the final stages of putting together a Mozambique trip which will be run by Don Erwin. Don is to finalise arrangements & will confirm dates, venue etc.

As always, will keep you posted.

Ed

Photo of the month

Can one deny that my daughter is having a good time?



LROC KZN PROVISIONAL EVENTS DIARY 2010

When	What, where	More Info.	CONTACT PERSON	Grade
Sat 22 May	SUGAR BELT 400	Kwazulu Natal leg of the National Off Road car championship. Eston farmers club is the start/finish venue with many spectators points out on the circuit. Non LROC organised event but an excellent spectator event.	George Goswell 0836581324	1
Sat 5 June	NATIONAL 4X4 CHALLENGE	Kwazulu Natal leg of the National 4x4 Challenge to be held at High Stakes. Non LROC organised event but an excellent spectator event.	George Goswell 0836581324	1
16 – 20 June.	Transkei	The Lemons (Bob & Dianne) are planning a trip to the Transkei – Nyameni & Mzikaba and have kindly opened up the invitation to the club. Please contact Bob Lemon for more details.	Bob Lemon 083 959 9440	2/3/4
Sun 20 June	GATES EVENT ESTON QUARRY NEW DATE	Back to an old venue for the 2 nd Gates for 2010. ESTON QUARRY. Gates set up at 06h30 for those early birds who wish to help. Vehicle scrutineering from 08h00 and the event starts at 09h00. BYO braai for lunch, with braai fires provided.	George Goswell 0836581324	3 / 5
25 – 28 June	TEMBE ELEPHANT PARK	Camp over in the big 5 park, in an area out of bounds to day visitors to the park. We require 20 people to make this trip viable and it's on a 1 st come 1 st basis.	George Goswell 0836581324	3
July				
July / Aug	LESOTHO SNOW	When the snow falls we go at short notice.	George Goswell 0836581324	4 / 5
7 – 9 Aug	NON STOP ADVENTURES BAYNESFIELD	Long weekend end camp over with a trail drive on the Sunday with the Natal Vintage Tractor and Machinery Club up to the private museum of Malcolm Anderson. More info to follow	George Goswell 0836581324	3
Aug				
Sep				
Oct				
23 – 24 Oct	LESOTHO SANI PASS	Short weekend trip down the Sani River valley. Camp over next to the Sani River. More info to follow	George Goswell 0836581324	3 / 4
Sun 7 Nov	CAR TOY RUN	Drive in convoy from Pineville Junction, PWN to the show grounds in Toti. Entry fee, is bring a Toy for underprivileged kids.	George Goswell 0836581324	1
Nov	LAND ROVER VS TOYOTA	Annual Land Rover vs Toyota challenge	George Goswell 0836581324	3 / 5
16 – 19 Dec	TRANSKEI	We return to one of our old spots, Mnyameni. More info to follow	George Goswell 0836581324	3 / 4

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

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

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

Note: For All Gates Events:

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

Cars in the Park 2010

George Goswell

The weather predication for the weekend in Pietermaritzburg was, Saturday 60% rain and Sunday 30% rain. Durban certainly got its 60% on Saturday but the report I received back from Pietermaritzburg on Saturday evening was no rain. The norm for the last many years was to go up on Saturday afternoon, set up the LROC stand and camp over. I was all prepared for the camp over but work commitments on Saturday, the possibility of rain and the lack of support from the usual gang to camp over this year meant its was going to be an early start on Sunday.

Inez was not feeling well and had a few things that she needed to do around the house, so getting her out of bed at 04h30 on a Sunday was out of the question. Cars in the Park is an annual event that my kids love so getting Michelle and Ryan up at the early hour was unusually easy. In fact I received the same response I get when they ask for money and I say, " Yes, bring me my wallet ".

We left home at 05h00 and drove up to PMB in mist, dogging slow moving cars, trucks and an annoying "Rosie Catering" van, which, stuck with me, blinding me in my mirrors.

By 06h30 we had the awning and banners up and were ready for the day. Thanks Ryan, Jayson, Michelle and Tamara for the help.

It was a slow start to the day and by 08h00 we only had a few Land Rovers on the stand. Looking around the park it seemed to be the same with others, but within an hour the place was full. It must have been the predication of rain that caused the slow start to the day. The day turned into a lovely warm day and the shade from the trees and the autumn leaves on the ground reassured us that we have one of the better stands in the park.



Rob de Robillard turned up with his two half scale electric Light Weight and Series Land Rovers. Not sure if any of the full size Land Rovers attracted more attention that the two "kid size" Land Rovers but the star attraction amongst the kids was Robbie's two small Landies. His grand daughter clicked on quickly that she could turn a profit on the day and started a "pay me and I will take you for a ride" service, which had the kids queuing up with hands full of cash. I bet Robbie will get sick of hearing " when are we going back to Cars in the Park again " over the next few months. As the saying goes, "I will be back", well she will definitely be back with her Landy. Maybe next year we will set out a track around our stand for the Lady and her Landy.

What more can I say, 40 Land Rovers on the LROC stand, hundreds of people walking amongst the Landies, a braai under the trees amongst LROC friends, a very successful LROC Social Event.

Not forgetting the walk amongst all the other car clubs stands viewing which must surely be the most diverse and largest collection of motor vehicles of all ages you will ever see in Kwazulu Natal.

Addendum from Editor

Fortunately, I remembered my camera this time – particularly as my daughter had such fun been driven on Rob's baby landy – guess I'm going to have to get her one of these.

Some of the photos I took of the landies at the show:





Looks like I'm going to have to buy her a landy of her own soon.

Rob, pls thank your grand-daughter for taking her for a drive.

Cars in the Park 1991

Darryl Beck

By way of contrast and for nostalgic purposes, we thought we would run the following article of the 1991 Cars in the Park – as written by Darryl Beck in May 1991:

Only three members and their vehicles eventually set forth to Maritzburg on Thursday morning from JHB. Owen, Lance and a friend traveled down to Elandslaagte in the red shortie and Darryl, all alone with not even the dog to keep him company, towed Normans Fire Tender down to Nottingham Road with the Brown Cow. Owen and Lance met Doug Gordon, George Voortman and the Hale brothers at Elandslaagte where they played around in the mud, the dongas and the stream till the Saturday morning. Darryl went to Riverholm Stud in Nottingham Road where he stayed with his sister and did nothing more exciting than take her to Durban shopping. At about 11.59 on Saturday morning the Elandslaagte brigade arrived at the Stud to have morning tea. Jenni and Amy had obviously been seating in the kitchen all morning as the spread they had prepared was fit for royalty. The guys tucked in and before you could say "Natal, the Last British Outpost" it had disappeared down seven ravenous throats. Thanks Jenni and Amy, a lovely treat, from two lovely ladies, at a lovely farm.

With four Series I's in convoy we set off along the old road to Rawdons Hotel to disturb the serenity of the Jaguar concourse. This we did in true Land Rover Club style. I swear some of the old dearies even dropped the hot potatoes out of their mouths in absolute horror at what they were observing. I don't think Freds Landy has seen a clean rag let alone polish since the day it left the factory, and that, amongst all those super smooth Jaguars. It was a truly horrific intrusion. You can no doubt guess we did not stay long, but certainly long enough to have a good old chat with our dear friend Ivor Middleton of World Books. He alone greeted us with enthusiasm and made us feel welcome. We then proceeded, still on the old road, to Martizburg with the old Landys doing fine bucking bronco impressions all the way along that none to smooth excuse for a road.

Peter the Basset hound was not at home so we went round to Rob Humphries house where they were engrossed in a stupid rugby match on T.V. Natal won, bull, Northerns felt sorry for them always being the losers.

First impressions: Rob Humphries: Mischievous imp, excellent card dealer, would look better with a yarmulka than a baseball cap. My impression of what Shylock should look like.

Second impression: Rob Humphries: Mischievous imp, a schemer, does not need a yarmulka but would still make a perfect Shylock or Merlin. Very warm and fun loving.

First Impression: Peter Basset: should be on T.V. advertising chickens or with Marta selling Castrol oil in the Free State.

Second Impression: Peter Basset: A great big jovial, loving Farmer Brown.

First impression: Natal Branch members who we met: They should all give up Land Rovers and go into acting. I would suggest for their first production they try Robin Hood and his Merry Men. I am quite prepared to help them with their casting and I suggest they look at the following list and remember it for the future.

Lorraine Basset as Maid Marion'

Adrian Moore as The Sheriff of Nottingham.

Des Humphries as his sophisticated wife.

The Hale brothers and George as naughty little outlaws

Elderly Mr. & Mrs. Read as elegant residents in the town of Nottingham.

Doug Gordon as Friar Tuck.

Paul Engelbrecht would make an excellent Robin Hood while Glenn Read could play Will.

These are just some of the many actors the Natal branch could call upon. If Robin Hood was not to their liking then they could try Asterix. Peter would make an excellent fishmonger and Doug could certainly go for Obelix. Asterix is a bit of a problem, but if you dyed Fred's hair blonde and stuck on a few whiskers he would make it. Anyway I will leave it to you, as being the crazy bunch that you are you will find something to do. We'll all come down for the opening night.

As far as the Cars in the Park goes, we were a little disappointed that the club were on the other side of the road and not mixed up with all the other breeds. Nevertheless this did not deter us from enjoying ourselves immensely. The spit and polish that went into these old Series I's had to be seen to be believed. The Reads must have spent at least 8 weeks preparing their vehicle and besides the Fire Tender, which was in a class of its own, their vehicle, a little grey shortie station wagon, was by far and away the finest there. Congratulations, you deserved the cup for the best and most original vehicle on show. The Brown Cow looked splendid with polished coachwork, freshly painted chassis and boot polished tyres. Lance's red shorty came a close second to Brown Cow but I was mean and only lent him the black paint half a hour before the show started.

Peter Basset had the rolling chassis of this 80" there and if he carries on the way he is going, his back may never get better but he will have a superb vehicle. Rob and Des Humphries had their newly completed 80" on show and seeing it has fired new life into me to get Wedwo finished or started, whichever comes first. There was a lovely brightly yellow painted 107 Truck and Adrian and Paul had their two Station Wagons on show. Fred had the Evil Weasel there, which is an 86" S/W that needs just a tiny bit of T.L.C. Altogether it was a lovely day, slightly overcast with a slight shower or two, but one didn't notice this as the Natal Branch were there with smiles aplenty and sunshine in their hearts.

Owen, Lance, Mark and "The Word Processor", that me I believe, reluctantly had to say our goodbyes to all these fine Guys and Girls and head back to the Ou Transvaal. A most exhausting, traffic congested trip that I never want to do again. Owen towing a heavily laden trailer behind the shorty did the trip in 7 hours while the Brown Cow towing the Fire Tender did it in 7.5 hours. Excellent time considering the traffic we had to contend with (I still hate B.M.W. drivers even though I now own two of them).

Thanks Natal, for the warm welcome, the help, consideration and radiating friendliness, you showed and gave us over the weekend.

The Clean Out has Begun

George Goswell

I have spoken about it for months, and I have threatened myself that it's going to happen every spare weekend I have had. Well the talk has finally become action. It has begun, I am getting rid of years of all sorts of Land Rover parts that I thought I would have a need for.

I read somewhere, can't remember where, about some Series Land Rover Code, which states that "YOU MUST BUY SPARE PARTS, AND MORE SPARE PARTS, NEW OR 2ND HAND, TAKE WHAT OTHERS ARE THROWING AWAY, KEEP LOOKING FOR MORE AND AT EVERY OPPORTUNITY GATHER MORE SPARE PARTS WHETHER YOU NEED THEM OR NOT."

I seem to have done a good job as I have saved many Land Rover trashed parts from being lost to man. Why would someone want to dump a Series 11 door with a non-existent rotten frame, ½ dozen destroyed Rover diffs, seized 2 ¼ motors, worn door hinges, cracked Series sliding glass and much more ???



Why you ask, well they are all old and old means that tomorrow you may not get it, and maybe you will need it sometime. Yeah if you live to be 200 years old then maybe all the bits and pieces collected over the years will one day become a working, drivable Series Land Rover again.



Just in case your mind is turning over the spare parts code above, NO I am not getting rid of the Series 1 spares, and more Series 1 spares I have collected, not yet. My theory is that, if I narrow my search for spares to say, Series 1 Land Rovers only, then maybe my collection of 1 spares will become a working, drivable Series 1 Land Rover without having to live to the young age of 200.

I opened the shed and pulled out plenty and spread the "spare parts" on the lawn. Tried to sort out what needs to go and what I should keep. Much easier to pull out a few more items and even more. "Where did I get that from ???" and "F*&#%\$ if I knew I had that I would not have purchased one last month !!!"

Now what, maybe I need some of these, maybe if they are sorted out and a list was made I might actually make use of some of the "spares". Then I hear that dreaded noise from behind me somewhere,

"You should get rid of everything that you have not used in a few months". "Its old junk, rusty and dirty, what the heck do you need it for". For someone who does not understand the need for an "old" Land Rover, she who does not collect, how can she understand the "code"?

Removed a few more spares, arranged them in groups on the lawn, became a little stressed with the "noise" and then started to put them all back. Maybe another time when I am alone and the memories of "she" going through the spares on the lawn and passing comments has faded. The intention was strong until "she" tagged the spares to go and I realized that it would have left me with space in the garage to have a party and the shed would no longer be mine. Then as she turned and walked off she uttered a comment that sent a shiver of fear up my spine, " It will be good to see the garage floor again after being missing for many years". I picked up a "spare part" from one of the shelves, looked at it and put it back. Maybe next month we will try again after we have again explained the "code" to her, or maybe the "she, what you keep code" will be applied.

A Land Rover True Believer

George Goswell

DOES THE sound of a Land Rover pulling hard in a low-range set your blood astir? And does that familiar box-like shape always draw your eyes away from those mundane chrome and enamel road weasels? Do you find the day-to-day physical discomforts of Land Rover ownership worth those few hours of joy in the mud on the weekend? If you can answer “yes” to any of these questions, you have the makings of a true Believer.

True believers come in all shapes, colours, size and backgrounds. They can be found everywhere in the civilized and the uncivilized world . . . **especially** the uncivilized world. Many of them share an appreciation for Land Rovers, though in essence that isn't a requirement. Land Rovers are the embodiment of an idea of form and function, or function and form that many people find appealing. There are other vehicles that fit into this category but few that have hit it so closely on the nose. True believers come in five categories; latent, hopeful, inhibitor, fanatic and full gonzo. Bear in mind, please, that these are general categories and that you may fall somewhere in between or beyond. Read the five categories and see where you end up.

LATENT TRUE BELIEVER: If you are reading this magazine, you have just gone from LATENT to HOPEFUL. A latent true believer has all of the qualities of a believer but has never been exposed to Land Rovers. In Britain there are few latents – Land Rovers are too common. Maybe there are some hermit-true believers in Britain who have not yet seen the headlights, but here in the US and other parts of the world, Latents are very common. They can usually be spotted wearing their bush hats, waxed-cotton thorn-proof jackets and wellies. They commonly drive Isuzu Troopers and you may change their lives by showing them your Land Rover.

HOPEFUL TRUE BELIEVER: There are many people in the HOPEFUL category. They have seen and yearn for a Land Rover. They may be financially unable to afford one, have Land Rover haters for parents, or simply live in an area where Land Rovers are scarce.

The country is teeming with hopefuls. They usually hang around gas stations waiting for a Land Rover to pull in. Many times, they will start the conversation with, “what sort of Toyota is that,” just to get you going. Unfortunately, this may lead to violence if he encounters a FULL GONZO true believer. They will probably walk up and touch the rover. Often they will pat the bodywork to hear the distinctive sound of aluminium body and they will engage you in conversation until you drive off. Occasionally, they will run alongside to continue the talk, at least through first gear.

INHIBITED TRUE BELIEVER: these people own land rovers but to all appearances aren't enthusiastic about it. They will publicly claim, “The land rover is a means to an end- not the end itself. I like them because they are practical.” They almost never join an enthusiast club (though they may join under an assumed name to get the newsletter), and they disdain any show of emotion towards their vehicles. The inhibited can be noticed in club registries by a post office box with no phone number. Inhibiteds don't generally wave back when encountered on the road.

Inside, inhibiteds are FANATICS. They may have secret stash of LROs and sales literature hidden in the garage that they peek at when they think they are alone. They can also be seen surreptitiously patting their rovers on the hood after an especially rough drive.

FANATIC TRUE BELIEVERS: these folk are honest about their feelings and don't mind (in fact, they enjoy) sharing them with the world. There is always a soapbox in the back of the Rover. They are not prone to violence but will go along way in an attempt to change the minds of non-believers. Often they own more than one Land Rover and a generous supply of parts. They buy, sell and trade parts for fun and attend every outing they can. They are usually active members in a least one club. They have collections of literature on land rovers and can tell you what size, pitch and grade of bolt that went into every variation of Land Rover. Almost all have at least one land rover tie and they have the guts to wear them in public. They usually also have several scale models displayed in their homes.

The garage of fanatic is usually more of a shrine than a place to work. Posters line the walls along with bits and pieces of land rovers that they will need “some day”. There is always an ongoing mechanical project, even if their land rover is a perfect specimen. The garage will either be perfectly organized or a disaster area; there is no in-between. Many hours will be spent here with friends debating solex vs Zenith or all-synchr vs crash box.

FULL GONZO TRUE BELIEVERS: these are the ultimate. Their zest for land rovers is exceeded only by the will to live and occasionally by the sex drive. They share many of the attributes of the FANATIC but carry things a bit further. They refuse to acknowledge the good qualities of any other vehicle. They may use violence if serious insult is given. They own at least two running land rovers, several that are going to be fixed up “some day”, a few that are just for parts. Usually there are enough spares around their homes to build at least two complete vehicles.

FULL GONZOS will cross a continent to attend a club outing. They are members of every existing club and have been members of every past club. They have every scrap of information ever published on land rovers and can recite the serial numbers and histories of each of the pre-production land rovers. They send birthday cards to Maurice and Spencer Wilks and have all of the important land rover dates marked on their calendars for celebration and wonder why their boss wont let them take the day off on such an important day.

A FULL GONZO has usually honed his off-road skills to a fine edge by hours of practice. "Driving tips" are their bible and they disdain off-road throttle-jockeys. Wellies are the footwear of choice along with any bit of clothing that has the words land rover on them.

FULL GONZO is usually consummate mechanics and has collected every factory tool available. No strange hands sully their land rovers innards. They know the exact differences between suffixed engines and gearboxes and have memorized the technical modifications for all models.

One-Liner Questions

George Goswell

Why does a round pizza come in a square box?

What disease did cured ham actually have?

Why is it that people say they 'slept like a baby' when babies wake up like every two hours?

If a deaf person has to go to court, is it still called a hearing?

Why do people pay to go up tall buildings and then put money in binoculars to look at things on the ground?

Why is 'bra' singular and 'panties' plural?

Why does Goofy stand erect while Pluto remains on all fours?

They're both dogs!

If corn oil is made from corn, and vegetable oil is made from vegetables, what is baby oil made from?

If electricity comes from electrons, does morality come from morons?

Did you ever notice that when you blow in a dog's face, he gets mad at you, but when you take him for a car ride, he sticks his head out the window?

Why do we press harder on a remote control when we know the batteries are getting dead?

Why do banks charge a fee on 'insufficient funds' when they know there is not enough money?

Why does someone believe you when you say there are four billion stars, but check when you say the paint is wet?

Why do they use sterilized needles for death by lethal injection?

Why doesn't Tarzan have a beard?

Why do Kamikaze pilots wear helmets?

Whose idea was it to put an 'S' in the word 'lisp'?

If people evolved from apes, why are there still apes?

Why is it that no matter what color bubble bath you use the bubbles are always white?

Is there ever a day that mattresses are not on sale?

Why do people constantly return to the refrigerator with hopes that something new to eat will have materialized?

How do those dead bugs get into those enclosed light fixtures?

In winter why do we try to keep the house as warm as it was in summer when we complained about the heat?

How come you never hear father-in-law jokes?

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.

Name	Vehicle	Location
Etienne Terblanche	Defender TDI	Meerensee, Richards Bay

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

Please 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**
- **Marc Dutton is heading overseas for a couple of years and need to sell his defender 90 Td5. It's in great condition and it's got a couple of add-on's - namely BF Goodrich mud terrain tyres, long range full tank, wrap around front bull bar, 8000 lb warn winch, safari snorkel and it's white in colour. He has done his own servicing since he has had it & he bought it with full service history. It's a 2000 model and its mileage is 215000 km.**

He is asking for R 110,000 neg.

Marc's email address is marcdutton@mail.com

- **FOR SALE**
- 1. **3.5 V8 engine gasket set top & bottom + 2 extra head gaskets. Agents price R 3698 without extra 2 head gaskets. My price R900.**
- 2. **3.5 V8 intake manifold. Agents price R 18435. My Price R750.**
- 3. **2 SU H1F6 carbs R 1000.**
- 4. **2 Zenith/Stromberg carbs with auto choke + extra chokes R 1000.**
- 5. **Engine stand (still new) R300.**

Contact: Brian 033 212 2521

- **FOR SALE**

1997 landrover disco 1 (350 chev motor) New motor done 7000km. Edelbrock cam, manifold, holley carb, high comp. pistons. All new parts fitted. receipts off all parts fitted. new tyres, shocks, discs, pads, coil springs etc. auto box, veh has done 145000km. Excellent cond. What offers?

Contact: Martin (031-5691437) (w) 031-5661181 (h) email camrox@telkomsa.net

- **FOR SALE**

Rubber infused nudge bar for a defender for sale (off a Puma 90). It is a few months old but has no scratches at all, as brand new. Black with DEFENDER stamped on the front and complete with attachment brackets & built in brackets for spots. Land Rover: Dbn quote is R 8,300.

Asking R 4,500.

Contact: Brian Hopewell via e-mail at poppersmail@mweb.co.za or 082 926 2098.

