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LANDROVING IN KZN



March 2012

Monthly Newsletter of the LROC of SA KwaZulu-Natal

P.O.Box 70650; Overport; 4067 Find our Home Page at www.landroverclub.za.org

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.**"

'Ello,'ello, 'ello, Wot's gorn on 'ere then

Gad this newsletter writing is getting more and more difficult as time goes by. It is not helping, that for the last 3 weeks, my cranium has been inundated with personal issues which have resulted in many, if not most of the cogs in my helmet, revolving at warp speed, to the point of nuclear meltdown. Life goes like that sometimes, doesn't it?

I believe now would be the right time to express my appreciation to the Committee and membership for the Newsletter Award at the recent AGM and the readership for putting up with me for the last year. I cannot actually believe that a year has transpired since I accepted the responsibility of newsletter editor. As they say in the classics..... Time flies like arrows, fruit- flies like bananas!

More importantly, I must thank those few members who did privately express words of encouragement and positive feedback to me at the AGM, as regards my efforts to keep you informed and entertained on a monthly basis. It is appreciated.

When I accepted the "nomination" to the committee at the hands of our Charmain, I did so with a huge amount of trepidation, given that I am probably the most technically retarded member of the club when it comes to Land Rover matters, and had some sleepless nights reflecting on whether I was doing the right thing.

Trust me - I still do, as I write now, but you get what you paid for!

It is an immense challenge to come up with a monthly publication which hopefully will provide membership with something relevant, informative, topical, of interest and maintain a fine balance between the serious and not so serious side of club life.

I have mentioned before, that with surgery looming in the not too distant future, I will be out of circulation for some time, which places a further amount of pressure on me to produce, for at least the next 2-6 months.

In listening to the general banter in the club and by spotting the occasional reference

on our club FB page, I know there are a few projects out there being undertaken by members, and I would really like to publish more on the technical side, for the benefit of all.

I would like to place a challenge to each and every member who is currently working on a restoration , rebuild or special project, or simply conducting a routine maintenance procedure, to document what they are doing and share their journey or experience or technical expertise, with the rest of the club.

I recently, for example, witnessed Wesley "Slap Chips" Goldstone, undertake a replacement of a seized bearing and stub axle at the club AGM. To the more experienced & technically minded members, this is obviously old hat, and undoubtedly of no significant newsworthiness to them as individuals who are apparently well versed in repair procedures.

There are however members who perhaps have not had the luxury of a technical background, but who would really like to learn some basic repair issues, and acquire some skills which will assist them in time of need. I assume there must be some out there in the club, other than I, or am I by self admission, the only idiot out there?

My thinking is, would it not be a really nice idea, if when undertaking a repair, or carrying out a routine maintenance procedure, to document and record the salient steps as well as supply some accompanying pictorial evidence of the procedures (and pitfalls) are applicable, which I could post.

Not only will it help those of us who don't know what we are doing, but feel we have the latent skills to learn and apply, but it would also help build up a data base of reference articles which could perhaps be placed on our website for access by all members, existing and new, in times of need or crisis. If a body of articles reflecting the range of vehicle models and types could emerge over time, it would be great testimony to the depth of experience and knowledge that exists at the club. With the advent of modern communications, access to the web-page could be from afar.

There must be hundreds of small events & mishaps which transpire, that have the potential to leave a novice or mechanically in-experienced driver stranded, and perhaps which, with a small amount of savvy, can be resolved without the need for an expensive and unnecessary extrication or emergency towing situation arising.

Even if such repair is purely an intermediate solution to ensure safe arrival at a workshop/service centre near you, it is at least of huge help!

The intention here is not to transform all members into fully fledged Land Rover technicians or to detract from the services rendered by specialist service providers in the club who earn a living from repair, but to document anything which can improve the Land Rover experience and general technical know-how of all members in the club.

No matter how experienced we are, there is always opportunity to grow our knowledge, not so?

For example, many years ago I had the unfortunate situation arise, when towing a caravan, of my car dying, just as I arrived at my destination. Quite literally it happened just as I pulled into the camp site a mere 10m from my particular site. Of course it happened on a long weekend get-away (don't these things always have a tendency to happen when you can least afford it or expect it!), with a fully laden rig, 3 female passengers, a horrendously ill equipped tool-box and no access to repair or workshop facilities.

This was a disaster of fairly epic proportions for me at the time, and a huge disappointment at a time when all I wanted to do was relax and have fun. It was also as you will appreciate, a very trying and stressful time for a novice mechanic, whose experience was restricted to mere trifles like oil changes, plugs and filters in an era when vehicles were relatively simple to maintain!

It transpired after a number of more mechanically minded & more technically experienced individuals rallied to my assistance that, the alternator, of a rather dubious French manufacture, had suddenly and inexplicably "called it a day" and breathed its last. It had expired. It had gone to meet its maker! It was an ex-alternator. The car was German, and I think someone in the Resistance did not get the message that Zey had Von ze Var!

MERDE!, May the fleas of a thousand Foreign Legionaire desert camels infest your armpits, you sons of an elderberry eating hamster type truffle frog fellows!", he cried beating his chest in d' despair with a capital D!

To cut a long story, no amount of telephoning around could locate a new replacement alternator within a 300km radius of where I was at the time, apart from a second hand one at a very unscrupulous breakers yard, whose dodgy,

unscrupulous and greedy proprietor wanted to fleece me over R10 000-00 for a second hand part, with a original purchase price of R3500-00 new, including French export duties.

Plus I somehow needed to collect it from 100km away, if I wanted it! Ahem – with what shall I fetch it Dear Liza, Dear Liza?

How on earth was I to get home, without the necessity to incur huge financial outlay on recovery?

Lady Luck however reared her head in the form of a really good friend, who has consummate knowledge of all things mechanical and electrical, far in excess of most I know.

By his reckoning, after some careful thought, the solution was simple.

In my car I had air conditioning. As such my car battery would have had significant high amp/hour ratings. Ditto to the deep cycle battery in my caravan, as a result of the 3 way fridge, having the ability to run off dc power.(1 x 90 A/hr and 1 x 102 A/hr battery if memory serves me). In my caravan I had an in line trickle charging unit. I could thus charge my now flat car battery over the next 3 days.

By studying the manufacturers service manual he was able to determine (don't ask me how, as it is all gobbledy-gook to me) the gross likely draw on the battery, per A/hr or per 100km of driving, versus the combined total of available amp/hours of both batteries assuming full charge.

His solution was simply to unpack relax and set up camp and enjoy weekend. Then charge both batteries fully during our stay. On day of departure insert battery one, turn ignition and drive (but obviously restrict usage of additional services such as lights, radio , a/c etc.). Under no circumstances if could be helped, switch ignition off as this draws too much amperage from battery at start up. By his reckoning, the power in battery one should get me at least half way home before petering out and affecting the engine immobiliser system etc. When this happens insert battery 2 into the car and proceed as per step one.

Come departure day, with a wish and a prayer we set off. Unfortunately I had no choice but to stop and fill up with petrol, which necessitated switching the vehicle off. With more heavenly offerings, after filling, I cranked her up. Joyfully we were on our way again. Almost to the km predicted, battery 1 packed up (in the middle of the tollgate at Mooi River on Ascension Day!). A quick replacement saw us on our way again, leaving a 10km queue of rather irate motorists behind, with radiators a boiling and tempers flaring.

I arrived home safely, unpacked my vehicles and a rather relieved family. The next morning, there was just enough power left to get me from home to an auto electrical shop, where as I arrived, battery 2 died completely.

How was that for providence? What a relief, and thank God for mechanically minded friends who are prepared to share their wisdom and experience so willingly, and with no expectation of reward!

Some time later, on another trip involving the same rig and the same friend, I had a blow-out in a tire on my caravan a mere 100km from home, on our return leg. Stupidly, I did not have a spare at the time (A situation now remedied!). Travelling in convoy and literally with both vehicles and a trailer loaded to the hilt with extra personal possessions to boot, my family and I were again in a predicament and yours truly in a bit of a spin.

The same friend offered to render assistance with the loan of his spare caravan tire to get us home, after a desperate call for help from yours truly. (A friend in need is a Bum!)

He and his wife insisted on bringing it up to us, rather than me despatching my better half in her car, leaving me to guard all our belongings at the roadside! Naturally I was extremely thankful for the assistance, yet at the same time extremely awkward at having to impose on a friend yet again, owing to my retarded mechanical aptitude!

Arriving with the spare, he was quick to observe and point out, that my wife's car had precisely the same size wheel and stud arrangement as that on my caravan. In a state of high anxiety and stress, it had not even occurred to me to look at her car's spare tyre as an option. I stood there red faced and embarrassed.

I know, its funny isn't it? These things do happen, when we are faced with situations for which we are not prepared from time to time!

I also recall on another occasion, as a youngster, leaving the hotbed of De Aar after an army camp, on my road bike (an old Honda 750 F4 Super-sport hurriedly purchased to replace a well and truly seized Cortina, which is another story for another time).

Approximately 30km from the bustling metropolis of Luckhoff, and less than 125km into my 1200km journey home, my trusty steed suddenly and inexplicably began firing on two cylinders.

Anyone with a little knowledge of this area of our country will know, that apart from windmills and a street-side fuel station with pre-war hand pumped fuel bowsers and a total population of maybe 10, not a lot happens in Luckhoff on any given day. (Except maybe for the annual migration of the Yellow Intestined Spring Butterflies, from Oom Dries Renoster's prickly pear plantation).

1075km from home, with the grand total of R120—00 army pay in my pocket, a Balsak full of military kit and covered in a half inch thick dayglo-yellow crust of solidified Butterfly guts, I limped into the town.

Motorcycle mechanics and spare parts shops, there are most definitely not! Not unless of course, you happen to drive a Massey Ferguson Vaal-Japie tractor or a Ford F320 bronco-van with double divorce pipes and home made cedar-wood running boards.

Fiddling and faffing for over an hour in the fierce Karoo sun, trying to figure out the cause of the bike's impending demise, left me with no illusions that I was soon to become the 11th permanent resident of Luckhoff.

Just when I had sunk into a fit of absolute despair and despondency, a "country bumpkin type" local approached me and enquired (In the most perfect of Queens English which was even more remarkable at the time I thought, given the tendency for Afrikaans to be the more commonly spoken dialect in the Karoo) if he could be of assistance.

Of course my natural reaction was to think along the lines of "OK here we go – a resident town idiot, come along to make my day – I mean come on, they still ride donkeys here and model T Fords! Thoughts of "Deliverance" abounded, but at this stage I think I was so desperate, I would have accepted a nomadic sheep shearer's advice, just to get the hell out of Dodge City.

Nevertheless, swallowing my pride I accepted his offer. Upon ascertaining the symptoms, he was very quick to point out the problem, which was merely a faulty set of points and a condenser (remember those?) that had vibrated loose somehow. A quick adjustment, tweak of the securing nut and a further feeler gauge test, and lo and behold, in less than 5 minutes flat, I was ready to assume my journey.

It actually transpired that this fellow had been sitting on the roadside verandah of his little Karoo house enjoying his mid afternoon siesta, when he watched me with some amusement, enter the town, with my bike coughing and sputtering, and surrounded by a great cloud of blue smoke.

It was the most exciting thing that had happened in town that week, and he was not going to miss it, for all the Tabak in Twee-buffels-met-een-skoot-mors-dood-geskiet-fontein!

Initially from a distance assuming me to be a Hells Angel type from the other side of the Boerewors Curtain, as I drew nearer in the shimmering waves of Karoo heat, he had decided that he would be content to watch me, and revel in my woe for hours.

As I passed him, he observed however that I had NJ numberplates. This apparently resulted in some laid back re-assessment of the situation. After watching me struggle, in my limited mechanical stupor, for a short while, he eventually decided that he could not take it anymore, casually finished his enamelled mug of Prickly Pear & Pomme-au-granite blended juice, and sauntered across to assist me.

Amazingly, and this is the gospel truth, it actually transpired that he was from Pinetown, was on holiday weekend visiting his parents who had retired there, just for that particular week and I kid you not, owned exactly the same make and model motorcycle as I. I kid you not!

He however had more experience of long distance travels on his particular machine, and the fault I had experienced was apparently a regular and common occurrence, unique to this model. It was the first (and only time I might add) time in uniform, I had ever considered kissing another male.

I will personally never forget these events, or the solutions so willingly rendered by such helpful and caring individuals. Maybe one day, just by virtue of the infinitely small gain in wisdom, I may be in a position to render similar assistance , or help myself a bit more next time!

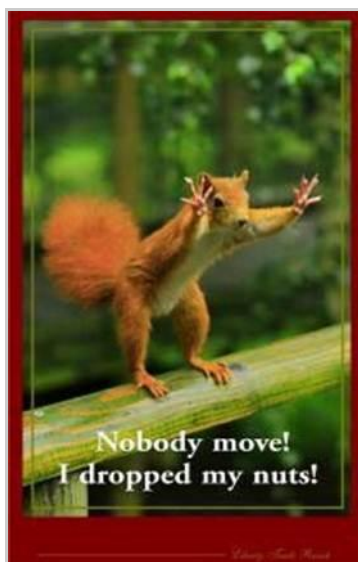
For now though, where did I leave my Idiots Guide to Boiling Water!ED!

OBSERVATIONS, RESERVATIONS, COMMENDATIONS

The Good

A brilliant AGM weekend at Killarney 4x4, with no serious mishaps, the spirit and camaraderie among members, the weather, the trails, the spit- braai, the swimming pool, the excellent attendance and the number of new members evident, the abundance of good material for the newsletter.

And the Bad.....



Editor's mechanical skills to the fore!

(.... now for the Ugly)

The Iraqi rugby player ...

The Lions' manager flies to Baghdad to watch a young Iraqi play rugby, is suitably impressed and arranges for him to come over to Gauteng. Two weeks later the Lions are 18-6 down to the Cheetahs with only 20 minutes left to play. The manager gives the young Iraqi winger the nod and on he goes. The lad is a sensation, scores 4 tries in 20 minutes and wins the game for the Lions. The fans are delighted, the players and coaches are delighted and the media love the new star.

When the player comes off the pitch he phones his mum to tell her about his first day in Super Rugby. "Hello mum, guess what?" he says "I played for 20 minutes today, and we were 18-6 down but I scored 4 tries and we won! Everybody loves me, the fans, the media, they all love me!"

"Wonderful," says his mum, "Let me tell you about my day. Your father got shot in the street and robbed; your sister and I were ambushed, raped and beaten; your brother has joined a gang of looters and all the while you were having such a great time playing rugby!"

The young lad is very upset. "What can I say mum, but I am so sorry."

"Sorry?!!! , You are Sorry?!!!" shrieks his mum, "It's your fault we all moved to Jo'burg in the first place!"

TECH TALK

INAUGRAL LANDY FESTIVAL DELIVERS THE BIGGEST CONVOY OF LAND ROVERS EVER

Press release received courtesy of George Goswell

South Africa's first ever Landy Festival was held at the Malonjeni Guest Farm near the Vaal River on 3 and 4 March of 2012. A record-breaking 1001 Land Rover's completed the 27km convoy beating the previous record by 653 vehicles.

While the event served to bring together Land Rover lovers and owners, its main aim was to set the world record for the most Land Rovers on parade. Most South African Land Rover owners will recall how in April of 2007 this record was set at 347 by a Kingsley Holgate-led convoy from Cape Point as he set off on his Afrika Outside Edge Expedition. In 2011, a Convoy For Heroes held in the UK bettered this record by just one Landy.

In the build up to the event a Pimp My Landy competition was held on the Landy Festival website. Every person who pre-registered for the world record attempt was automatically put into the draw to win R67 000 worth of Land Rover accessories, compliments of Front Runner. Ulrich Niehaus was drawn as the winner and had his Defender kitted out on the day.

"Nothing draws as much attention as people working. People just love to watch others work. So, we wanted to take someone's virgin Land Rover and kit it out with absolutely everything", explains Front Runner Sales Manager Wayne Coombe-Heath.

An incredible 850 people pre-registered for the event. They came from all parts of Southern Africa in pre-arranged mini-convoys of friends and club members, in Land Rovers of every type and age. They came from Cape Town, Kimberley, Durban, Bloemfontein and Postmasburg. There were Land Rovers from Botswana, Zambia, Zimbabwe, Swaziland and Namibia. There were hundreds upon

hundreds of Land Rover owners all wanting to be a part of the first Landy Festival and potentially break a Guinness Book of World Records attempt.

The oldest Land Rover at the festival was a 1949 Series 1 owned by Rick Mason. This classic vehicle was used as a workhorse in the timber plantations of the Natal Midlands until Rick rescued and restored it. Festival goers were able to camp on the farm where they could exchange Land Rover stories around the campfire. Some eager Landy lovers had arrived a few days before the festival offering their assistance to the event organisers.

Owning a Land Rover requires a never ending process of tinkering and tailoring. To satisfy this need for Land Rover stuff one could browse through the Land Rover "Bush Mall" with shade provided courtesy of some blue gum trees. There was everything from Gabriel shocks to Melville and Moon seat covers to Land Rover Gear clothing. Several 4x4 accessory providers, such as 4x4 Mega World, Rafiki 4x4 and African Outback Group also had product on display.

The Gabriel Wings Aerobatic Team put on a breathtaking display on both days of the festival, with one of our country's top pilots Scully Levin at the forefront of the team.

The convoy took place on Sunday. A holding area had been set aside and each Land Rover had to be officially signed into the area. Lawyers recorded the driver's details as well as the vehicle. It was a timely process and by around 11am there were already 750 Land Rovers ready to rumble. This figure rose steadily and by the time event organiser and founder Craig Dutton gave his 1pm drivers briefing there were 1007 Land Rovers all lined up and ready to go.

At 2pm the convoy of 1007 Landys got underway. One of the vehicles did not start and so there were 1006 Land Rovers in the convoy. Three crashed into each other and a further two dropped out leaving 1001 in the convoy which stretched back for 27kms.

Getting the whole convoy around the course in a controlled and orderly fashion took the best part of two hours. Never before has there been a convoy of over a thousand Land Rovers on this planet. As for the record, organisers will now have to submit data, video and picture evidence to the Guinness Book of World Records to ratify the record. In the meantime Dutton has decided to not only apply for the record of Land Rovers on parade but also for the highest number of Land Rovers officially gathered and recorded. The reason for this is that before the convoy set off they had 1007 officially recorded Land Rovers in the holding area.

Land Rover South Africa Marketing Director, Roland Reid, could not believe what he was seeing. "I am absolutely staggered by the number of people. You won't see this number of Land Rover people and Land Rovers together again, unless of course we do it again next year."

So while the wait has started to hear if the record was smashed Land Rover lovers from all over South Africa are still talking about this extraordinary gathering of like minded souls.

For more details see www.landyfestival.co.za or contact Craig Dutton on 0765828924.

RADIO LICENCES – RECENT COMMUNICATION RECEIVED VIA ORRA



Off-Road Radio Association

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P.O. Box 12566, HATFIELD, 0028 Tel: 012 379 1715
E-mail: orra@aawdc.org.za Fax: 012 329 4295

March 2012

To all Club Chairman and Radio Officers

After experiencing significant growth of clubs in the AAWDC, and the subsequent use of radios, over the last few years, as well as the recent significant switch of many clubs from the 29mHz to VHF frequencies, a completely new management system is being investigated at ORRA to streamline and simplify the radio license application and renewal process. This will also be reviewed with the AAWDC, who control the membership base of participating clubs.

Furthermore, new requirements will need to be implemented according to the recently introduced ICASA prescribed standards. Particular details such as exact make and models of individual radios, licence holders etc. will be captured for ICASA by ORRA. Hence we will now have to review all administrative and reporting requirements, and change the relative ORRA processes. This will, unfortunately, have an impact on delivery in the short term.

To keep you updated, ORRA's status at present is as follows:

- 29 mHz licences can be applied for and will be issued – we have a significant pool of these
- With immediate effect, no VHF licences will be issued to any applicant / club.

The number of VHF licences allocated to ORRA is unfortunately depleted. We have applied for additional licences at ICASA and can only start issuing again once these are received from ICASA.

However, with this application, the requirement for new and additional information is now mandated by ICASA, making the process more administrative than before.

Please note that no existing licence holder will be affected and the renewal process will continue as before, for the new cycle starting in April. Renewal notifications will be sent (via e-mail or post) once we are invoiced by ICASA, as we are unsure of the new fee structure for the next period.

More now than ever, it is key for all clubs to ensure their membership base is PAID UP from a club membership perspective, as well as ensuring that their members' previous outstanding radio license fees are also paid up, before the new cycle of licensing commences. It is imperative that if any of the existing member's details have changed, they must please urgently contact ORRA via e-mail or fax, submitting their latest details.

In addition, there are still untraceable payments in the ORRA account. If there are any persons who have applied for licences or have made a payment in 2011 and / or in January 2012, but have not received a licence or feedback from ORRA, they must please contact the ORRA Administrator via email or fax.

Any person/s who has applied for a VHF licence after 10 January 2012, is herewith advised that you are currently in a 'staging pool', while we await the new batch of licences from ICASA. Where legitimate issuing of a licence can take place, your license will only be issued once ICASA releases the next batch of licenses to ORRA.

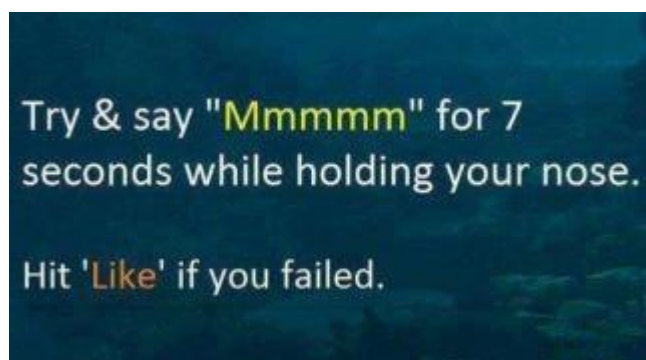
The timeframe for this is undefined and out of ORRA's hands and could take up to 3 months. If you find this unacceptable and have already paid your submission and would prefer a refund, kindly forward us your name, date of deposit, reference details used and amount paid, via e-mail or fax, and we will arrange a refund of your fees accordingly.

Please also be aware that with the pending renewals, there will also be a change to the administration fees (now per radio), due to the fact that the ICASA requirements have changed increasing the administration process at ORRA, as well as the fact that each radio licensed will now receive an individual license, and no longer a 'shared' license as has been the practice in the past. Please notify your members that the protocol, changes and process for applying and gaining access to licences, plus the administrative process will change in the near future. You will be educated and communicated with accordingly. It is imperative that the Radio Officers and the Membership portfolio of your club addresses the 'paid up' membership and radio licences requirements, for this to be a success moving forward.

We look forward in streamlining the process within the boundaries placed on the process by ICASA's new requirements, to all of our clubs' benefit.

**PETER CLAASEN TECHNICAL COMMITTEE
CHAIRMAN ORRA**

Association formed by :- Land - Rover Owners Club of Southern Africa
Four Wheel Drive Club of Southern Africa
4x4 ATV Club of South Africa





Killarney 4x4 hosts the AGM – the calm before the storm



Grand old ladies at AGM – still going strong

RECENT EVENTS

23rd KZN LROC AGM – Killarney 4x4 Shongweni



2012 AGM MOTTO?

A hearty thank you from the Committee to all those members who attended the AGM, and there were many! To those who could not afford to make it, you missed a REALLY great weekend (I THINK!). 52 club units attended!

The gathering of the clan started on Friday night, with a small handful of members, new and old, securing early campsites (one or two securing a late campsite!).

The early bird gets' the worm it appears. For many, this particular worm however appeared to be the one that resides cunningly at the bottom of a bottle of well known and unnamed brand of Tequila, requiring some degree of simultaneous hydration before swallowing!

This worm, seemed to transmit an unknown and strange form of avian flu to some, which resulted in certain individuals venturing out into uncharted territory, at 03h00 a.m. in pitch darkness, only to become lodged in a donga somewhere, with their rear wheel stuck up a tree!

Some arrived a little too late to partake of a communal supper, but there is nothing quite as satisfying for these late arrivals, when at some ungodly hour of the morning, the melodious sound of nature's nocturnal choir is interrupted by the sound of a V8 Rangie ker-klunking and rattling into the distance to the sounds of Kelly's Heroes.

It makes for an intense desire to awaken, given the relevant visibility of some of the incredibly minute modes of slumber of some lone rangers. Also it tends to invoke a natural aversion to being embossed for life with a set of matching BF Goodrich MT tattoos, by a driver who mistakes your minute tent for an obstacle, in the dim light of his three, or is it four pairs of headlamp beams, on which he can test his ramp-over angle.

I do not wish to infer by any means that any of our members are a reckless bunch of hooligans, or alcoholics, or have poor musical taste and I trust you will forgive a bit of fun poked at some of the more adventurous souls, who helped make the weekend enjoyable.

Fortunately, these individuals, made for an interesting start to the AGM weekend. Early Saturday morning arrivals were immediately thrust into an environment where they could brush up on their bush craft and recovery techniques "**Justin**" time to help wayward fledglings return to their roosts. This even before they had time to erect their tents or fry up their spam and eggs! By(e) "**George**", it's just not cricket chaps, Wot! Wot!

For others, their antics afforded the opportunity for some members to practice their nocturnal "orienteering" skills, as was evident upon the great 06h00 "sticking of nut out of tent" ceremony. Unfortunately some night-owls had to rely on the first rays of sunshine, rather than their built-in ability to follow the earth's magnetic field, to return to their nesting grounds. Ah well "**Winston** lose some!" as they say in the classics.

Saturday saw the start of the day with much to-ing and fro-ing between recovery sessions and tent erection, and by around 10h30, a large convoy of vehicles, led by the inimitable George in the front and Johan "Sweepers" Scheepers at the back, trundled off to visit the waterfalls on the other side of Shongweni railway tunnels. The trail was a grade 1 leisurely and sedate route, and we made a point of stopping every now and then to admire the scenery.

The heat was incredible, and it was a respite for many, to hang around at the bottom of the falls enjoying the cool overspray that drifted in the atmosphere at the plunge pool. After milling about for a while at the waterfall, it was back off to Killarney to enjoy a well earned dip in the pool, and preen the ruffled feathers, before the onset of the AGM.

Our most recent asset found a new use, as the club gazebo was hastily erected in the shallow end of the pool to display its versatility, and I rather think for the first time since its purchase, had the most members under its' shady interior. Husbands, wives and children alike frolicked and made the most of the soothing water and shady bits. All manner of flotation devices, including an inflatable dolphin made it into the pool and a lot of fun was had by all, as kids of all shapes, sizes and ages were tossed about, and in some cases were noticed administering themselves liberally with intra-oral coolant to further aid with temperature control.

The AGM eventually convened and got off to a noisy start, as everybody crowded into the relevant shelter of the thatch Boma and without much ado, our Chairman commenced with the meeting, resplendent with Laptop computer generated graphics and overhead pc projection, plunging the KZNLROC into the world of Hi-Tec. Technology it seems is pervading every facet of our lives these days!

After the perfunctory apologies and acceptance of last year's minutes, we proceeded with Chairman's address by Kenneth and then Financials ably presented by Brendan, which left us all in the knowledge that our club is still healthy, vibrant and liquid.

A minutes silence was held, to commemorate the life and involvement of one of our long standing former members who sadly passed away in 2011.

Some new nominations (far too few in fact), were made in respect of vacancies created in the committee, and retiring members were thanked for their excellent contribution to the successful running of the club. There were no immediate nominations for a replacement Chairman, and although under huge pressures, Kenneth our outgoing Chairman has magnanimously elected to make himself available for another term, should it be necessary for him to do so.

Gavin McKenzie, our retiring finance committee member, in particular was thanked for his 4 year stint as holder of the Membership portfolio and it was commented that his service has been most exemplary. I think he would possibly have

been press-ganged back onto the committee if it were not for his major indiscretion of selling his Land Rover and acquiring a Toyota (and then to add insult, driving it to the AGM - scandalous Gavin!). You will be missed by the Committee, of that there is no doubt, and we thank you for a job well done!

Wesley "Slap Chip" Goldstone received a unanimous vote of support for his nomination to the committee, as probably one of our most committed and visibly active younger members. There is hardly an event where you will not see Wesley involved with passion and commitment and we welcome him with open arms. Look forward to your contribution Wesley, whatever that may transpire to be. Long may you serve!

A special congratulatory word was said for Mike and Cheri Cullen, who were celebrating their 35th wedding anniversary, at the AGM, despite Mike (them both?) also suffering from an intense bout of flu. Now that is what we call commitment to the cause.

The floor was handed over to our Events Co-ordinator George, who has built a reputation for being a splendid "disher – outer" of AGM silverware. A number of 10, 15 & 20 year awards were made for members of long standing, before we progressed to the usual array of floating trophy awards, culminating in the most "coveted" award of the day, the Wally Awards. Of which there were many this year.

The individual awards list is published below, for the benefit of those who were not there.

10 Year Membership

- Rob & Desiree Grobler
- Richard & Victoria Von Berg
- Jan & Tanya Viljoen
- George & Eileen Ross
- Alan & Gaye Tilley

15 Year Membership

- Selwyn & Jean Ambler
- Rob & Beverley De Robillard

20 Year Membership

- Des & Mary Dandridge
- Dennis & Denese Jordan
- Dave & June King
- Audry & Vic Lotter

Floating Trophy Awards

Chairmans Award George Goswell

- In Recognition of Valuable Service to the LROC KZN

Newsletter Award Brian Moore

- In Recognition of his effort in producing an excellent Club Newsletter during 2011

Technical Award Brendan Mitchell

- In Recognition of his effort in producing the ultimate Land Rover Discovery 11

Gates Spirit Award Jan Viljoen (Klein)

- For being competitive and showing the true spirit of the Gates Events as a co-driver

Gates Award Brendan Mitchell

- Top Score for Standard Vehicles for the 2011 Gates Challenge

Committee Appreciation Certificate

Gavin McKenzie

Served on the committee from March 2008 to February 2012.

The WALLY Awards. The Wally awards are awarded to members **in the spirit of Fun and are not intended to ridicule anyone.**

Wally Beer Award Wesley Goldstone

- 1 beer during the lunch break got him disqualified during the Land Rover vs Toyota Challenge.

Wally Repair Award Paul Chantler

- Free Wheel Hub Spit and Bubble Gum Taxi repair job for the Land Rover vs Toyota Challenge failed on the entrance to the 1st obstacle, hence no points scored in the challenge.

Wally Broken Award Jan Wiljoen

- More like a hard luck award, Jan is the king when it comes to breaking CV joints

Wally I Can Do It Award Heather Powell

- Just because she beat the guys in the Gates events.

Wally No Landy Award Gavin McKenzie

- Sold his Landy to buy a Land Cr%\$#@^*

Wally Mud Award Leon Jacobs

- Leon loves mud, Reach for a Dream, more mud under the bonnet than on the trail

Wally Driving Award Pierre Joubert

- Tested his front bumper against Kenneth's rear

Wally Winch Award Don Erwin

- Has a WORN winch on his Landy, which works well without a load.
-

Wally I'm Not late Award Kenneth Jones

- 1 Hour late is on time !!!!

Of course there was the usual banter associated with the Wally awards, but all was taken in good cheer (we hope), which of course it what these awards are all about.

Darryl and Gita Beck, who attended again (all the way from Johannesburg, complete with canine company), extended a heartfelt and touching thanks to all the members for making their weekend pleasurable, and went to great pains to expound on the virtues of the club. It was good to see you, and on behalf of all the committee and members a special thank you both for coming all the way from beyond the Beorewors Curtain, to share in the fun with us again.

The formal proceedings were short lived with the pervasive aroma of roast Gammon and Beef calling to the Gods of the Empty Stomach.

A sumptuous hearty meal of roast beef and gammon on the spit & salads, prepared courtesy of the caterers, succeeded in preparing many for the afternoon's activities, which saw a number of individuals heading off into the bush to play. Judging by the satisfied looks on all the faces, the meal was enjoyed by all.

The sand quarry area was the scene of much action after lunch, with Jan Viljoen causing more than a little anxiety for some as he demonstrated how to plunge off a high near vertical embankment, looking for a while as if he might up-end himself, only to be outdone by Mike Cullen in a faultless display of how to do it in a 110 pick-up, at speed. It was only afterward that a rather embarrassed Mike admitted having failed to engage gear upon drop off, creating some concern for him on impact, as the gravitational momentum gained whilst still in neutral carried him home safely.

Impressive display of courage anyway Mike and Jan! Mike tried hard to convince some to follow suit, but some would have no "**Moore**" of this foolishness. (Yes I know Mike – but, I do come from a long line of survivors!)

Jan Viljoen junior curiously was conspicuous by his absence as co-driver when Dad tried this one, but he soon made his presence felt later in the weekend, when he made a name for himself, by being the youngest member to put himself in the running for the 2012/13 Wally award, by falling up to his chest in an ankle deep river, whilst walking the route for the others! Maybe the child abusing person who asked him to do it for them, should have his name put forward instead.

("Moe'nie worry" Klein Jan, vir 'n klein bedraggie sal ek sorg dat hierdie klein glipsie nooit weer sal benoem word nie! In elk' geval, Pa is mos baie groter as ek!!!! Jammer seun, ek sal nie meer oor die met jou spot nie!).

By nightfall, the camp was reasonably quiet, with many retiring early to shake off the fatigue of the combination of heat and excitement and good food.

The worm that had been consumed the night before, must have somehow crawled back into the bottle, and yet again, the sound of engines roaring into life rent the midnight air, as those who obviously cannot stand sunlight or risk dissolving in a puff of smoke in its rays, sallied forth to howl at the moon, or hook up with the rest of the fruit bats somewhere in the back of beyond. Some I dare say still looked like zombies come Sunday morning sun-up though.

Yet again the Sunday morning early risers, awoken by the sweet songs of the Series spluttering in the trees, had an opportunity to practice some recovery skills.

Some from the night before, it transpired, had taken the opportunity to sleep semi-submerged in fast flowing streams, having decided all remaining 50m of the river route back to a dry and warm sleeping bag, was far more preferable to driving the last 20m of dirt road to shelter and a dry sleeping bag/casket.

A cunningly placed rock, 15m from a dry and warm sleeping bag/casket, ensured that somebody had a “**Wobbly**” in their drive shaft, to the amusement of some bystanders who were apparently also not to be “**Conte(n)t**” with a good night’s sleep either.

It was overheard while milling about observing, that a lot of other “**Don-sense**” apparently transpired involving a particular wayward vehicle lost in transit on the wrong heading on the way home. Most a –“**Paul**”-ing apparently, was despite numerous calls for help over the emergency channels, was the fact that somebody had allegedly switched his radio set with emergency channel off, so as not to be disturbed. Even if it was on though, one could be forgiven as it would probably not have been heard anyway given the nocturnal banging and hammering from a particular vehicle that had had its “**Chips**” for the day and lost its bearings.

Unusually, not even the “**Mitchel-in**” man could stay awake long enough as cries of “**Wesley** flipping light gone “were heard periodically, between cries of hammer inflicted pain.

I wonder if the great adventurer “**Stanley**” would have behaved like this if he had a decent “**Carr**” way back in the day, when the “**Cullen**” of so much of our wildlife fauna and flora was happening un-checked? Anyway, come sun-up on Sunday it was a case of all is well that “**Goswell**”, and to all the nocturnal players “**Joubert –a**” watch out this year, the Wally’s are a watching you!

I can’t re-**Leon**” 100% accuracy of all the reports received, at time of going to press, but felt this was all particularly apt given the amount of time that had lapsed post our 2011 Wally awards.

Some serious contenders for 2012 awards already – what will the remainder of the year bring we wonder? We of the press variety of course miss very little, and waste very little time in getting into the swing of things, don’t we?

By the way, just a reminder, keeping up with the “**Jones**” can be detrimental to your health in 2012!

Sunday mid-morning an impromptu convoy formed for a light “point nose and go” trail, ably lead by Mike Cullen , thereafter by George and thereafter by Paul Chantler, which saw many including some new members, trundling about trying to decide who was actually in charge and figure out where the heck we were going. Fun it most definitely was!

After some initial separation anxieties, the convoy eventually re-united somewhere in the reserve and great fun was had charting a way out. There was some sterling work done by young Gerhard, son of new members Gideon and Ester Van Zyl. Gerhard, took it upon himself to alight regularly from Gideon’s vehicle to ensure that many vehicles made the various obstacles without too much undercarriage repair being necessary. How nice to see a new young member so actively engrossed in the day, and getting so involved in assisting drivers.

It was also refreshing to note we had some immediate access to higher authority, usually only found in hotel bedside drawers, represented in the convoy. (Apologies to Gideons)

He even managed to get some my crew out of my vehicle, where they had been sitting mostly clutching the upholstery. I am not sure whether it was the obstacles or him that was the object of so much scrutiny.

Some good conversations took place, as we alighted from our vehicles at every given opportunity to enjoy some respite from the humidity and heat and a few worries were caused when Liesel appeared to be doing her best to trash Brendan’s 110.

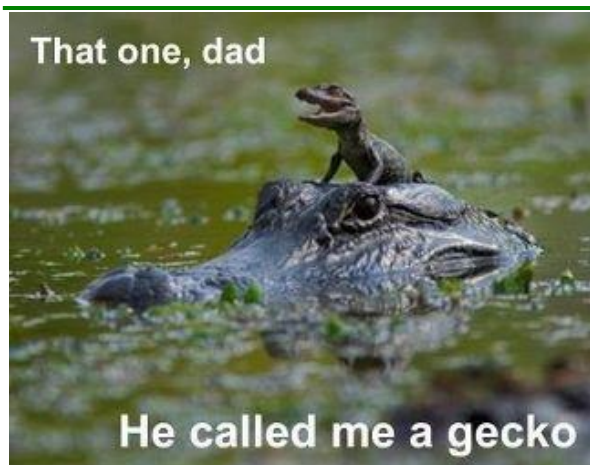
Fortunately it had absolutely nothing to do with her driving skills, and everything to do with aftermarket fitments, and some errant ground conditions. There was a brief moment though when the convoy was brought to an abrupt halt whilst she attempted a face lift to Brendans bus, and applied a mud-pack. And I thought Landy ladies don’t do make-up!

This diversion afforded others an opportunity to dirty their vehicles properly to show colleagues at the office car-park on Monday that they do actually go off-road sometimes.

After a good few hours play, it was back to the campsite for another mandatory plunge in the refreshing waters of the pool and then finally, the big pack-up and leave.

Without a doubt, it was a good venue for the AGM and I am sure we will see a repeat in the year or years ahead.

The committee has already had some excellent feedback from members. I can see this being a repeat venue in the future.



Seen at AGM while watching Wobbly-Wobs' recovery process

WAZZUP

TEMBE ELEPHANT PARK - BOOKINGS. 6 – 9 April 2012

Tembe is now fully booked. Thanks to members for the response and support in filling those vacancies which arose at the last minute. For those members doing Tembe for the first time, enjoy!

Make sure you supply some feedback on your experiences to the Ed on your return!

LROC KZN PROVISIONAL EVENTS DIARY 2012

<i>When</i>	What, where	More Info.	CONTACT PERSON	Grade
17 – 18 March	LAKE ELAND ORIBI GORGE	Event dropped due to lack of support.		0
6 – 9 April	TEMBE ELEPHANT PARK	Fully Booked		2
Monday 9 April	UMGENI VALLEY	Meet at Waterfall Spar at 08h30 for 09h00 for a social drive up the Umgeni Valley to the "slip & slide rock" for a BYO braai. Braai fires provided	George Goswell 0836581324	2/3
22 April	1 ST GATES EVENT 2012	Venue : Killarney 4x4 Track, Shongweni. Time : 08h30 for 09h00. Meet where : At Killarney Sat 21 April is the recce and set up. Sun 22 April is the gates event. Come for the day or camp over on Saturday enjoy a weekend in the bush. The standard obstacles will be suitable for persons new to the Gates challenges.	George Goswell 0836581324	3/4

12-13 May	BOSTON	Rustic adventure camp over weekend. We will drive various trails in the Boston area that are both scenic and above grade 3. The route to be set by Kingsley and will include hills and river crossings. There may not always be an escape route.	Brendan Mitchell 0832824318	4
20 May	CARS IN THE PARK	Cars in the Park, Pietermaritzburg. Our annual event to show off the LROC and attract new members. For those who have not been to Cars in the Park, its 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. Please read the new conditions below icw gaining entry into Cars in the Park 2012	George Goswell 0836581324	1
Moved to later in the year.	HIDDEN VALLEY	Middlerus area, on the banks of the Mooi River.	George Goswell 0836581324	3
17 June	2 ND GATES EVENT	More info to follow	George Goswell 0836581324	3/4

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.

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 and/or modified vehicles only with the possibility of vehicle damage.

Misc Events not organized by the LROC KZN but worth supporting.

24 March	FUN 4X4 OPEN CHALLENGE	2 nd event in the Fun 4x4 Open Challenge. Venue Killarney	Lee Baxendale 0721337896	3/5
23 June	NATIONAL 4X4 CHALLENGE	4 th round of the National 4x4 Challenge, High Stakes, Cato Ridge	John Burke 0834414144	1

36th Cars in the Park 2012

To be held on **Sunday 20th May** at its usual and popular venue, Alexandra Park, Pietermaritzburg. The special, and perhaps unique, flavor of the event is the picnic under the trees atmosphere.

Crowding, and a set of new laws and safety provisions of the Outdoor Gatherings Act have forced the organizers to rethink how the show will be managed.

This year we will have to pre-register all the vehicles that will be displayed on our stand. What that means is that if you wish to park on our stand we will need the info listed below from you before the **8 April 2012**. All those members registering before the 8 April will receive a windscreen sticker, which will allow you entry into the display area. Members not registering before 8 April will have to park in the public parking and enter as normal spectators. Pre-registering will allow the driver and one passenger free entry to the show. All others in the vehicle will have to pay the normal spectator entry fee.

Please Note : Only vehicles that pre-register and display the pre-register sticker will be allowed into the show area. You will not be able to just arrive and drive in as per the last many years. There will be no club vehicle registration on the day of the show.

A few conditions set by the organizers.

1. There is no charge to exhibit your vehicle, however you are admitted as an exhibitor provided that your vehicle is on display during the core hours of 09h00 and 15h00. Only under special circumstances will exhibitors vehicles be admitted to the grounds after 09h00
2. Display vehicles shall be parked only as directed by the Marshals. It should be noted that this public area is leased by the organizers for the duration of the event and right of admission to the entire exhibition area is reserved. Roads in the display area need to be kept clear for emergency vehicles, there will be no tolerance of vehicles blocking roads
3. Vehicles may be left in the exhibition area overnight on the Saturday night before the event. A number of security guards will be in attendance. However, the Organisers of Cars in the Park the host club (Vintage Sports Car Club), their agents, members or organisers do not accept any liability for loss, damage or injury to any vehicle or person for any reason whatsoever for the full duration of the event
4. No driving around the exhibition area is permitted unless by specific instruction or invitation by a marshal. No loud music or excessive revving of engines is allowed in the exhibition area. Persons displaying inconsiderate driving/riding deemed by the marshals to be dangerous to the public will be instructed to leave the grounds immediately.
5. All vehicles must be equipped with a fire extinguisher
6. No sales of any nature are permitted at club stands in the exhibition area. A fleamarket area has been demarcated and sites are allocated to approved vendors
7. Park Drive, the road through the display area will be one way from 06h00 to 17h00 on the day. No vehicles of any kind will be admitted to the Bowling club end of Park Drive.
8. The event is a vintage, veteran and classic car show. NO vehicles with a manufacture date after 1980 will be admitted to the grounds. If your Land Rover was assembled after this date and will be of special interest to the show then please submit the below info and arrangements will be made to get the Land Rover onto our stand.

PRE REGISTRATION INFO REQUIRED for each Land Rover on the LROC stand.

- **Drivers name**
- **Model** (eg. Series 1 86" or Series 11a LWB PUP or Series 111 LWB 5 door etc)
- **Year of manufacture**
- **Registration number**
- **Any vehicle modifications.**

Please forward your Land Rover details to George at kznlroc@mweb.co.za before **Sunday 8 April 2012**. Once I have all the registration info for the Land Rovers that will be on out stand I will do a block booking under the LROC KZN.

Cars in the Park will otherwise be as per the last many years, a club social day. The LROC Gazabo will be up, braai fires will be lit and its a BYO braai for lunch. Bring a chair and join other club members under the trees.

Please contact George 0836581324 or kznlroc@mweb.co.za for more info.

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.

New Members who have joined or re-joined LROC over the past few months

Member No	Surname	Member Name	Salutation	Email Address
TBA	Chrowomanski	Michelle		
TBA	Leach	Justin		

EDITORIAL APPEAL

Reminder that yours truly will be out of action for a while from the 23 March, as I will be recovering for a period of around 4-6 weeks or more from spinal surgery to correct a fractured vertebra.

I will do my level best to produce the newsletter as promptly and as regularly as I can, but most definitely I will not be attending any events for a while from this date, possibly for a few months depending on the speed of the healing process and my ability to type in the horizontal position.

If there are any volunteers who would be prepared to assume some of my duties, by acting as roving reporters and sending me information of any events I miss, I will truly appreciate it.

Some humour might also help! I may need it. Send all contributions addressed to Ed in neatly wrapped, crispy clean R100-00 bills!

Thank you in anticipation.

Ed.

In the not too distant future,

YouTube, Twitter & Facebook will merge to form one giant, idiotic, super time-wasting website called



ERRATUM & APOLOGIES

It was brought to my attention that certain requests for classifieds advertisements had been overlooked, some in excess

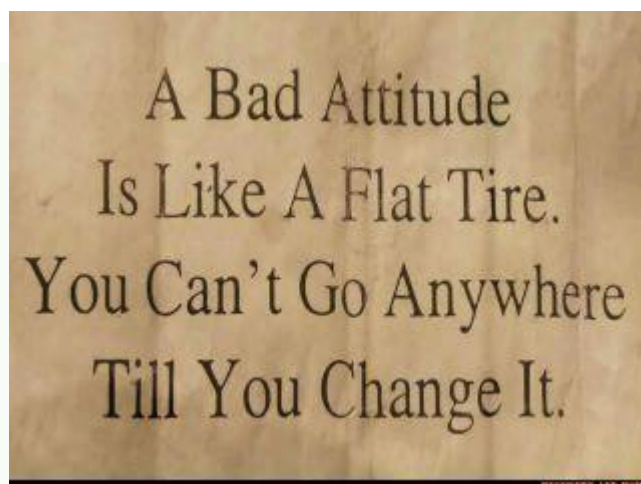
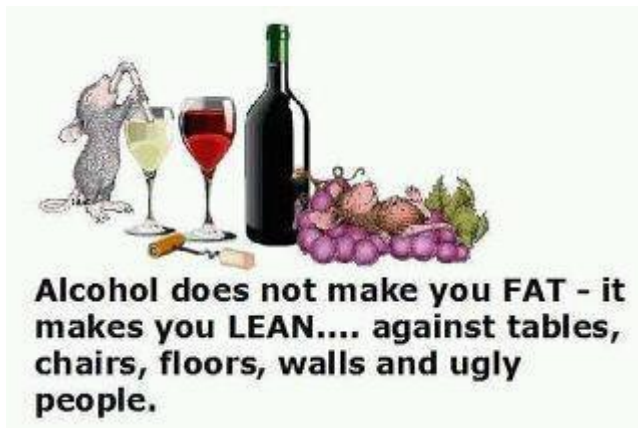
of two months. I publicly extend my sincere apologies for the oversight. Please could I ask members that if you do want an advertisement posted, and it does not appear either in the newsletter or web page classified in the very next issue, you let me and the Webmaster know immediately upon receipt of your news-letter. We can then make suitable amends. It is possible, owing to a multi user pc at home that I may miss, or inadvertently delete/not receive a particular message from time to time – It's the Gremlins I tell you!



Gremlin captured on Ed's critter cam

HANG OVER RECOVERY





e careful what you pray for.

TEXAS BEER JOINT SUES LOCAL CHURCH OVER LIGHTNING STRIKE!

A bar called Drummond's (in Mt Vernon, Texas) began construction on an expansion of their building, hoping to "grow" their business.

In response, the local Southern Baptist Church started a campaign to block the bar from expanding - petitions, prayers, etc. About a week before the bar's grand re-opening, a bolt of lightning struck the bar and burned it to the ground!

Afterward, the church folks were rather smug - bragging about "the power of prayer". The angry bar owner eventually sued the church on grounds that the church ... "*was ultimately responsible for the demise of his building, through direct actions or indirect means.*"

Of course, the church vehemently denied all responsibility or any connection to the building's demise. The judge read carefully through the plaintiff's complaint and the defendant's reply. He then opened the hearing by saying:

"I don't know how I'm going to decide this, but it appears from the paperwork that what we have here is a bar owner who now believes in the power of prayer, and an entire church congregation that does not."

To Be 8 again!

A man was sitting on the edge of the bed, watching his wife, who was looking at herself in the mirror. Since her birthday was not far off he asked what she'd like to have for her birthday.

'I'd like to be eight again', she replied, still looking in the mirror .

On the morning of her Birthday, he arose early, made her a nice big bowl of Coco Pops, and then took her to Adventure World theme park. What a day! He put her on every ride in the park; the Death Slide, the Wall of Fear, the Screaming Roller Coaster, everything there was.

Five hours later they staggered out of the theme park. Her head was reeling and her stomach felt upside down. He then took her to a McDonald's where he ordered her a Happy Meal with extra fries and a chocolate shake.

Then it was off to a movie, popcorn, a soda pop, and her favorite candy, M&M's. What a fabulous adventure!

Finally she wobbled home with her husband and collapsed into bed exhausted.

He leaned over his wife with a big smile and lovingly asked, 'Well Dear, what was it like being eight again?'

Her eyes slowly opened and her expression suddenly changed.

'I meant my dress size, you stupid retard!!!!'

The moral of the story:

Even when a man is listening, he is going to get it wrong.

A LONG COLD WINTER

It was late Autumn and the Indians on a remote reserve in Alberta asked their new chief if the coming winter was going to be cold or mild.

Since he was a new young chief in a modern society, he had never been taught the old secrets. When he looked at the sky, he couldn't tell what the winter was going to be like.

Nevertheless, to be on the safe side, he told his tribe that the winter was indeed going to be cold and that the members of the village should collect firewood to be prepared.

But, being a practical leader, after several days, he got an idea. He went to the phone booth, called Environment Canada and asked, 'Is the coming winter going to be cold?'

'It looks like this winter is going to be quite cold,' the meteorologist at the weather service responded.

So the chief went back to his people and told them to collect even more firewood in order to be prepared.

A week later, he called Environment Canada again. 'Does it still look like it is going to be a very cold winter?'

'Yes,' the man at Environment Canada again replied, 'it's going to be a very cold winter.'

The chief again went back to his people and ordered them to collect every scrap of firewood they could find.

Two weeks later, the chief called Environment Canada again. 'Are you absolutely sure that the winter is going to be very cold?'

'Absolutely,' the man replied. 'It's looking more and more like it is going to be one of the coldest winters we've ever seen.'

'How can you be so sure?' the chief asked.

The weatherman replied, 'The Indians are collecting a s@#\$load of firewood'

Classifieds If you wish to place an advert, please forward the info to
Web@landroverclub.za.org/Newsletter@landroverclub.za.org

Please note that ads will run in two successive newsletters where after 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 advertisement.

Wanted

1. Snorkel for 200TDi or BMW engined Defender, i.e. left side;
2. Professionally manufactured overhead console for Defender (to fit radios, etc); Alternatively, if enough interest shown, will get a price from a manufacturer to make some;

3. Inner coil spring and brackets for rear 130 suspension;
4. Brackets to fit rear double shocks;
5. Double Cab Defender roof;

Call - Moochie on 0820495175

1999 SUBARU IMPREZA 2.0 GL 4WD 5dr for saleR 39,000

. 280,000 km . Station Wagon . 2000 cc
. Petrol . Manual . 5 Doors
. Silver . Full franchise service history. Four wheel drive



1999 SUBARU IMPREZA 2.0 GL 4WD 5dr

Good condition silver Subaru Impreza Sportwagon. AWD with manual High/Low range selector, hill start assist, elec windows etc. Tow bar & gear lock fitted. Full service history with agents. All records of maintenance done & parts replaced. Drive any road in South Africa in any weather, a great car, with lots of miles left on her for R39k ONCO. R 39,000

Contact Dominique :082 4556912