

fair representation of the Solihull marque. The man who established the museum was also the local mechanic and back in the day his workshop featured a LWB Land Rover recovery truck. The family still has a close connection with Land Rovers and I got talking to the owners' son. He gave me directions to the gravesite as well as to a memorial that was on show at the local primary school. He also gave me directions to the original farmhouse where Maurice used Land Rovers. The next morning was typical Welsh weather - a mixture of grey and drizzling mist only interrupted by rain. Carefully following directions to Llanfair-y-Cwmwd (St Mary's church) I expected the VW Golf hire car to slide off the single lane farm track at any minute – preferably not before I met a tractor coming the opposite way. We drove the whole length of the lane emerging at a main road failing to spot a church at all. Turning back again we noticed a house and nestled right next to it amongst many trees was the circa 15th century church. Pulling over up a driveway we entered the grounds – it was neat and tidy but obviously not in regularly use. It seems that there was a wedding held earlier in the year, but certainly no regular services are held. We soon spotted Wilks' gravesite – one with about a hundred others. Maurice Wilks died suddenly at the nearby family farm in 1963 when he was in charge of Rover – remember that the Land Rover was a qualified success, albeit still only 15 years old. His tombstone therefore notes what was seen as his greatest contribution: "Maurice Fernand Cary Wilks August 19th 1904 – September 8th 1963. A much loved, gentle, modest man whose sudden death robbed the Rover Company of a chairman and Britain of the brilliant pioneer who was responsible for the world's first gas turbine driven car".

Soon enough the drizzle cleared and strolling around the church and grounds we were able to appreciate the fascinating local history. The primary school in nearby Dwyran has a great mosaic tribute to Wilks created in 2011 by Martin Peach, a former Land Rover designer. This gives pride and inspiration to the local children of the brilliance of the engineer whose property Tros yr Afon was used to test the prototype and early Land Rovers. The farmhouse is only located around a kilometre from here – but access is only allowed on foot as it is a private driveway for a number of landowners. We walked the kilometre or so long driveway to catch a glimpse of the now rundown house. It appears it may be in the early stages of renovation.

The following day saw Kellie and I arrive in Coventry for the Jaguar Land Rover Classic Works tour. Tours only officially began two weeks earlier at the start of September, after the Classic Works operation moved in to the purpose built £7 million facility in June. The formal business of restoring, maintaining and selling older vehicles was only established a year earlier, initially at the old Jaguar Browns Lane plant. They not only service and offer parts support to vehicles more than ten years out of production, but also maintain JLR's collection of historic vehicles, preparing them for various classic road rallies or exhibitions, whilst also sourcing donor cars as the basis of their Reborn Legends programme. This offers factory



Maurice Wilks' gravesite (on left) at **Llanfair-yn-y-Cwmwd** (St Mary's Church), Dwyran, Anglesey



Land Rover mosaic tribute at Dwyran primary school



Well preserved Land Rover 80" from outback NSW (Bourke) now housed at JLR Classic Works, Coventry

rebuilt examples of their greatest vehicles. So far Series One, Jaguar E-type and Range Rover Classic have or will be coming down scaled-down production lines. Greeting us in the foyer of the purpose built facility before the tour began were a number of classic Jaguars and Land Rovers. However, I was immediately drawn to a rather special Defender –

H166HUE – a Heritage edition soft-top 90 – the last ever Proper Land Rover made. Nearby was a very tidy 80” which still had traces of red dust on its paint bare panels – it looks if it had just driven from outback New South Wales and was here on holidays visiting the grandkids. Once our other tour guests arrived we departed in earnest. Our guide, a former Jaguar man who was quickly learning about everything Land Rover as well brought us through an imposing set of doors which revealed the most amazing workshop ever. Unfortunately once inside no photos can be taken so you’ll just have to take my word for it. Not far off being surgically clean and impressively light and airy we were greeted by a pair of Jaguar XJ220 supercars. They were here for some minor fettling and servicing. Needless to say with a lot of these bespoke products and reflecting the way classic car prices have recently gone – if you have to ask the cost, you probably cannot afford it! A number of former Jaguar and Land Rover production line workers have found a second life working amongst cars they may have originally assembled part of twenty years or more ago. One such craftsman was working on re-upholstering a pair of E-type seats in new old-stock leather. This work was once all done in-house before Jaguar outsourced it in the mid-nineties to the seat supplier as a fully finished item. They are now in a position where they are needing to put on an apprentice as they realise that once the last of the old timers retire there will no one around passing down the skilled knowledge. As we went along our tour we came upon the most marvellous sight of around a dozen 80” Land Rovers in various states a production. From the basic stage of a bare painted chassis to a complete version where the number plate plinth was the last item being riveted to the front guard, it was the closest you could get to being in the Solihull factory in the late 1940s. These vehicles have been fully refurbished from existing vehicles and carry additional brass Chassis Plates identifying which number Reborn vehicle they are. This programme has enabled LR to resupply the classic parts market with, for example, newly made complete exhaust systems which were previously not available. In one corner we saw how when a vehicle first comes in it is thoroughly cleaned and inspected before being completely stripped down with as many of the existing parts reused. Every nut and bolt or safety critical item though replaced. The price for such a Series One starts at about £80,000 and is limited to 25 examples.

Further along we were lead into a vast Aladdin’s cave which held another staggering site. About 100 rows of two-car hoists three deep held an enviable collection of JLR’s finest. We could look at the cars down on the floor but were not allowed underneath those on hoists for safety reasons. A closer inspection revealed other notable marques and some pedestrian ones of a century of British motoring history. The vast majority of the collection, which includes many pedal cars, came from avid collector Dr John Hull, with the proviso that the collection is not be broken up. JLR has yet to decide how it will display the collection for the public. Amongst the 101’s and original press-launch 1970 Range Rovers were many late model Land Rovers, including the 2,000,000th Defender made which sold at charity auction in late 2015 to a Sheik for a staggering £400,000 (\$832,000 Aussie)! Kellie noticed a number of cars had signs on the windscreen - “Do not dispose – Project Simmons” with a contact name attached. We asked our host what this meant, and he honestly said he did not know. While ogling this amazing collection I noticed Land Rover Classic Product Specialist based at the Classic Works site (and fellow LROCV member) Michael Bishop walk in. I bailed him up and he was delighted to have a yarn. He said he will be coming to Cooma for the 70th celebrations and is looking forward to it. I asked him about Project Simmons and his first response was how did I hear about it? When I showed it was advertised over the windscreens of a number of Defenders he skilfully deflected my question by talking about some obscure Land Rover fact or another, so much so that I forgot my original question. I pointed out an intriguing Defender 90 Heritage edition perched on one of the upper hoists. It was missing a front badge and some of the other details of the final production versions. Michael confirmed that this was a pilot build model to develop the final version and was based on an earlier D90 and as he strolled right under the hoist pointing out various differences to me the rest of the tour group stared at us in disbelief! By now I was beginning to hold up everyone else so reluctantly left Michael to continue.

The tour progressed past several service bays where a Series III LWB station wagon from the collection was up on a hoist keeping company with a cool privately owned Series II ute also in for a service. This new direction for JLR focusing heavily on its heritage is not only a reflection of the increasingly big business of the classic car scene but also an important marketing tool to sell new vehicles. It’s interesting to note that for whatever reason in the past (lack of corporate funds or little appreciation for old cars before they become classics) that JLR have rapidly caught up to the high standards set by Mercedes-Benz, Porsche and BMW amongst others in having an official factory presence in the classic car scene. Soon after the tour concluded we returned to the foyer where a perfectly hand-crafted scale Defender child’s pedal could be purchased if tempted for a mere £10,000. Unfortunately it wouldn’t quite fit in the plane’s overhead locker so I left it where it was.

.....To be continued. Rob Weigl is a member of the LROCV.



H166HUE - The last ever Defender produced in 2016 after 68 years

Cooma Land Rover's 70th Anniversary Easter 2018.

Cooma events and accomodation are apparently booking out quickly. The text below is from the Cooma Committee. A celebration of 70 years of Land Rover Vehicles. Enthusiasts will flock to Cooma NSW to enjoy 4 full days of everything Land Rover whilst savouring the delights of the Snowy Mountains Region. Day trips through the beautiful region, camping, BBQ's and entertainment plus a formal Gala Dinner & Land Rover vehicle exhibitions and terrapod displays are just a few of the highlights on offer. To attend any of the events in the Land Rover 70th program you must be registered - \$40 pp For all the information about the event go to www.landrover70thcooma.com

Parks Victoria / LROCG Joint Project.

Following the cancellation of the intended work at Horseyard Flat earlier this year there has been a re-think of the joint projects work for this year. The following points outline what is proposed plus a brief background for new members.

History.

LROCG members have worked as volunteers with Parks Victoria staff from Heyfield and Dargo for a number of years. We have an ongoing club commitment to two multi day events each year. One in Autumn and one in Spring. We have just completed a two year project at Talbotville. Previously we have worked at Wonnangatta Valley, Wellington River campsites, Howitt Hut, Moroka Hut, Horseyard Flat, Kelly Lane, Kellys Hut, McMichaels Hut, Guys Hut carpark and Snowy Range airstrip.

Tasks.

Initially the club did basic clean-up work; collecting rubbish, digging out fire pits, grass cutting, etc. We now concentrate more on building permanent assets and improving major remote camping areas to benefit all users of the Alpine National Park.

On Site Inspection June 2017.

On the 15th of June Greg Rose (LROCG President and Four Wheel Drive Victoria Regional Representative, Southern Alpine National Park) and Mike Dower (Parks Victoria Area Chief Ranger, Foothills and Southern Alps) met a contractor at Horseyard Flat. The plan for rehabilitating some of the camping areas and access tracks was formalised. From this meeting we were able to decide on work the club volunteers could undertake.

Parks Victoria Volunteer Dates for 2018.

Over the past few years a feature of our club has been the volunteer work we undertake with Parks Victoria. We made a commitment to work with PV on two multi day activities per year. These ventures have been very successful. We have accomplished some great things and made lasting improvements to the Alpine National Park while having a fantastic time in the bush. On behalf of the club I recently met with Parks Victoria Team Leader Sarah Noonan in Heyfield. These events have to be planned well in advance so that PV staff and budgets can be put in place.

The dates set for 2018 are:

Saturday the 5th and Sunday the 6th of May. The fall back dates would be the 19th and 20th of May so that we do not have a complete cancellation situation like this year. Location to be decided in early 2018.

Monday the 19th, Tuesday the 20th and Wednesday the 21st of November. These days will most likely be back at Talbotville to do stage three of the project there.

Sunday the 22nd of July. We have added this single day event as a fun day to get out of the house in mid winter. The plan is to do a quick tidy up of the fourteen campgrounds along the Wellington River and have a bar-b-que or picnic lunch and some socialising.

A new feature of the volunteer work from now on will be the gradual implementation of ParkConnect so that our records are kept digitally rather than on paper as we have been doing.

For further information on our work with Parks Victoria talk to Wayne Foon or myself at a club meeting. I would also like to have another club member or two who are able to attend some of the planning sessions and get to know how the system works. The downside is that the meetings take place on weekdays. Give it some thought.

Greg Rose.

Trip To Cooma

Week before the Easter long weekend (March 26 - 29)

The plan is to spend a night in Wonnangatta. The next day, head over Mount Sarah and into the head of the Buckland Valley, where we will spend the second night. The next day, head to Omeo via Twins Jeep track, then up to the Davies High Plains, to spend our final night in the bush. On the Thursday, we will head to Cooma via Tom Groggin, fording the Murray river.

Meeting Time: Ready to leave at 1pm.

Meeting Place: Licola General Store

Standard: Medium, Hard if wet.

Trip Limit: Eight Vehicles.

Food: Bring food and water for four days. Pets: As we will be heading into the Alpine National Park, no pets.

Equipment: Snatch Strap, tow points front and rear, camping equipment, usual recovery gear, aggressive All terrain tyres minimum, Mud terrain if wet.

Fuel: The longest stretch without fuel will be between Licola and Omeo, so please ensure you have enough to cover roughly 250km off road..

Contact: Craig Murray 0438 109 063

Trip From Cooma

Week after the Easter long weekend (April 3 - 6)

The plan is to head down the Monaro highway and pop in to have a look at Neville falls, which are a bit north of Cann River, we will then head back up to Bombala and head into McKillops bridge via Delegate to spend the night. The next day we will drive the Deddick trail, hopefully spending the night at Jackson's Crossing. Depending on how people feel, I may extend this trip into the weekend, and visit the Haunted Stream.

Meeting Time: Ready to leave at 9am.

Meeting Place: Snowtels Caravan park in Cooma

Standard: Medium, Hard if wet.

Trip Limit: Eight Vehicles.

Food: Bring food and water for four days. Pets: As we will be heading into the Alpine National Park, no pets.

Equipment: Snatch Strap, tow points front and rear, camping equipment, usual recovery gear, aggressive All terrain tyres minimum, Mud terrain if wet.

Contact: Craig Murray 0438 109 063

Army's four-wheeled warriors get new lease of life

They come with gun racks instead of coffee cup holders, but if you can stand the lack of luxury, ex-army four-by-fours make great off-roaders.

With the army acquiring a new generation of vehicles, everyday Aussies are now able to acquire a piece of military history – and often at a bargain price.

The veteran vehicular warriors include the iconic Land Rover and Mercedes Unimog as well as motorbikes, Mack heavy trucks, trailers, forklifts and even earth moving equipment.

Australian Frontline Machinery in NSW is the exclusive reseller and invited Nine.com.au to a close-up look at these go-anyway vehicles at Sydney Motorsport Park.

They've kept Diggers moving in some of the world's harshest terrain – from the jungles of East Timor to the Afghanistan desert.

While sold de-weaponised, they still retain a robust and soldiery character – think gun racks instead of coffee cup holders.

General manager Colin Werner said after the company's mechanics make them roadworthy for civilian use, they're perfect for off-road driving or the commercial sector.

"Our vehicles have been built to military standards and are designed to handle the most challenging conditions imaginable.

"They really turn heads, both on and off the road. They're durable and strong – perfect for the off-roader or use in the farming or logging industries."

The ex-military equipment is sold to the public in monthly unreserved auctions through Grays Online.


It offers potential bargains for off-road enthusiasts.

A former army four-by-four Land Rover 'Perentie' 110 of late 1980s' vintage, typically with about 60,000km on the clock, will fetch from \$8000 to \$25,000 at auction.

Designed specifically for military use, they have a galvanised chassis and rollover protection.

Another big seller is the Mercedes-Benz Unimog truck. Coming with front and rear diff locks and an eight-speed gearbox, this bad-ass all-rounder is capable of climbing a 60 percent gradient.

One man who knows about the toughness and durability of these vehicles is former special forces soldier 'Commando' Steve Willis, a brand ambassador for Australian Frontline Machinery. "They've been the backbone of the army for years and given great service to Australian soldiers. It's great everyday Aussies can now have a chance of getting behind the wheel of one," he told Nine.com.au.



**THERE COMES A TIME IN EVERY
MAN'S LIFE WHEN HE NEEDS TO
GROW UP
SETTLE DOWN
AND BUY A
SENSIBLE
FAMILY-FRIENDLY
VEHICLE.
I'M NOT
EVERY
MAN.**

AUSTRALIAN
FRONTLINE
MACHINERY
EX-MILITARY VEHICLES



What's The Future For Petrol & Diesel Fuelled Vehicles?

News has been emerging around the world from various countries where governments have been setting in place a timeline for banning the sale of any new vehicle which relies solely on petrol or diesel fuel. Below is a list of the countries, (published by Business Insider Australia in October 2016) that have committed to this ban. Norway. Will only sell electric and hybrid vehicles starting in 2030. Electric and hybrid cars already account for 28% of the market share (2016). The Netherlands. Will only sell electrified vehicles starting in 2025. Always innovative, the Dutch already have a base of 6% market share for these vehicles. India. Have said they will only sell electric and hybrid vehicles starting in 2030. Quite an ambitious target when they have yet to build the infrastructure required, and only a small amount of electrified vehicles are sold there now. China. Have announced that they will eventually only sell electric and hybrid vehicles, but have not given any timelines. Only just over 1% of vehicles sold in China in 2016 were electric, but they produced 40% of all the electric cars sold worldwide. United Kingdom. have said they will ban the sale of petrol and diesel cars from 2040. The City of Oxford will start phasing them out in 2020, and Scotland plans to begin phasing out in 2032. France. Have said they will ban petrol & diesel vehicles by 2040, and aim to be carbon neutral by 2050. Paris aims to begin by 2030. Germany. Passed a resolution to ban the internal combustion engine

starting in 2030, and they have a target of getting a million electric vehicles on the road by 2020. Austria, Denmark, Ireland, Japan, Portugal, Korea and Spain have all set official targets for electric car sales, as have 8 states in the U.S. As well as these nations, the state of California in the U.S., and various cities including Copenhagen, Los Angeles, Mexico City, Seattle, Barcelona, Vancouver, Milan, Quito, Cape Town and Auckland have also made commitments to phase out petrol and diesel powered vehicles. A recent article in Octane magazine looks at this scenario, and ponders the effect it may have on the historic vehicle movement. Will petrol and diesel still be available? If it is, what will the price be? Will filling stations disappear? Also, with the anticipated introduction of autonomous vehicles, how long will we be allowed to self pilot our relics amongst the computer directed traffic? These questions were put to the FBHVC, who responded that they have been actively engaging with government over various moves already taking place, such as Low Emission Zones in certain cities, and have established the principle that due to the low impact on total emissions by the historic fleet and their cultural and heritage value, historic vehicles are to be exempt from those measures. —We shall continue to represent the 255,000 users of historic vehicles and our objective remains to preserve the right of our members to use their historic vehicles on the public highway. FIVA



(Federation Internationale des Vehicules Anciens) is pressing all governments to adopt the following approaches: - No bans, but co-existence on public roads, so that fuel and electric & manual/automated vehicles are all allowed on public roads. - Freedom of choice for individual mobility. - Appreciation of the importance of preservation of mobile heritage. So in the countries and cities where these changes are being proposed, peak motoring bodies are lobbying already to ensure that the historic fleet can continue operating. What does this mean for us in Australia? Well, we no longer produce any vehicles, so we will be dependant on what happens around the globe. It is such a fragmented approach that relies on political will that may change at any time. Interestingly, Octane also approached an English MP, Sir Greg Knight, who is chairman of the All Party Parliamentary Historic Vehicles Group for his comment. "I regard the Government announcement as an ambitious aspiration which may or may not be delivered in the timescale mentioned—and more likely not. Whilst it is admirable to pursue the aim of seeing only zero polluting vehicles on our roads, it is necessary to also take along public opinion. Even if new petrol cars are banned from 2040, it would be at least another 15 years before they could be phased out, and then only if it was acceptable to the public. Any party that proposes a ban without public support is, quite frankly, doomed to serve only in opposition. Classic and historic vehicles only make up approx. 0.7% of all registered vehicles, so their contribution to air pollution is barely measurable. I would therefore expect any government to exempt them from a blanket ban on the use of petrol or diesel vehicles." So, the future is coming. What it holds we cannot be certain, but it is important to have viable collective bodies like the AOMC and AHMF to represent the movement when dealing with government policy.

AOMC newsletter February 2018

Compomotive 18" Rims For Discovery 4 and All New Discovery.

The question, "Will the 18 inch Compomotive rims on your Discovery 4 fit the All New Discovery?" was asked several times at the Victorian 4x4 Show. The answer is, no, they will not. However, a new version of the Compomotive rims will fit.

I have Compomotive alloy rims fitted to my Discovery 4, as does at least one other LROCG member and a few LROCV members. From the factory the later D4s came with a minimum rim size of 19". Genuine Land Rover 18" and 17" rims from earlier model D4s and D3s will not fit over the brake rotors and calipers on the later vehicles. There is nothing wrong with the 19" rims, the problem is the tyre selection available for them and the low profile sidewalls.

By fitting 18" rims there is a much better range of tyres available. Some with light truck construction, some with mud terrain patterns and plenty with all terrain patterns. 18" tyres are easier to find when away from major cities too.

Compomotive is a U.K. company that specialises in alloy wheels for motor sport. Many rally and Dakar teams use Compomotive rims. The Australian agent and co-designer of the rims for Land Rover products is Dr Gordon German, who runs Green Oval Experience in Perth.

There are now two versions of the rims. Version one fits Discovery 3 and 4, plus some Range Rovers and Range Rover Sports. Version two has a slightly different offset and is specifically for New Discovery.

Getting a set of 18" rims is an expensive exercise and requires some patience as you might have to wait for the next shipment, which could be some months away. The rims sea freighted are nearly \$600 each, air freight will add another \$100 per rim. See the GOE website for availability and current price details. Add the price of a new set of tyres to those costs as well.

Do you need them? That very much depends on what you use your vehicle for. If you intend to do a lot of outback rough road touring or serious mountain track work regularly, it might be worthwhile considering. The vehicles are extremely capable but tyres can let them down.

Will you still get punctures if you swap to 18" light truck tyres? Yes, punctures happen to any tyre but you may be less likely to suffer them.

If you are happy with your 19" rims and tyres there are a few things to consider to minimize tyre failure.

Drive to the conditions. Travel slowly over rough terrain picking your line to avoid sidewall and tread damage caused by rocks. Slow down for dips, water courses, cattle grids, change of road surfaces, etc. to minimize tyre shock.

Keep vehicle and tow ball loads as low as you can to reduce stress on the tyres. Use tyre pressure monitors to alert you of a puncture. A deflating tyre can be very hard to detect in a modern Land Rover and the rim can be damaged beyond repair if the tyre goes completely flat.

Be very careful reducing tyre pressures, if you go too far you may pinch the sidewall and damage the tyre. Reinflate tyres as soon as possible. Regularly check the sidewalls on both sides of the tyres for damage as well as checking the tread.

Carry two spare rim and tyres for outback travel. Don't just carry an extra tyre to try and fit on a rim after removing a destroyed tyre in the field, it can be done but it is very difficult.

Practice, after reading the handbook instructions, changing a wheel at home, it can be tricky with an air suspension vehicle.

Consider getting a better jack than the one supplied with the vehicle and carry both on trips. Carry a tyre repair plug kit, it won't help if you slash a sidewall but might be useable for a minor puncture.

Greg Rose.

LAND ROVER OWNERS CLUB OF GIPPSLAND

2018 TRAVEL PHOTO COMPETITION

WE ARE HAVING A CLUB PHOTO COMPETITION THIS YEAR.

THE RULES ARE SIMPLE.

A PHOTOGRAPH OF YOUR LAND ROVER IN
AN INTERESTING LOCATION.

THE PHOTOGRAPH MUST BE TAKEN BETWEEN THE 1ST OF
MARCH AND SEPTEMBER THE 21ST THIS YEAR.

A MAXIMUM OF TWO ENTRIES PER CLUB MEMBER – SO
WAIT TO NEAR THE END DATE BEFORE SUBMITTING IN
CASE YOU GET A BETTER PHOTOGRAPH.

ENTRIES ARE TO BE FULL SIZED JPEG FILES SENT TO THE
FOLLOWING EMAIL ADDRESS.

gro13624@bigpond.net.au

ENTRIES CLOSE AT MIDNIGHT
FRIDAY SEPTEMBER THE 21ST.

WINNER, AS JUDGED BY GIPPSLAND LAND ROVER DEALER
PRINCIPAL MARCO TRIPODI, WILL BE ANNOUNCED AT THE
OCTOBER LROCG MEETING.

WINNER'S PRIZE:

LAND ROVER APPAREL, FROM GIPPSLAND LAND ROVER,
CHOSEN BY THE WINNER, TO THE VALUE OF \$250.



GIPPSLAND LAND ROVER

PRINCES HIGHWAY, MORWELL (03) 5134 1422

GIPPSLAND'S HOME OF LAND ROVER

Proud sponsors of the Land Rover Owners Club of Gippsland



LAND ROVER'S 70TH BIRTHDAY IN AUSTRALIA

COOMA SHOW GROUND, NSW.

Friday 30th March to Monday 2nd April, 2018

SAVE THE DATE

Plans are underway for the celebration of Land Rover's 70th birthday. Following on the success of the 60th, we have been welcomed back to Cooma by the Snowy Monaro Regional Council and the Cooma Car Club for a four-day event over Easter 2018. With Land Rover's close ties with one of the world's greatest engineering feats, the Snowy Mountains Scheme, it's fitting that we should return to Cooma.

Land Rover Australia have already signed up as a key sponsor, and as in past events will have all the latest models on display.

All sorts of events are being planned by the sponsors and organisers, the Land Rover Owners' Club of Victoria, The Land Rover Owners' Club of Sydney, the Range Rover Club of New South Wales and the Land Rover Club of the ACT. The 60th in 2008 event attracted over 750 Land Rovers and nearly 1,400 enthusiasts. The organisers of the 70th are hoping for 1,000 Land Rovers. Any owner of any type of Land Rover or Range Rover, be it modified or un-modified, old or new, in original condition or fully restored should attend. But you really need only to be a Land Rover lover – you don't have to own one to enjoy the weekend.

Activities at the 70th will include:

- Displays by trade exhibitors.
- Trips of varying standards in and around the Cooma and Snowy Mountains district.
- A motorkhana.
- One (and possibly 2) Terrapod test tracks, supplied by Land Rover Australia.
- The Grand Parade of Land Rovers through the main streets of Cooma.
- A swap meet.
- Demonstrations of recovery techniques.
- Attractions for the children.
- A Gala Dinner with award presentations, with guest speakers.

The time has come for all those Land Rover lovers who have been putting off restoring their beloved old vehicles to get to it.



Some pictures from the 60th Anniversary of Land Rover at Cooma 2008

