

LAND ROVER OWNERS' CLUB

OF GIPPSLAND
JUNE 2018 NEWSLETTER



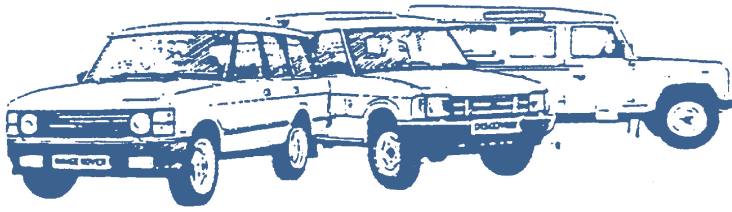
GIPPSLAND LAND ROVER

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LAND ROVER OWNERS' CLUB OF GIPPSLAND

P.O. Box 3128 Gippsland Mail Centre 3841 Telephone (03) 51 341 422 Club website Irocg.jimdo.com

LROCG News June 2018

Guest Speaker.

Thanks to Stephen Rentsch, our guest speaker at the June club meeting. In his role as Service Manager, Stephen has been attending Land Rover / Jaguar training including new hybrid and fully electric models. It was interesting to hear what the future of motoring might be like. We're still not convinced that there will be charging stations in Wonnangatta Valley or across the Simpson Desert but to quote the lyrics from the Bob Dylan song; "the times, they are a changin'".

Club Website.

The club website has been updated by Webmaster Alan Harlow. Don't forget to have a look at the quiz each month. There will be prizes at the meeting for people who know the location of the mystery photo. Our web address is Irocg.jimdo.com or simply type Irocg into your search engine. Congratulations to Ray Massaro for winning this month's prize. The club Newsletters are on the website so you can look back at previous events. There is also a listing of upcoming club activities.

The Exodus Has Begun!

The dictionary definition of exodus is a "mass departure of people". It was evident at the June meeting that the annual exodus of club members has begun. Many of the regulars are on treks to the north. It was great to have some updates for our "News From Travellers" segment at the meeting There are quite a few members in Alice Springs at the moment; entering the annual Finke Desert Race over the Queens Birthday weekend perhaps?

Club Trips and Events.

Check through the newsletter as there are many club trips and events in the calendar for this year and into 2019. These range from a bar-b-que day helping Parks Victoria clean up the Wellington River camping areas in July (PV providing lunch) through to a multi day trip through Wonnangatta Valley in March.

Golden Oldie.

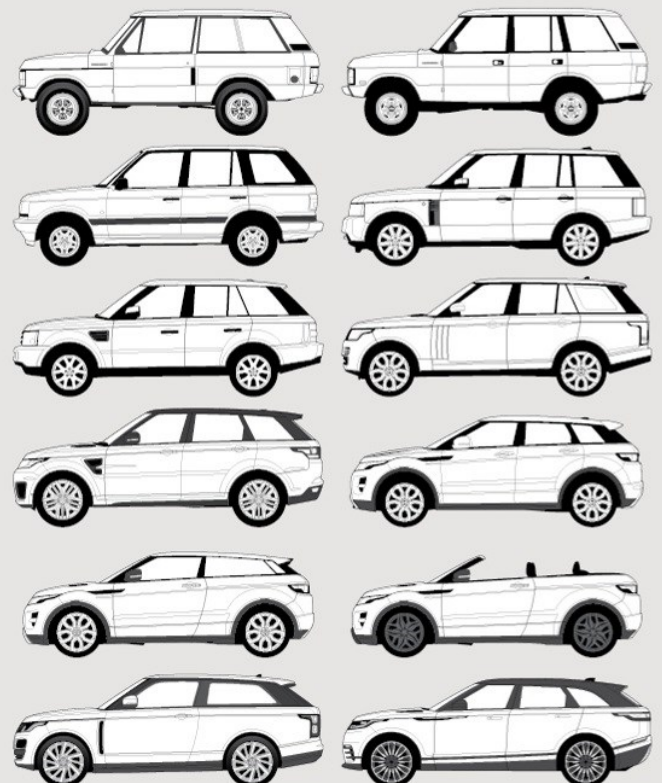
By the time you read this there will be a new LROCG exhibit vehicle in the Gippsland Land Rover showroom. In place of my 1993 Discovery 1 there will be Mal Trull's gold three door V8 Discovery 1. The vehicle is one of the very early Discoverys to come into Australia. Elsewhere in the newsletter you will find Mal's piece on the vehicle and some photos of it in Central Australia. Charlie tells us that the display of older Land Rovers is still attracting plenty of attention.

Greg Rose.

This month's cover; Range Rover No1, the first of the pre-production Range Rovers



RANGE ROVER EVOLUTION 1970 - 2018
CLASSIC | SPORT | EVOLVE | SUV | VELLAR



Land Rover Owners Club of Gippsland 2017-- 2018 Committee

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Life Member's Ray Massaro, Greg & Lois Rose.

Range Rover Chassis No 1 - YVB 151H

During the mid 1960s, Spen King had the idea to produce a more driver friendly Land Rover, by using the long travel coil springs from the latest Rover 2000 saloon car. This idea was shared with colleague Gordon Bashford, and the two of them came up with a design for a 100" wheelbase station wagon vehicle. At the same time, William Martin-Hurst (Rover's managing director) had commissioned a review of the company's worldwide markets – which concluded that the coming trend in the USA was for "four wheel drive leisure vehicles" – exactly the type that King-Bashford 100 inch station wagon was intended to be. It was also likely that other markets would follow this US trend.

1966 saw a formal project set up at Rover to develop the new vehicle. By 1970 – the vehicle was ready to enter production. There is often myth and confusion surrounding the early Range Rovers, prototypes, pre-production, "Velars" and press vehicles. There were 7 prototypes built, between 1967 and 1970 – of these 2 are known to survive.

There were 28 "Pre-Production" chassis, (YVB registrations) made into 27 vehicles, and one drivable chassis. The name "Velar" (Italian = To Veil, to Cover) was used to conceal the identity when necessary of the prototypes and the Pre production (YVB registered) vehicles. The "YVB" registration numbers were secured from the Croydon Issuing Authority, in a further attempt to disguise the vehicles if they went on the road.

There then followed 20 "Press Launch" cars registered NXC 231H to NXC 250H.

YVB 151H is the first of the pre-production vehicles, chassis number 35500001A – production line vehicle No 1 – requisitioned 26th September 1969 and built 24th November – 17th December 1969. First registered 2nd January 1970.

As was the case with the first 3 chassis numbers – it also has corresponding engine, gearbox and axle numbers – in this case 35500001.

Because the project had been pushed forwards by some 6 months, at the time of build, some production items were not yet available – namely the seats and the textured dash board. The seats were originally finished in vinyl – rather than the pvc Palomino items and the dash was the smooth prototype style – which was later replaced with the correct production item.

YVB 153H (Chassis No 3) and YVB160H (chassis No 8) were the first two vehicles to be completed to "production" specification, as publicity required a Blue and a Red vehicle for the promotion photography.

YVB 151H was originally built in Olive Green – a colour which did not make it into the production pallet.

Michael Forlong – The producer of the two Range Rover promotion films "A car for all reasons" and "Sahara South" was to become the first private owner of "No 1" on 8th April 1971. Before taking possession, the car was resprayed into the production colour of Bahama Gold, and the textured dash was fitted.

Contrary to the information in the latest book "Range Rover – The First 50" the private registration number WGA 71 was allocated to "151" in November 1975 when the vehicle passed to Mr. Walter George Ansell" of Belvedere, SE London.

Before disposing of the Range Rover in 1979 to the next owner (a farmer in Kent) the WGA 71 number was replaced with an age related number EGU 16H, and so the identity of "Range Rover No 1" was inadvertently disguised for a further 6 years.

During the mid 1980s, interest in the early Range Rovers was beginning to build, especially in the survival and location of these very early pre-production vehicles. To that end, a similar Range Rover was mocked up with the registration YVB 151H by enthusiasts in a bid to try and trace Chassis No 1 – Unaware of course, that at the time, the original registration number had of course been "lost" – and also that the vehicle was no longer in its original "Olive Green". It was in 1985 that a chance phone call to Chris Greenwood, a friend and at the time business partner of the current owner – Peter Garside – Land Rover Centre – that led to the "Rediscovery" of Range Rover No 1.

There then followed a 6 year, ground up, every last nut and bolt restoration. There is a photographic record of this restoration, which includes photos of some parts date stamped as early as April 1969.

Unusually, the vehicle retains all its "matching numbers" components; chassis, engine, gearbox, and axles, as well as the original aluminum bonnet, and the original body shell. In 1997, with much help from Geof Miller (The lead engineer on the 100 inch project) we were finally able to persuade DVLA to re-issue and re-unite the original registration number YVB 151H due to the significant historic interest of the vehicle, and the importance and relevance of the "YVB" registration number.

Since 1991, the Range Rover has been on display in the showroom of Land Rover Centre Huddersfield, and has ventured out on a limited number of occasions for photographic and video promotion work.

The Range Rover

The Range Rover was launched on June 17th 1970 at Blue Hills Mine, St. Agnes, Cornwall, UK. Delivery to customers from Sept. 1970, The motor press was amazed of the new fantastic Land-Rover Range Rover.

In the press material available from the Solihull company at the time of introduction of Range Rover, they stated their new baby as:

"The world's most versatile motor car". Actually Land-Rover claimed it as a "Four-car-in-One".

The Range Rover, a "Four-In-One" car:

"A luxury car"

"A performance car"

"An estate car"

"A cross country car"

In their brochures Land-Rover tried to define the Range Rover:

"It is a seven-days-a-week luxury motor car for all business, social and domestic purposes."

"It is a leisure vehicle that will range far and wide on the highways and no-ways of the world in pursuit of its owner's activities and interests."

"It is a high-performance car for long distance travel in the grand manner."

"It is a working cross-country vehicle with a payload capacity of 1200 lb."

And: "Who buys the Range Rover? Business and professional people with a leaning toward the great outdoors, who want a purpose-built vehicle instead of an adapted one, the real thing instead of a compromise."



Range Rover Road Test

This road test of the original Range Rover was published 12 November 1970.

Eagerly awaited, the new Range Rover has fulfilled and even surpassed the high hopes held for it. The combination of an over-90mph maximum speed with the ability to go cross-country mud-plugging as well is not new – the Kaiser Jeep Wagoneer did all this when we tested it in 1964 – but will seem revolutionary to many.

What is so good about the Range Rover is the way it carries out its multiple functions, serving equally well as tug, load carrier, cross-country vehicle and, by no means least, as an ordinary car suitable even for commuting in heavy traffic.

It is often forgotten how seating positions have been lowered over recent years, to keep waist and roof levels down, and it takes something like the Range Rover, in which one can see over the roof of the car ahead, to make one appreciate the value of a higher sight line. The ability to see what is happening much farther in front, and to be able to look down on the flat bonnet with its clearly defined corners, means it is easier to appraise traffic situations and to place the vehicle accurately. This good view all round goes a long way to compensate for the rather large turning circle and 5ft 10in width.

Also unexpectedly good is the standard of ride comfort, an education in what can be achieved with live axles front and rear. On most surfaces the car rides with surprisingly little vertical movement, and there is only occasionally a trace of front-end pitch – short crisp bounce rather than any suggestion of floating. A big contribution to the ride is undoubtedly made by the Michelin radial M+S cross-country tyres fitted. They absorb small irregularities and always look a little 'squish' when inflated to the recommended 25psi. One of the biggest improvements noticed by anyone familiar with the Land Rover is the very much better ride in cross-country work. Long travel coil springs front and rear, with huge telescopic dampers, absorb rough tracks and field conditions extraordinarily well, and without any of the violent bucking and bouncing of an ordinary leaf spring Land Rover.

The other respect in which the Range Rover is far superior, of course, is its much greater speed potential. The true level road maximum is 91mph, at which the speedometer reads 95mph, while on a downhill straight we obtained an indicated 104mph. The natural cruising speed is 85mph, when engine noise is pleasantly restrained and the car feels relaxed and unstressed. Equally impressive is the acceleration and the Range Rover gives a smart step-off in traffic, which belies its size and makes it often the quickest car away from the lights. Through the gears it accelerates briskly to 80mph in under half a minute, and the 19.1sec time for the standing quarter mile is much better than many more lithesome saloons, and only 1.2sec slower than the Rover 3500.

The engine is almost the same all-aluminium V8 of 3528cc as is used in the 3500 and 3.5-litre saloons, but has Zenith-Stromberg CD2 carburettors instead of SUs, and the compression ratio is lowered from 10.5 to 8.5 to 1, suiting it to as low as 91 octane fuel (or 85 octane with reset ignition timing). A pull-out manual enrichment control is provided for cold starting, near the door hinge on the right, and can soon be pushed in after a cold start.

Through the test starting was generally immediate, only once a bit reluctant from cold when standing on a slope. To prevent vapour lock in very hot conditions, particularly with hard work at low speeds, the fuel is recirculated from the right-hand carburettor back to the tank.

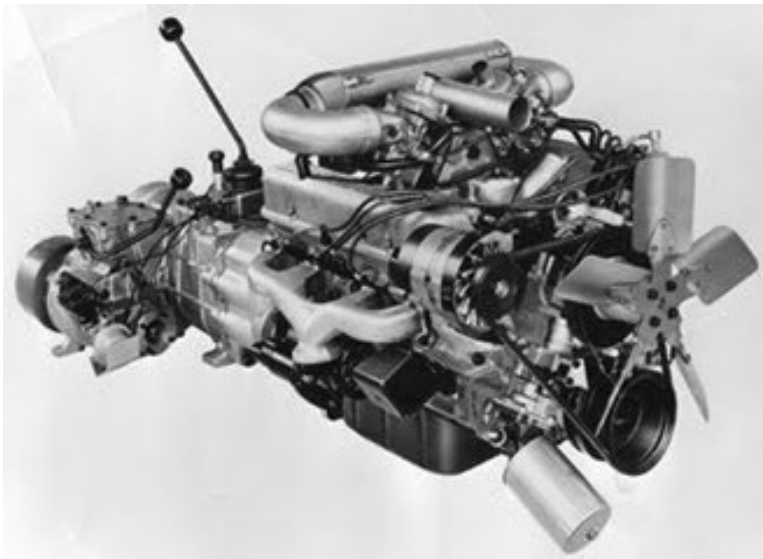
Not surprisingly, the V8 engine seems even smoother in this big car than in the Rover 3500, and its lusty low speed torque enabled us to take acceleration figures in top gear from 10mph with only mild protest. There are no vibration periods and the noise level is always fairly low. At tick-over there is some tremor and slight lumpiness gently rocking the car.

Although the 3500 is only available with an automatic transmission, the Range Rover is supplied with a four-speed manual gearbox. There is effective synchromesh on all four gears but the gear change itself is very heavy, has rather long travel, and is a bit notchy; at least it goes well with the heavy duty nature of the car. During performance testing it became very difficult to hurry the changes and in ordinary use a slow, rather deliberate movement, preferably with double-declutching both up and down, helps the gears to go through more easily.

The ratios are well spaced and recommended change points are shown on the speedometer at 26, 43 and 71mph. Considerably more revs can be used in safety, true maxima for the gears being 30, 49 and 79mph before the hydraulic tappets begin to pump up. Clutch take-up is smooth, and at 40lb the operating load is not too heavy, even for traffic use. However, towards the end of the test trouble was experienced with the clutch hydraulics, it sometimes tending not to release and at other times being reluctant to engage.

Unlike the Land Rover and other cross-country vehicles, on which four-wheel drive causes transmission wind-up if used on metalled roads, that on the Range Rover is permanently engaged. Small variations in front-rear wheel revolutions are accommodated by a Salisbury Powr-Lok limited-slip differential installed in the transfer gearbox, and a notice below the fascia warns of the special precautions to be taken before testing with only one end of the vehicle on a rolling-road dynamometer.

When alternating between good and bad going, and particularly in snow, it is a great advantage not to have to worry about



engaging and disengaging four-wheel drive, and the traction in mud is really remarkable. Just to the right of the gear lever is a small, pull-up knob, by means of which the centre differential can be locked; it works a vacuum-operated pawl, and when engaged a little light comes on in the top of the button as a reminder to free the diff as soon as reasonable grip is regained.

Although we gave the Range Rover an extensive work-out over some deeply rutted mud and on one or two almost frighteningly steep gradients, we never had to resort to locking the diff; but again this might be invaluable in conditions of severe snow or ice, or when towing.

As well as the cross-country advantages of permanent four-wheel drive, it pays real dividends in improved cornering.

The Range Rover behaves as a rather strong understeerer, but when the power is applied hard the front wheels can be felt pulling the car round without any protest from the tyres.

On slippery surfaces there is some straight-on effect as the front wheels lose their grip but the car quickly recovers when the throttle is eased back. Rather alarming roll angles can be achieved when cornering hard, and roll stiffness generally could well be improved. At low speeds the steering effort required becomes very heavy indeed and it is quite a battle to manoeuvre the Range Rover in a confined car park. On the straight at speed there is some play, and it was disappointing to find the directional stability not as good as had been hoped for, especially in side winds. Excellent freedom from kick back in rough cross-country work is the best feature of the steering, and an important factor for such a car.

Disc brakes with servo assistance give really dependable braking and progressive increase in efficiency as pedal load goes up, until an impressive 1.02g maximum is achieved at 100lb pedal load. There is little tendency for the wheels to lock under hard braking on slippery roads, and fade testing did not bring any fall-out in efficiency although the front discs became very hot, causing lubricant to dribble out of the front hub on the left. The pedals are well placed, allowing easy heel-and-toe operation, and they are big enough to suit a driver wearing gum boots.

The pull-up handbrake beside the driver's left knee operates a separate drum brake on the rear transmission and – through the limited slip differential – has some effect on the front wheels as well. It holds easily on 1 in 3, and is exceptionally efficient as an emergency brake, giving 0.45g in return for a strong pull.

In our preliminary impressions of the Range Rover at announcement time (18 June 1970), it was mentioned that transmission whine was expected to be reduced in production cars, and it is indeed much better, although still quite noticeable in the middle speed ranges in top gear. The high-pitched whine is difficult to distinguish from tyre hum caused by the coarse tread blocks.

To the right of the main gearbox is the transfer gearbox, with its small stubby change lever and straight dog engagement. Without double-declutching, the vehicle must come to a complete standstill before going into low ratio. Maximum speeds in low are 10, 17, 28 and 42mph, and the gearing in low ratio first gives less than 2mph per 1000rpm, enabling the Range Rover to climb almost any gradient on which it can find adequate grip. It is difficult to take off smoothly in low ratio bottom gear, and usually second or third can be used for starting when low is engaged. A small but surprising criticism is that the transfer box lever is a simple rubber push fit on the actuating stub and after moderate normal use it fell off.

The Range Rover body style is standardised as a two-door estate car with sliding rear side windows, swivelling front quarter vents and winding side windows in the doors. The rear window is released by a locking press button, and gas-filled struts automatically push it open. A lever above the number plate is moved sideways to release the bottom hinged tail panel which is located at the horizontal by strong supports, making a sturdy rearward extension of the load platform.

Maximum payload is over half a ton with two adults on board as well, and a self-energising strut in the rear suspension A-bracket quickly pumps itself up within the first few yards, restoring normal ride attitude when laden. Loaded to the limit, it made the rear suspension much harsher, but certainly offset any tail sag.

The seats are excellently shaped, with just the right back support, and are softly sprung with deep foam rubber. Although there is no adjustment, the backrest angle is good, and there is ample for and aft adjustment. Safety belts are mounted directly onto the seat structure, with incidental advantages that they are not in the way of access to the rear compartment, and that they are more comfortable when worn than when sat on. Rather awkwardly placed, a lever on the inside of each front seat is raised to free the backrest, which can then be pulled forward for access to the rear compartment. As it moves forward, the seat cushion also slides forward, and it is as easy to get into the back as to the front. Behind the rear seat squab is a central lever which is moved sideways to release the backrest for extra load capacity. In the usual estate car fashion, the squab folds against the cushion, and the whole seat then tips forward against the front seats. A strap is provided to hold the back seat squab tightly against the cushion.



Neat column-mounted levers control the two-speed wipers and the screen washers (press in), head lamp dipping, and optional fog lamps, as well as the usual functions for head lamp flashing and indicators. Through-flow ventilation is provided, with the unusual provision of a small catch by means of which the extractor vents can be closed off (perhaps for sand storms?). The heater is of air blending type, and responds well to adjustment of the temperature lever. Another lever beneath it controls air input with half and full speed fan positions for both fresh and recirculating air. A vertical lever on the left admits cool air through a centre inlet with adjustable vanes, and the matching lever on the right is for air direction to screen or floor. In addition to the centre ventilator, there are separate ball-in-socket outlets.

A fairly spacious drop-down locking fascia pocket is fitted in front of the passenger, and there is a well for oddments in the top of the fascia above it. A fascia locker to the right of the steering column appears to be the only possible position for mounting a radio.

A large circular speedometer is mounted in a raised nacelle ahead of the driver, includes kilometre markings and a trip mile-ometer, and is matched by a circular dial in which are temperature and fuel gauges. A clock is standard, on the left of the fascia centre, and there are blanks for three more instruments to be added. Between the main instruments are the six warning tell-tales in a vertical arrangement including one for trailer lights.

In our two-week spell with the Range Rover we amassed 1766 miles, including trips to South Wales and the Lake District. Our overall fuel consumption of 14.4mpg therefore includes a lot of long runs to offset the heavy consumption of cross-country work. The best intermediate figure was 15.3mpg, and although this natural includes high cruising speeds and brisk driving, it would be unrealistic for an owner to expect more than about 17mpg in general service. On the test car the fuel filler was very stiff and difficult to open. When locked, it freewheels. The tank holds 19 gallons, with the warning tell-tale coming on for the last three. We have been tremendously impressed by the Range Rover, and feel it is even more deserving of resounding success than the Land Rover. It remains to be seen how durable and reliable it will prove in service.



Range Rover (1970)

Autocar road test data

Price £1528

Price as tested £2005

Engine V8, 3528cc, petrol

Power 135bhp at 4750rpm

Torque 205lb ft at 3000rpm

Gearbox 4spd manual with transfer box

Kerb weight 1758kg

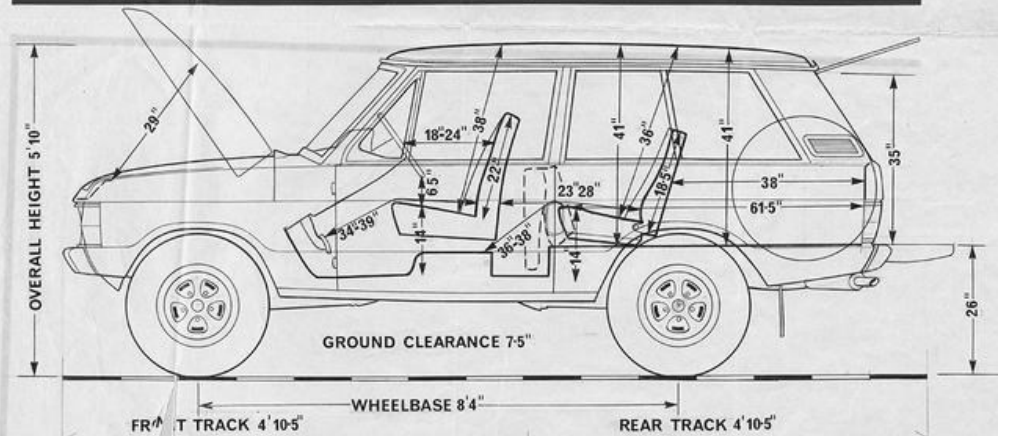
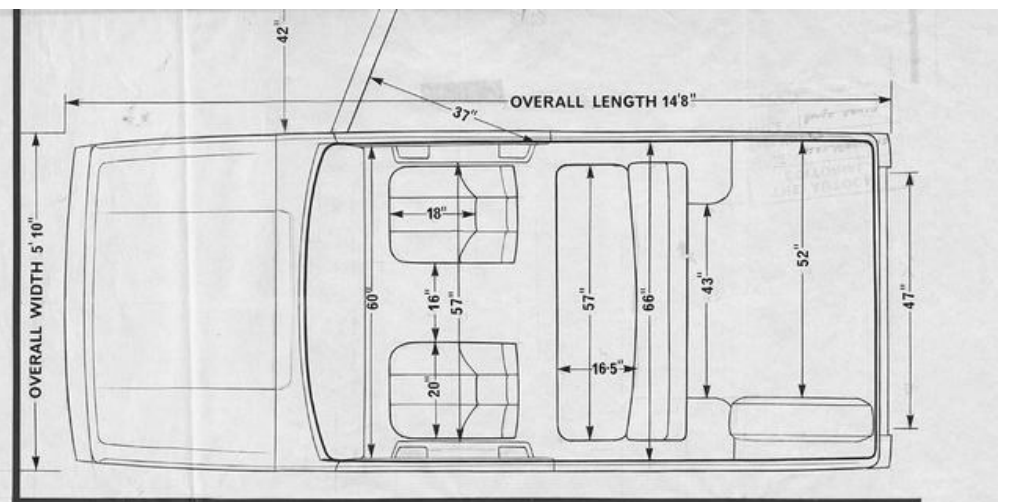
Top speed 91mph

0-60mph 13.9sec

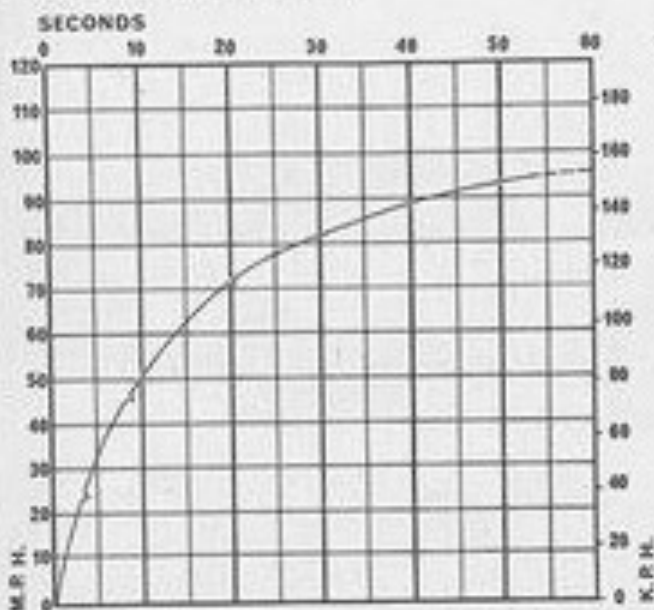
Fuel economy 14.4mpg

Rivals Kaiser Jeep Wagoneer, Volvo

145S estate, Peugeot 404L Familiale



ACCELERATION



SPEED MPH TRUE INDICATED	TIME IN SECS
30	4.3
30	—
40	6.3
40	—
50	10.0
51	—
60	13.9
61	—
70	18.6
72	—
80	28.1
84	—
90	42.4
94	—

SPEED RANGE, GEAR RATIOS AND TIME IN SECONDS

mph	Top	3rd	2nd	1st
10-30	10.2	6.2	3.5	3.0
20-40	9.1	5.6	3.0	—
30-50	8.6	6.0	—	—
40-60	9.8	6.6	—	—
50-70	10.8	8.4	—	—
60-80	14.2	—	—	—
70-90	24.4	—	—	—

Standing $\frac{1}{4}$ -mile

19.1 sec 71 mph

Standing kilometre

35.5 sec 85 mph

Test distance

1,766 miles

Mileage recorder

1 per cent

over-reading

PERFORMANCE
MAXIMUM SPEEDS

Gear	mph	kph	rpm	Low ratio	
				mph	kph
Top (mean)	91	146	4,550	42	68
(best)	92	148	4,600	—	—
3rd	79	127	5,950	28	45
2nd	49	79	5,970	17	27
1st	30	48	6,100	10	16

BRAKES

(from 70 mph in neutral)

Pedal load for 0.5g stops in lb

1	45	6	45
2	45	7	45
3	45	8	45
4	45	9	45
5	45	10	45

RESPONSE (from 30 mph in neutral)

Load	g	Distance
20lb	0.30	100ft
40lb	0.54	56ft
60lb	0.74	41ft
80lb	0.90	33.4ft
100lb	1.02	29.6ft
Handbrake	0.45	67ft

Max. Gradient on handbrake 1 in 3 (at least)

CLUTCH

Pedal load 40lb and 4in. travel

MOTORWAY CRUISING

Indicated speed at 70 mph	72 mph
Engine (rpm at 70 mph)	3,500 rpm
(mean piston speed)	1,630ft/min
Fuel (mpg at 70 mph)	18.5 mpg
Passing (50-70 mph)	8.6 sec

COMPARISONS

MAXIMUM SPEED MPH

Volvo 145S estate car . . . (£1,878) 98

Kaiser Jeep Wagoneer

(not available in UK) 92

Range Rover . . . (£1,998) 91

Peugeot 404L Familiale . . . (£1,499) 87

Land-Rover 6-cyl estate car . . . (£1,786) 73

0-60 MPH, SEC

Range Rover 13.9

Volvo 145S estate car 14.5

Kaiser Jeep Wagoneer 15.5

Peugeot 404L 19.2

Land-Rover 6-cyl estate car 29.0

STANDING $\frac{1}{4}$ -MILE, SEC

Range Rover 19.1

Volvo 145S estate car 19.6

Kaiser Jeep Wagoneer 20.0

Peugeot 404L 21.1

Land-Rover 6-cyl estate car 23.6

OVERALL MPG

Peugeot 404L Familiale 22.2

Volvo 145S estate car 20.7

Kaiser Jeep Wagoneer 14.8

Range Rover 14.4

Land-Rover 6-cyl estate car 13.8

GEARING (with 205-16in. tyres)

	Low ratio
Top	20.0 mph per 1,000 rpm 7.1
3rd	13.3 mph per 1,000 rpm 4.7
2nd	8.2 mph per 1,000 rpm 2.9
1st	4.9 mph per 1,000 rpm 1.7

TEST CONDITIONS:

Weather: Cloudy, bright; Wind: 8 mph; Temperature: 16 deg. C (58 deg. F); Barometer: 29.9 in. Hg; Humidity: 51 per cent; Surfaces: Dry concrete and asphalt

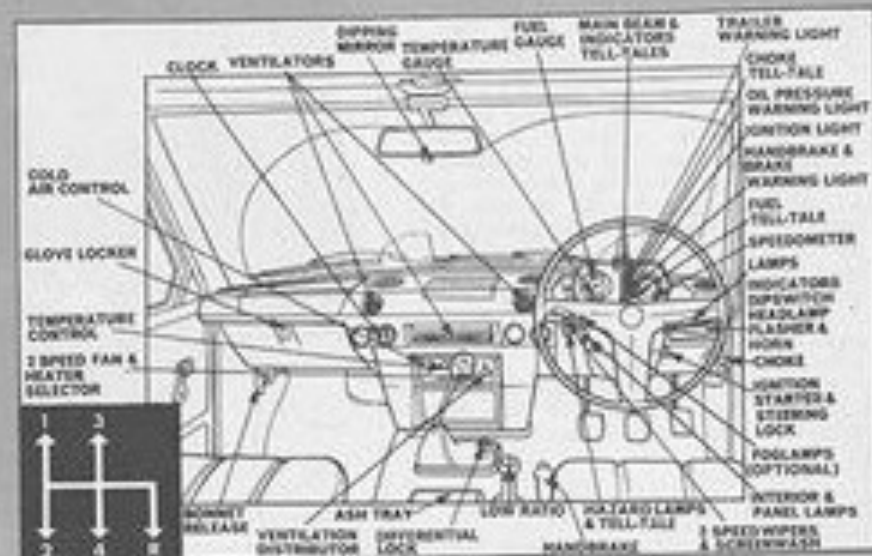
WEIGHT:

Kerb weight: 34.7 cwt (3,800—1,758kg) (with oil, water and half full fuel tank); Distribution: per cent F: 49.1; R: 50.9; Laden as tested: 38.4 cwt (4,300—1,950kg)

TURNING CIRCLES:

Between kerbs L: 37ft 3in.; R: 38ft 6in. Between Walls L: 38ft 10in.; R: 40ft 4in. steering wheel turns, lock to lock 3.7.

Figures taken at 2,500 miles by our own staff at the Motor Industry Research Association proving ground at Nuneaton.



Machinery Milestones: Land Rover celebrates 70 years

This spring's blizzards, sub-zero temperatures and flooding delayed sowing for a month and meant animals were kept under cover instead of grazing on the fields. But as we moan about the inclement weather of 2018, spare a thought for the farmers of February and March 1947, who suffered the heaviest snowfalls and lowest temperatures ever recorded, followed by the worst floods in living memory. Among them was farmer Maurice Wilks, who owned sprawling estates in Warwickshire and on Anglesey. He borrowed a neighbour's ex-Second World War Jeep to get through the deep snowdrifts and clear fallen trees, while the rest of the country ground to a halt. He was suitably impressed. Wilks was, in truth, a hobby farmer; in his day job he was engineering director of the Rover car company. But his experience of the adversities faced by fellow farmers during the terrible winter of 1947 were to change the face of modern farming, because when he turned his brilliant engineering brain to the problem he came up with a solution that was eventually to become the Land Rover.

Keeping it simple

Although impressed with the Jeep's simplicity and capability, Wilks was frustrated by the much-abused vehicle's tendency to break down – and the difficulty in obtaining spare parts when it did. But his experiences with that battered old Jeep were enough to convince him that a go-anywhere versatile 4x4 was exactly what the nation's farmers needed.

Besides being the ideal farm runaround and towing vehicle, it could also be adapted for light ploughing, sowing, harvesting, baling and a host of other duties around the farm.

During the Easter weekend of early April 1947, Maurice shared his ideas with his brother, Spencer, who was Rover's managing director.

Spencer was eager to press ahead with his brother's plans, because he knew that Maurice's proposed Land Rover would also solve the company's problem with exports – or, rather, the lack of them. In those austere post-war years, steel was strictly rationed and the lion's share went to manufacturers who exported most of their production to bring in much-needed foreign cash. Unfortunately, there was little demand overseas for the outdated saloon cars that Rover was still building from pre-war designs and, as a result, the company was in dire straits. But aluminium wasn't rationed... so it was decided that the new Land Rover would be built with aluminium bodywork bolted on a ladder chassis made from welded offcuts of steel.

A 1.6-litre Rover petrol engine would supply the power. The Wilks brothers sold the idea to the Rover board by telling them that the new vehicle would be a useful stopgap until steel was no longer rationed and reasoned that it would achieve welcome export orders, too.

Within weeks, Rover's engineers were building prototypes. The first one had its steering wheel in the middle, so that it could be built without expensive conversions to left-hand drive for export. But the so-called Centre-Steer was abandoned when it was realised that nobody would be able to see the hand signals of a driver sitting in the middle of the vehicle.

But they soon got it right and the finished vehicle was on sale less than a year after its conception (a feat unlikely ever to be surpassed in the modern motor industry, where the development period of any new model is measured in years).

For maximum versatility for the farmer, the transfer box had three power take-off (PTO) points for auxiliary equipment, including a standard splined drive shaft to the rear to be connected to towed powered machinery such as mowers and binders, while an optional capstan winch could be mounted on the front. The central PTO featured a pulley to drive vehicle-mounted welding equipment or a compressor to power a bench saw, for example.

Dutch launch

The new vehicle was launched on 30 April 1948 at that year's Amsterdam Motor Show. It was a low-profile affair with little fanfare, but the Land Rover was an instant success.

What had been intended by its parent company as a stopgap aluminium-bodied vehicle to beat post-war steel shortages soon became Rover's best-seller – and it did indeed achieve excellent overseas sales. This was an era when the sun still didn't set on the British Empire and that versatile 4x4 was exactly what was needed out in the colonies.

Back in the 1950s, it was said that the first motor vehicle seen by three-quarters of the world's population was a Land Rover. The Land Rover was a hit with Kenyan coffee growers and Ceylon tea plantation owners alike, but nowhere was it more popular than in the British countryside, among grateful farmers. They didn't mind the fact that the seats were uncomfortable and that both heaters and door tops were optional extras. It was very comfortable compared with the tractors of its time. More importantly, this was an era when the British Government had decreed that food production, and the acreage dedicated to it, had to be increased. This was at a time when there was a severe labour shortage on the land, as a result of German and Italian PoWs being repatriated.

Mechanisation was essential and the Land Rover's sheer versatility was invaluable on the farm.

Design improvements

The original 80in wheelbase Series I was steadily improved over the next 10 years until its successor, the Series II, was launched in 1958.

That was followed by the Series III in 1971, which was replaced in the 1980s by the Stage One V8 (with a 3.5-litre petrol engine to address the lack of power in the standard 2.25-litre petrol and diesel engines) and the Ninety and One Ten coil-sprung models.



An early 1948 Series I

Early in 1990's, these utility vehicles were given the same 2.5-litre turbodiesel engine that was under the bonnet of the Discovery, launched the previous year, and the new model was badged Defender, so as not to cause confusion in the ever-growing Land Rover family. During its lifetime, the fortunes of the utility Land Rover had changed. In its early years, there was nothing to rival its all-round ability. If you lived and worked in the countryside, a go-anywhere Land Rover was essential. But from the late 1960s, rival 4x4s from other manufacturers ended Land Rover's monopoly. Few enjoyed the same off-road capability or the longevity of the aluminium-bodied Land Rover, but nearly all were cheaper.

The Defender

Of course, Land Rover launched a few new models of its own to rival those new competitors. The first, in 1970, was the Range Rover. Today it is seen as a rich man's luxury 4x4, and priced accordingly, but nearly half a century ago the original two-door model was aimed at the farmer and was seen as a dual-purpose working vehicle that was equally at home in the fields during the day or going out to dinner on a Saturday night. It was very basic, with footwells designed to be hosed down after a hard day out in the mud.

As the Range Rover headed steadily upmarket, it was joined in 1989 by a new model, the Discovery, which was priced to take the fight to Land Rover's Japanese rivals. It succeeded and became Europe's best-selling 4x4 until it was ousted by its own sibling, the Freelander, in 1998.

Aware that farmers would appreciate more workmanlike versions of these new vehicles, the company produced van-style models badged "Commercial" that offered comfort, carrying capacity and excellent towing capability as well as excellent off-road ability.

Growing family

These days, a bewildering choice of models bearing the green oval badge is available, including the Range Rover Sport, Range Rover Evoque, Range Rover Velar and Discovery Sport. What they all have in common is class-leading off-road ability – it's part of Land Rover's heritage and something the company insists upon before any new model is launched – but they all have a bit too much carpet and bling for the tastes of many who work in the countryside. Meanwhile, throughout all these changes, the original Land Rover lived on under the Defender badge. It still comprised an aluminium body on a steel ladder chassis and was essentially hand-built, although the vehicle had evolved greatly since 1947, with creature comforts such as power steering, comfortable seats and decent heating added over the years.

Sadly, the Defender was discontinued in 2016. After decades of upgrades to keep it within safety and EU emissions rules, the company finally decided that it was time to tear up the 68-year-old design and start again.

But as the last models rolled off the Solihull production line in January 2016, the family resemblance with the 1948 original was striking. Stand them alongside each other and you wouldn't need to take DNA samples to confirm the parentage. As it celebrates its 70th birthday in 2018, it is only fitting that a long-awaited new Defender is expected to join the line-up later this year – but whether a new generation of green Land Rovers will conquer the countryside as comprehensively as that 1948 original remains to be seen.



Land Rover landmarks

- 1948 Original Land Rover makes its debut
- 1953 Long wheelbase version introduced
- 1958 Series II unveiled
- 1966 500,000th Land Rover produced
- 1967 Rover nationalised and becomes part of British Leyland (BL)
- 1970 Range Rover launched
- 1971 Series III
- 1976 Millionth Land Rover built
- 1982 Four-door Range Rover released
- 1986 BL renamed Rover Group
- 1988 Rover Group is privatised and becomes part of British Aerospace
- 1989 Discovery becomes third Land Rover
- 1990 Original Land Rover renamed Defender to avoid confusion
- 1992 Second-generation Range Rover
- 1994 BMW buys Rover Group (includes Land Rover)
- 1995 Annual production at Solihull factory tops 100,000
- 1997 Freelander is Land Rover's fourth model
- 2000 BMW sells Land Rover to Ford
- 2002 Third-generation Range Rover
- 2004 Discovery 3
- 2005 Range Rover Sport is fifth model
- 2006 Freelander 2 built at Halewood on Merseyside
- 2007 Record sales of 226,000 vehicles
- 2008 Ford sells Land Rover to Tata Motors
- 2011 Range Rover Evoque is sixth model
- 2015 Discovery Sport replaces Freelander
- 2016 Defender production ends
- 2017 Range Rover Velar becomes seventh Land Rover
- 2018 New Defender expected this autumn

2018 Land Rover Defender V8 Works quick drive review

A limited run of modernised, V8-powered Defenders? How on Earth could I say no to that...

It wouldn't be unreasonable to describe this as an entirely pointless review. It's a car that we'll never get in Australia, and it's a car that has now finished production. But, I've been a fan of the Land Rover Defender for some time now, so when I heard Land Rover was making a limited run of V8 ones, I almost lost my mind. What you're looking at is the 2018 Land Rover Defender V8 Works. Built partly to celebrate Land Rover's 70th anniversary and partly just because, the limited production run will include just 150 units (built in both 110 and two-door 90 body styles). Under the bonnet of this thing is a 5.0-litre naturally aspirated V8 engine from the Jaguar stable that produces 297kW of power and 515Nm of torque. Gone is the old Defender gearbox, instead swapped for an eight-speed ZF transmission. By comparison, the most recent Defender was powered by a 2.2-litre four-cylinder turbo-diesel making just 90kW and 360Nm, good for a 15.8-second 'stroll' from 0-100km/h. The diesel was also only available with a six-speed manual.

True to Land Rover style, it still features heavy-duty front and rear differentials, a torque-sensing centre differential and a low-range gearbox. To the naked eye it looks like any other Defender, but take a closer look and you'll find a lower ride height, unique badges, bi-LED headlights and exclusive 18-inch diamond-turned 'Sawtooth' alloy wheels with 265/65R18 all-terrain tyres. Inside the cabin there's leather everywhere – from the dashboard to the roof, plus a new mount for the 'pistol grip' gear shifter, along with unique badges.

The driver and front passenger get leather-clad Recaro seats, and infotainment comes in the form of an aptly named Classic infotainment system that includes basic audio functions and satellite navigation.

This car's party trick has nothing to do with leather and new badges, though. Turn the engine over and instead of a clattering diesel, a healthy V8 rumble resonates in the back-ground. Give the throttle a stab at idle and it'll blow you away. The nasty V8 noise is gruff and unbecoming of a vehicle built as an off-road utility. It moves from 0-60mph in just 5.6 seconds, compared to a leisurely 0-100km/h dash of 15.8 seconds if you're driving the regular diesel.

Top speed is limited to 170km/h. Our drive was only incredibly brief – some 20 minutes on snowy backroads – but boy was it fun. Drop the hammer in any gear and the engine throws you back into the seat and delivers the gnarliest bark this side of an AMG Mercedes-Benz.

It sounds insane inside the cabin, with the noise only amplified further on the outside. The best part is the look on the faces of bystanders when they hear and then see a Defender fly past barking quality V8 noise at them.

The engineering team behind this car upgraded the brakes, with the Defender Works V8 using 335mm front rotors and 300mm rear rotors. While they're up to the task of pulling the car up, they require a really decent stab to operate at full capacity. The steering hasn't really received any work either, so it's still a million turns lock to lock, meaning you won't be throwing the Defender through too many mountain passes – unless you can turn the wheel at lightning pace. But that's where the negatives end.

The ride has been refined to a level you'd never expect from a Defender. Revised springs, dampers and anti-roll bars give the Defender a comfortable feel on the road, even when you hit sharp bumps and undulations mid-corner.

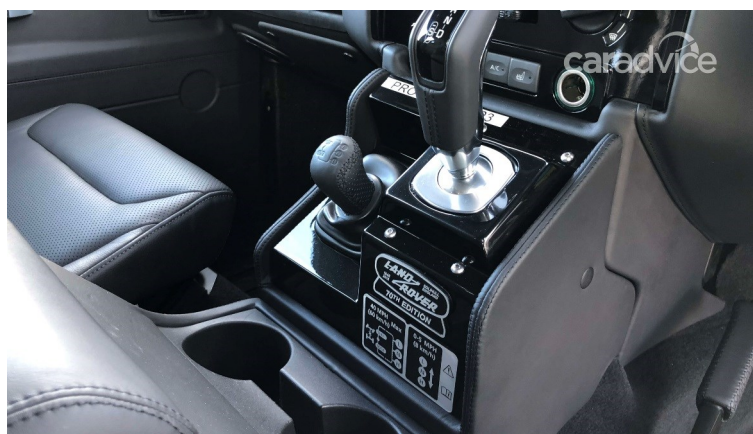
How much does it cost? Well, a lot. In the UK it's priced from £150,000 (that's around \$260,000). But with only 150 units being produced, it could be a worthwhile investment for astute buyers.

Speaking to the engineers behind this project, they said the hardest job was making the engine fit. It sits just below the bonnet line, squeezing in almost too perfectly beneath the bonnet.

The rest of the project came into place on its own, with cooling testing done with a 3000kg load in the searing heat of Morocco, proving that it's up to the task regardless of the climate.

It really was a surreal experience driving what will go down in history as one of the craziest Defenders ever released. It's entirely pointless and doesn't make any sense... But I want to have one in my life. It's a truly sensational machine.

My hat goes off to the guys behind this awesome project.



High-hour Horsepower: Land Rover Discovery hits 540,000 miles

After featuring a succession of high-mileage Japanese 4x4s, we've been presented with a slightly surprising new chart topper – a 1990s Land Rover Discovery. To anyone who's owned one of these vehicles, it may seem a little far-fetched that an example has managed to surpass the half-a-million-mile mark.

As our regular columnist and seasoned Land Rover owner Stephen Carr recently pointed out: "I fear the bar has been set too high for me – the one I drive most of the time has started to push alarming quantities of oil out of the breather, despite several visits to the garage." But Northamptonshire-based self-employed contractor Martin Rainbow has managed to buck the reliability trend and eke a staggering, and relatively trouble-free, 540,000 miles from his 1996 model.

Martin Rainbow's Land Rover Discovery

Year 1996

Purchased 1998

Purchase mileage 96,000 miles

Mileage now 540,000

Engine 2.5-litre four-cylinder Land Rover 300Tdi

Power 111hp

Torque 263Nm

Transmission R380 five-speed manual

Price paid £13,500

As the rules of this series dictate, this Solihull-built truck still has its original engine and most other major parts are its first too, including the five-speed manual transmission and the starter motor. Mr Rainbow is the Discovery's second owner, having bought it when it was just 18 months old and on an already high 93,000 miles. "I paid £13,500 for it, which was a lot for me at the time," he says. "I then had plenty of sleepless nights wondering if I'd done the right thing." But since then he's clocked up about 20,000 miles a year and every year it goes through its MOT with very little bother. "When it went in for its first service the chap said: 'There are good and bad ones of these – yours looks like its going to be a good 'un'." To keep it mechanically sound Mr Rainbow has continued to carry out a full service every 6,000 to 8,000 miles, including all oils and filters.

For most of its early life, this involved filling the block with straight mineral oil, but now he's upgraded to semi-synthetic 15W40. "When it's running on this it doesn't burn a drop," he says.

The engine fitted is Land Rover's 2.5-litre 300Tdi turbo diesel that, when new, developed 111bhp and 263Nm torque. Apart from regular servicing, this has had just one core plug replaced and it is still on its original head gasket. The tappets

were adjusted about 12 years ago and they're still OK now. One possible reason for the engine's longevity is the fact that Mr Rainbow gives it a regular dose of Millers diesel additive. This apparently helps lubricate the fuel system and the engine in general. He uses regular pump diesel and during general, mixed driving an 80-litre tank will get him about 600 miles (about 34mpg). However, on a long, cruisy run this will nudge up to almost 40mpg. Unlike earlier 200 Tdis that were known for gearbox problems, this 300 model had a beefed-up version that's still going strong. There's apparently just a slight crunch when going into second as, understandably, the synchro is slightly worn.

The transducer that controls the speedometer also stopped working a few years ago and it took a month or two for him to get around to fixing it. As a result the odometer reads only 537,000.

Other mechanical work has included three clutches – the original lasted for 370,000 miles, but the second was much shorter as the garage forgot to fit the version with a heavy-duty selector fork. It has also had a pair of rear brake callipers, an alternator, one radiator and new track rod ends. But the rest of the mechanicals are original, including the steering box, front suspension turrets and the exhaust – although this has had some welding.

But it's the bodywork that has required most of the attention. Over the years it's had two sets of sills, front inner wing sections, repairs to the rear inner wings and a new boot floor.

Mr Rainbow carried out all of these repairs himself using a mix of pre-made repair panels and some he fabricated himself.

The original set of replacement sills came from Land Rover, but these were expensive and rotted out quickly.

The next set were galvanised versions from an independent supplier, which are still solid.

Some of the electrics have also had attention, particularly the ECU. "I've learnt my way around it over the years and I can usually pinpoint any problems pretty quickly," he says. "They're not expensive to fix either."

Despite the mileage, the truck is still Mr Rainbow's daily driver and he has no plans to change it or reduce its workload. "It's a working vehicle and although I look after it mechanically it doesn't get pampered," he says.

"After all this time it's got quite a bit of sentimental value and I still enjoy driving it."



Some pictures from Cooma 2018



Some pictures from Cooma 2018



'Countryside crime wave' sees expensive Land Rover Defenders targeted by car gang criminals

Land Rover Defenders are increasingly being targeted by criminals as part of a 'countryside crime wave', according to an insurer. Farmers and country home owners have been urged to ramp up security measures to protect their Defenders and luxury 4x4s against organised gangs, who often hack into their keyless systems. Rural insurer NFU Mutual said Land Rover Defenders are being specifically targeted. Insurers have revealed that they have paid out over 500 claims for stolen Land Rover Defenders since 2016.

The off-road vehicles, said to be the Queen's favourite, have become increasingly sought after since the last of them rolled off the production lines in Solihull more than two years ago. The latest figures from NFU Mutual show it now pays out 14 per cent more in claims for stolen and damaged Defenders than it did before production stopped in early 2016. The firm said it has paid out claims for almost 500 stolen Defenders since then. The region with the highest cost of Land Rover Defender thefts was the Midlands, followed by the North East and South East, according to the insurer. Farmers are finding the cars stripped of parts such as bonnets and doors, or stolen altogether. Stealing executive cars and luxury 4x4s has also increased with the insurer reporting a significant rise in the cost of Range Rover theft in the past year. NFU Mutual, which works with the National Vehicle Crime Intelligence Service, said it had traced stolen Range Rovers worth more than £75,000 to as far afield as Africa and the Middle East. Two Range Rovers covered with mattresses and worth more than £100,000 were recently recovered from a shipping container in Felixstowe, Suffolk. Farmers and country home owners have been urged to ramp up security measures to protect their Defenders and luxury 4x4s against organised gangs, who often hack into their keyless systems.

The findings come amid a spike in car thefts across the country, with police blaming a rise in organised gangs exporting vehicles for profit, as well as the increasing popularity of keyless systems, which can be hacked into by thieves using devices that are widely available on the internet.

According to figures from the Office for National Statistics last month, 89,000 vehicles were stolen in 2017 in England and Wales – the equivalent of ten every hour. This equates to a 56 per cent rise in 12 months.

The ONS said that in almost half of thefts the criminals are 'entering the vehicle through an unlocked door'.

Clive Harris, agricultural vehicle specialist at NFU Mutual,

said: 'Thieves are deploying a range of tactics to feed demand for classic and modern 4x4s from organised criminal gangs operating around the world. 'People in rural areas are feeling increasingly vulnerable and farms, which rely on 4x4s for mobility as part of their business, are left particularly hard hit. We're urging owners to ensure they have adequate security measures in place.' Stealing executive cars and luxury 4x4s has also increased with the insurer reporting a significant rise in the cost of Range Rover theft in the past year.



Rat Trap makes Land Rovers harder to pinch

A Lincolnshire Land Rover engineer has built a tough mechanical security device that makes 4x4s and a host of other vehicles much harder to pilfer.

Called the Rat Trap, it locks the vehicle's transmission solid with the turn of a key, meaning it can't be hot-wired, pushed or even towed away. There are no motors, wires or cables involved and the whole thing is hewn out of thick steel plate.

It is hard to get to as well, tucked under the seat box or transfer box. That means it is almost impossible to remove without getting the vehicle over a pit or on a ramp. Even then it would take a couple of hours to shift, says inventor Andrew Poulson. Thieves are then only left with loud and attention-grabbing tactics such as dragging it with the tyres squealing, chopping through the prop shafts or craning it on to a low loader.

"Thieves tend to go for Land Rovers because they are such an easy target," he says. "The Rat Trap makes their life much more difficult, so they're likely to look elsewhere."

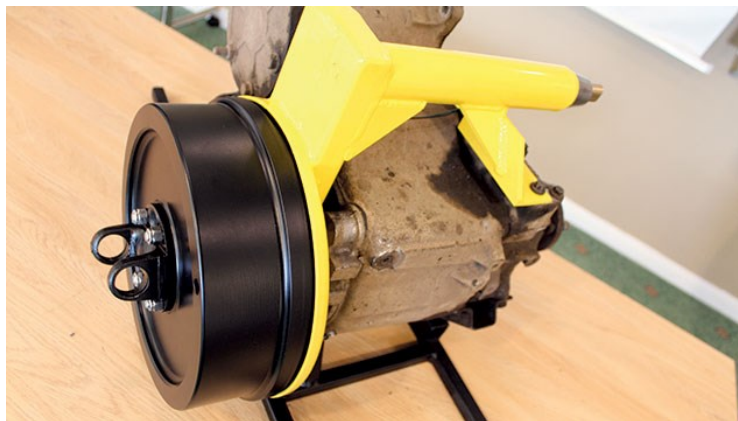
Mr Poulson came up with the design after a spate of Land Rover thefts in the area. A number of his customers had had their vehicles stolen, despite being fitted with off-the-shelf security devices such as steering wheel and pedal locks.

Fed up, they asked him to build a more robust alternative. After a bit of head scratching and plenty of hours in the workshop, he came up with the Rat Trap. It sits behind the output flange of the transfer box and has a ratchet mechanism that can be locked by turning a key just underneath the driver's seat. For added security, it has a protected barrel that will lock solid if anyone tries to tamper with it. Mr Poulson already has a UK patent for the design, with a worldwide patent pending.

Initially the Rat Trap will be available for 200 and 300 Tdi Land Rover Defenders, but it can be adapted to fit on almost any vehicle or trailer, including tractors, HGVs and stockboxes, he says.

The Land Rover Defender version will cost £590 plus VAT and takes about two hours to fit for someone that knows what they're doing. It is a bolt-on kit, so there is no welding involved, but the fitter does need to cut a small hole in the seat box for the lock barrel to stick through.

The Rat Trap comes with a 10-year guarantee and Mr Poulson is in talks with major insurance companies to get discounted premiums for vehicles fitted with the device.



THIS LAND ROVER FORKLIFT IS WHAT (STRANGE) DREAMS ARE MADE OF.

Americans have Craigslist for their strange vehicle listings. And now that the Trading Post is a bit of an internet backwater, Gumtree has become a haven for time wasting, tyre-kicking and high-pitch whistling. How is the Quokka travelling these days in Western Australia?

And when I'm enjoying a nice cup of Darjeeling tea or am in between stories, I'll often lob onto Gumtree and search for some favourite things. Cheap tools, commercial-grade coffee grinders, Sachs Madass motorcycles (don't judge me) and of course, old Land Rovers. And today, I came across an absolute beauty. It's a Land Rover forklift.

It's a Land Rover, but it's also a forklift. It's like Mad Max, but insanely practical. Imagine, for the small price of \$5,900, you could call this, this, thing your own. It's a 1965 Land Rover Series IIA according to the ad, which has the top ripped off and the very common Holden 186 red motor installed under the bonnet for some extra cubes. It also has a bit of a basic nudge bar up the front, but I can't figure out what the raised pipe/breather/vent on the passenger side fender is for. Does anyone have any ideas?

Perhaps the most interesting thing about this is that the forklift conversion was performed by a big Land Rover dealer of the day, Annand & Thompson, presumably as a new vehicle. So, it wasn't built by some semi-genius crackpot in their shed after imbibing too many mind-altering drugs. Those were the days, hey? You weren't looking through the list of options, choosing what colour you wanted your aircon vents to be, or if you're too lazy to shut the boot yourself. You can option up your 4WD with things like this, or an auger. Once upon a time, 4WDs were purely a utility, a tool built for getting jobs done. And I reckon that's something lost these days, amongst glitz, glamour and comfort of a modern vehicle.



Marlin Walter Ltd **DORMOBILE CARAVAN** **LAND ROVER**
 APPROVED BY THE ROVER CO. LTD.



The world's most versatile vehicle

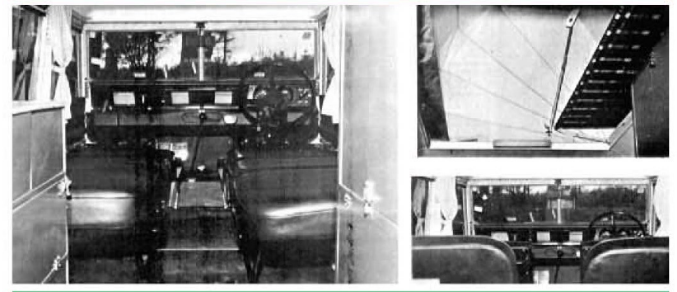
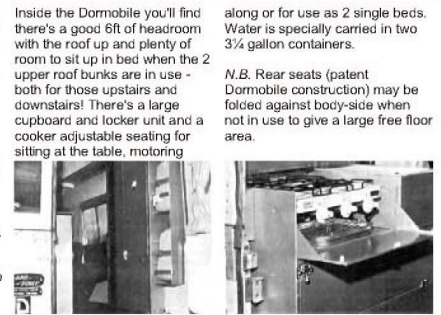
THE LAND-ROVER and WORK . . .

Everyone knows of the work a Land-Rover can do, the places it can get to and the famous reliability, the world over. Now Dormobile add to the list of day jobs - cooking, teamaking, cupboard and storage space, sleeping, ambulance type rescue, full camping facilities - in fact the complete home on the move.



THE LAND-ROVER and PLAY . . .

Work over, this tough Dormobile can be used for the most adventuresome holiday any family can imagine - or of course, it's ideal for towing a boat or loose box and joining in the family activity, play its part. Of course. Out for the day - What better picnic companion than this faithful friend? There's never need to worry about the mess you make inside - just hose it down - everywhere's washable.



Land Rover Owners' Club of Gippsland - Minutes of Meeting Held On Monday the 4th of June 2018.

Meeting started at Gippsland Land Rover showrooms at 8pm.

Attending: David Murray, Ray Massaro, John Jennings, Ross and Sue Howell, Russell Hodgson, Ken Markham, Don and Shirley Little, Paul Whitehead, Annette Fleming, Bob McKee, Terry Heskey, Brian Johnson, Les Warburton, Wayne and Shona Foon, Mal Trull, Rod Catchpole, Jill Beck, Jim Hood, Eric Shingles, Ian Blake, Lois Rose, Greg Rose, Helen MacRae, Alan MacRae

Apologies: Alan and Tonee Harlow, John and Heather Kerr, Jan and Collette Parniak, Barb Heskey, Loris Catchpole, Ted and Shirley Alchin, Shaun Johnson, Charlie Calafiore, Ian Webb, Susan Markham, Dot and Ron Prince, Mick Hammett

Guests:

Stephen Rentsch, Service manager for Gippsland Land Rover.

News from travellers:

The Harlows, Parniaks and Kerrs are currently in Alice Springs having travelled via the Flinders Ranges. Heather and John are heading towards Daly River tomorrow, and Alan, Tonee, Jan and Colette are heading further north on Thursday. Alan was waiting for a refrigerator repair man, and reported that he had one tyre fail on his caravan.

Minutes of Previous Meeting

Moved: Jim hood, Seconded: Ian Blake

Business Arising: Nil

Correspondence:

In:

Land Rover One Life magazine

Tuff-a-gear catalogue

The Obsession

Out:

Condolence card to Alan MacRae and family on the passing of Alan's father.

Emails:

In:

Thank you email from Mal Trull to the LROCG for the generous donation to his entry in the Aussie Muscle Car Run in aid of the Leukemia Foundation.

Invitation to LROCG members who have volunteered for work with Parks Victoria in 2017/18. Volunteer thank-you morning tea. Friday June 15th, 10:30, Heyfield Wetlands Information Centre.

Out:

Photos, as requested by Parks Victoria, of recent volunteer activities.

Treasurer's Report:

Moved: Alan MacRae, Seconded: Rod Catchpole

A reminder that club fees of \$75 are due this month.

Publicity Officer's Report: Nil

Editor's Report:

Eric hope's you liked the newsletter, and is always looking for more stuff.

Webmaster's Report:

Greg in Alan's absence.

The new, improved website is up and running. There is a new album of photos from Kelly Lane weekend. Owners and their vehicles are on the home page. There is a fully updated Future Events section and a new photo quiz section.

Congratulations to Alan for getting all of this completed in the last couple of days before he and Tonee headed away, and for updating as they travel.

LROCV highlighted our webpage in their regular eNews.

Greg read Alan's report. See below.

Hi All

Sitting in Kulgera pub after returning from Lambert Centre day trip (Saturday). Went onto Finke., that was not worth the effort. So I have spent your money and upgraded the web site and over the next year will find out how to make best use of the added features before you pay for another year.

I have made a change to the month's question page which now has a link at the top of each page and the answer will be provided by a link as well.

Anyone look?

Anyone know where I was.? No prize unless Greg has one.

-Greg will now read the SEO (Search Engine Optimization) information on our site.

Hope your all enjoying the local weather.

Alan

Ray Massaro won the prize supplied by Greg.

Technical Report:

Greg demonstrated his new ARB JACK with assistance from Mal, Lois and Wayne. It is a hydraulic jack with many of the features of a Hi Lift jack, only much safer, and it very effectively lifted a desk end. It has a 2 stage release, weighs 8kg,



Eric Shingles displayed his Perentie & Number 5 at Nyora

and retails at \$995. The drawback is that it requires metal parts to jack onto, eg metal rear bumper or a bull bar.

Mal handed around a genuine JLR part and Jim Hood came closest to guessing that it was a ring cover given to participants touring the LR factory to cover hand jewellery.

Events Co-coordinator's report:

Future Events:

June: Friday the 15th. Parks Victoria thank-you to volunteers morning tea, Heyfield Wetland Centre, 10:30.

June: Sunday the 24th. Visit the Gippsland Vehicle Collection to view current Mopar/Chrysler display as a follow up to Mal Trull's having his R Series Valiant at the last meeting. Bar-b-que lunch at Mal's Stratford home and a look at his Austin 7s – and a good gossip. Trip Leader, Mal Trull. Details in the newsletter.

June: Saturday 30th. Aberfeldy working bee with Craig. Details in the newsletter

July: Sunday the 22nd. Bar-b-que lunch along the Wellington River campsites north of Licola, and a general tidy up of the 14 campsites. Contact Greg Rose or Wayne Foon for details. We will need numbers for catering so please let us know in advance. Details in the newsletter.

August: Drouin Girl Guides are holding a working bee at Burnett Park and they request assistance from LROCG

October: Sunday the 14th. Avon River area tracks trip. Actual route will be determined by weather. Meet at Heyfield Apex Park, 10:00 a.m. Trip standard Easy to Medium. Trip Leader Greg Rose. Details in the newsletter.

November: 1st to the 8th. The traditional Melbourne Cup weekend base camp. This year at Moruya on the New South Wales, South Coast. Trip Leader, Rod Catchpole. Details in the newsletter.

November: Monday the 19th, Tuesday the 20th and Wednesday the 21st. Preliminary talks underway. Preferred site from Parks Victoria seems to be Eaglevale on the banks of the Wonnangatta River. (Dargo side of the Alpine National Park) Contact Greg Rose or Wayne Foon for details, also in the newsletter. You will need to book in so that we can assess the number and scale of tasks to be undertaken. As of 27th May 12 members are booked in.

We are always happy to have more trips. Perhaps new members or infrequent organizers can assist with this.

Four Wheel Drive Victoria Delegate's Report.

Trackwatch is due out this month. It should contain items about the local area and some of our club's activities.

General Business:

There are still a few copies of Discover Four Wheel Driving for those who are yet to receive one.

Any changes to contact information please let Alan MacRae know.

Wayne is happy to organize a 2 night trip (non Parks) through Wonnangatta. It was decided that March would be a good time.

Guest Speaker:

Our guest speaker was Stephen Rentsch, Service Manager, Gippsland Land Rover.

Stephen thanked the Club for the invitation to attend the meeting, as he wanted to listen to, and observe, the members' passion for the Land Rover brand.

He has worked with the Gippsland Motor Group for 18 years, 12 of which were spent in workshop control for the entire group. He has worked with Land Rover for the past 10 months, and during this time has attended a great deal of training, a lot of which has been based on new vehicles.

It is anticipated that the new facility will be completed by the end of the year and it will contain a state of the art workshop. A great deal of training and preparation is required for the inclusion of hybrid, and battery cars into the JLR fleet. By 2025 most will be battery or hybrid vehicles. Safety while working on the vehicles is important and requires JSA's. Diesel will disappear. There was some discussion about how diesel can be phased out in the trucking industry and the outback when the range cannot be met at this stage. Battery technology is not there yet.

A lot of training is being sublet and the facility is moving to Sydney Airport.

In the USA charging of batteries takes longer due to their 120V system. We use 240V so it is quicker. Charging overnight is regular and the cooling system is heated. We do not have the infrastructure here yet.

There is some retro fitting to electric, as was seen in the electric Jaguar that Harry and Meghan used on their wedding day.

Some JLR vehicles need to have their Takata airbags replaced. Owners will be contacted 5 times if required. They do not contain the problematic airbags, but they must be replaced anyway.

Mazda will use 50% of its workforce to replace airbags.

Greg thanked Stephen for his attendance.

Meeting closed at: 9.12pm



Spotted by John Kerr on a recent trip in the Blinman area of South Australia

Aberfeldy Track working bee

Saturday the 30th of June

The plan for this weekend is to do some maintenance on the Toombon mine site. The work involved will be cleaning of signs, brush cutting of walking tracks and mine sites. We have also been requested to widen the walking track to the haunted house site, so mattocks, picks and shovels will be needed.

Meeting Time: 8:30

Meeting Place: Rawson recreation reserve

Trip Standard: Easy

Equipment: Suitable protective clothing, equipment for clearing signs and walking tracks. The Aberfeldy track team have two brush cutters that we can borrow, but if we have more it would be better. Pick, Mattocks, crowbars would also be good for widening the track.

Given how far most of the work will be from where we can park the vehicles, it would be good if you could carry lunch with you.

Contact: Craig Murray 0438 109 063



Working with Parks Victoria, 2018.

Sunday the 22nd of July.

A bar-b-que day at one of the camping areas along the Wellington River north of Licola. We will do some basic cleanup tasks at the fourteen camping areas and have a social bar-b-que lunch.

Meeting at Licola Store, 9:30 a.m. contact Greg Rose to book in and for details.

Monday the 19th, Tuesday the 20th and Wednesday the 21st of November.

Work will most likely be at Eaglevale, on the banks of the Wonnangatta River, off the Wonnangatta Road. This is on the Dargo side of the Alpine National Park. This is a popular camping area near the bottom of Billy Goat Bluff Track and at the start of the track up to Cynthia Range. The main focus will be the construction of some concrete fire rings and assembly of table and set sets. Similar to the work we have undertaken successfully at Talbotville and Horseyard Flat.

We will camp at Eaglevale. There are already some basic facilities including a toilet.

Meeting times, etc. will be decided once final approval for the work is obtained by Parks Victoria.

You will need to be formally booked in for this activity if you wish to attend. Contact Greg Rose for details.

Avon River Area Trip

Date: Sunday the 14th of October 2018.

Meeting Time: 10:00.

Meeting Place: Heyfield Apex Park, on main Traralgon/Heyfield/Maffra Road, near the roundabout and Timberline Service Station. There are toilets at this park.

The plan.

We will drive some of the tracks in the Avon / Mt Hedrick Scenic Reserve and adjacent State Forests. These tracks and roads are not subject to Seasonal Closure. Spring wildflowers should be out, good scenic spots and some interesting tracks. Beginning at Heyfield we will drive for a while, stop for morning tea, drive some more and find a nice lunch spot, do some more driving and end up at Briagolong. The actual route will depend on weather conditions.

Trip standard.

Easy to Medium. Depending on route there will be some low range use and possibly water crossings that will not be too deep. Most of the tracks have a good rocky base. This is a sight seeing easy paced trip.

Vehicle.

Vehicle in road worthy mechanically sound condition. Tyres with good tread, including spare. Jack, snatch strap and shackles, (normal basic recovery gear), UHF radio, fire extinguisher and first aid kit. The trip will not be very long so full fuel tank from Traralgon or Heyfield will be plenty.

What you will need.

Morning tea, drinks, lunch, snacks. Camera. Clothing suitable for the weather. Footwear suitable for some short walks on uneven ground. Chairs. Personal Details form for each vehicle occupant.

Maps.

Hema's High Country West map covers the trip area.

Trip Limit.

There will be a limit of eight vehicles on this trip so book in with Trip Leader Greg Rose.

Note. I will need trip participants contact details. Due to the nature of the forest country we will be travelling in, the trip will not be run if there is to be high rainfall or high winds.

Melbourne Cup Weekend Trip

The Melbourne Cup trip this year will be at the Riverbreeze Holiday Park, Moruya on the south coast of N.S.W.

See Riverbreeze.com.au for park details and booking. Mention L.R.O.C.G to get the special deal. Contact Rod if you intend joining us. More details to follow.



Hoody says

For those who cannot comprehend why Facebook exists; I am trying to make friends outside of Facebook while applying the same principles. Everyday, I walk down the street and tell passers-by what I have eaten, how I feel, what I have done the night before, what I will do later and with whom. I give them pictures of my family, my dog, and of me gardening, taking things apart in the garage, watering the lawn, standing in front of landmarks, driving around town, having lunch, and doing what anybody and everybody does everyday. I also listen to their conversations, give them the "thumbs up" and tell them I like them. And it works just like Facebook. I already have four people following me; two police officers, a private investigator and a psychiatrist.

ARB JACK.

Personally, even though I usually carry one in my Discovery, I hate high lift jacks. Hate is a strong word for such a useful tool. However, high lift style jacks can be very dangerous. They are unstable and the long handle, especially when lowering the jack under load, can cause injury. Used correctly they are brilliant. You can lift heavy loads, break the bead on tyres, use them as a winch, attach a small length of chain and lift posts out of the ground. If you are unlucky enough to get stuck in a deep rut the jack can lift the vehicle so you can extricate yourself.

ARB have created a hydraulic jack that does many of the same things without the wrist breaking handle, awkward "climbing" mechanical lift mechanism that makes the handle higher as you lift and the finger biting lever. Quoting Wes Whitworth in Pat Callinan's online "Unsealed 4x4 Magazine", "Is this the greatest alternative to the high lift jack ever created?" I think it probably is. In a cute bit of marketing, it is called ARB JACK.

I have purchased one of the new jacks from ARB Traralgon, in fact the first one they sold, and had it at the June meeting. The JACK is heavy, at 10.5 kg about 2 kg less than the weight of a genuine HiLift brand jack. It comes in a sturdy carry bag. It is hydraulic rather than mechanical. Imagine a very long inverted hydraulic bottle jack. Basically you are pumping oil to gain lift. This can be done very safely making small adjustments to the lift height. The JACK is rated to 2000kg and ARB have apparently tested it to 4000kg. It will lift from 160mm off the ground to 1,230mm.

Operation is simple. With the vehicle chocked, undo the clamp lock and move the lifting hook up to meet the point you are going to lift from, move the rubber paint protecting collar into place, pump the short lifting handle to lift; long strokes to start then smaller strokes until the height you want is reached. Lowering the jack is the best part. There is a small red lever that releases the oil. This allows very controlled lowering. When the load is off you push the red lever all the way down and use your body weight to collapse the JACK to its travel length. The JACK has a large foot for stability and the body can be rotated so the pivoting foot matches the surface angle you are operating on.

I am delighted with my ARB JACK but before you pay the significant amount of money for one there are some things to consider.

The jack is only suitable for a vehicle with a bull bar and a solid rear bar, it would remove a plastic bumper very quickly! My Discovery 4 ARB steel bull bar has locating points for a high lift style jack. The Kaymar steel rear bar on my vehicle has similar points. Just because the JACK can lift very high doesn't mean you should. Consider vehicle stability. If I had to use the JACK for tyre changing I would most definitely use it in conjunction with wheel chocks and an axle stand. Those of you who know how much I carry in my vehicle will not be surprised to know that I have them as part of my recovery gear.

Finally a word about the original equipment Land Rover Discovery 3 and 4 jacks. We have said this before, several of us have found them to be not very good. I even had one replaced under warranty. Most club members who have a Discovery 3 or 4 have either replaced the factory jack or carry a bottle jack or small trolley jack. If you haven't tried a wheel change, do it at home before you head into the wilds as it can be a bit tricky.

Greg Rose.



Age-old deficiency

It's about time the authorities did something about older drivers on our roads.

For far too long older drivers have caused havoc as they hog the left lane, stick to the speed limits (even the roadwork limits) and stop at stop signs, causing great inconvenience and often preventing others from doing whatever they like. Another major concern is that by avoiding fines and demerit points, they are not doing their bit for the revenue of our state, and are therefore placing a further burden on young drivers. Until older drivers can prove that they are proficient at weaving in and out of traffic, driving while texting, using drugs or doing burnouts, they must be banned from holding a licence.



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.

A couple of LROCG members have found their way into print in the "Gippsland Senior"

Aged upgrade begins

Ninety-three-year-old Latrobe Valley Village resident Ave Dunkley turned the first sod on a \$5 million extension at an aged care facility in Moe on Monday. Latrobe Valley Village board of directors president John Kerr said the extension was the second stage of development and would provide 37 rooms with their own ensuites. "Prior to that, they were bedrooms with shared ensuites, so we are excited to provide much better facilities for these residents," Mr Kerr said. "It is a nine-month project and we expect it to be finished in October and ready for use in November. "It will enhance the facilities we have here and it will make it much more attractive for new residents after the facilities have been upgraded. "We thank past residents and current residents – they will need to be patient over the next nine months, but at the end of it, it will be a wonderful facility."

Moe-based company Kingbuilt will deliver the project and has committed to using all local contractors. Kingbuilt commercial development manger Nick Costabile said the project would require 30-40 people working on-site at any one time and would create local jobs and inject funds into the Latrobe Valley economy. "For us, the Latrobe Valley is the best place to be," he said. "We've been doing a lot of commercial projects in the eastern suburbs of Melbourne, so it's wonderful to be working on a significant project in our home town.



War's far-reaching effects

It was not until Sue & Ross Howell's son, Dallas, was headed to a war zone in East Timor that the family understood the effect the Vietnam War had on Ross' mental health.

Dallas wanted to follow in his father's footsteps and serve in the infantry corps, however, Ross clamped down on the idea. The thought of his son as a ground trooper was a trigger for symptoms of Ross' then-undiagnosed post-traumatic stress disorder. The couple owned an ice cream shop and Ross called out to Sue with a cappuccino order. "We used to deliver coffees to the food court so I said, 'well, who's it for?' and he said, "I don't know" ... I sensed he was a bit aggro about something," Sue said. After she found the customer, Ross got a hold of a coffee cup and pelted it across the back of the shop - it was the start of his breakdown. Sue was quick to seek help for her husband, and eventually a psychologist convinced Ross to talk about his experiences in Vietnam for the very first time. Ross said he told the female psychologist tales from war were only for "us blokes", however, after a few sessions he "let it all flow out". "I walked out of there and I was crying my eyes out. After that I felt sort of relieved," Ross said.

Even though Ross Howell had once displayed a "no conscripts for Vietnam" sticker on his car, when asked for any reasons he could not go to war, he had none. "If you said ... 'I don't want to go', you felt as if you were letting your mates down, because you were all trained together," Ross said. After about 7 week's training in Puckapunyal an officer called him in to nominate his preferred corps - service, then artily. The officer was writing as Ross spoke, however, and about 20 years later he read in his army records the word, 'infantry'. "Apparently they wanted ground troops. It didn't matter what I said," Ross said.

Ross Howell served in the Vietnam War in 1968-1969 in the Fourth Infantry Battalion. In Vietnam, Ross was one of 11 men who would pile into a helicopter with no doors, or sometimes a truck, for their 6 week operations. In the jungle they would fill their bottles with the red-brown creek water and drop in a tablet before drinking. "It's supposed to kill all the bugs but a lot of the time the water had Agent Orange in it anyway....because they were spraying all the time we were over there," Ross said. It was out of the jungle Ross retrieved two fallen Australians for the sake of their families.

He described the returns to base at Nui Dat like coming home, with its relative comforts like showers. Troops were rationed two cans of 10-cent beer at special concerts, which Ross said would make them feel "pretty light-headed" after weeks in the jungle. "You were supposed to only have 2 cans, but some guys would end up working out how to get a few more," Ross said. Malaria left Ross with 40-degree temperatures and a 'great headache' for a month, living off just milk. When he returned from hospital, he tragically lost a close childhood friend from Tonimbuk, John Tinkham, to a sniper attack.

Ross views his mandatory service as "a good and a bad thing". "I suppose it's made part of my life," he said. The walls of the Howell family's Morwell home are decorated with war memorabilia in an effort to keep war out in the open.

Ross and Sue are long term volunteers with Morwell RSL.



Stories about the Showroom Land Rovers

With the five club member owned Land Rovers on display at Gippsland Land Rover attracting a lot of interest from club members and the public, this newsletter contains stories of the next two.

Mal Trull's 1991 3 door V8i Discovery 1.

My two door Range Rover, a veteran of many trips around Alice Springs and beyond, was getting tired. It was time to look for a replacement. As a replacement Range Rover was out of reach financially the obvious choice was the newly released three door Discovery with the familiar 3.5 litre V8 engine.

In 1992 one of the ULR Malvern Land Rover dealership mechanics had come to work for AAT Kings in Alice Springs. He was full of praise for the Discoverys and said ULR had some used examples in the yard. After searching the ULR used vehicle advertisements, I contacted Andy Kovach, who was a salesman at ULR at the time. I arranged to buy a gold Discovery with 25,000 road only kilometres on it. The first Discoverys were fairly basic but this one had a few nice accessories like the bull bar, tow bar, electric windows and central locking. The vehicle had belonged to a medical specialist from Malvern prior to taking delivery of his new Range Rover.

The Discovery had lead a very gentle life but that was about to change. I flew down from Alice Springs to collect it and drove it straight back home.

Between then and now it has travelled over three hundred thousand kilometres towing a caravan or car trailer or overloaded with fuel and supplies for remote area four wheel drive adventures. Our two young children grew up believing cars didn't have rear doors and gained great agility getting out of the rear seats. They found it a novelty travelling in cars with the freedom of their own door!

I added sill tanks for extra fuel, an HF radio for out-back communication, second battery to run the fridge, roof rack for a second spare and a made few other touring modifications.

Some of the places the Discovery has taken us are; numerous Simpson Desert crossings including two Madigan Line trips and the Hay River run, the Bungle Bungles and Kimberley area, Gregory National Park, Tasmanian 4x4 tracks, outback Queensland and New South Wales, remote South Australia including towing the road going caravan into Lake Eyre, Victorian High Country and lesser travelled Central Australia locations know to the locals. Last year Greg Rose drove it from Alice Springs to Stratford towing a tandem trailer with a heavy load (including an Austin 7) as part of my moving from the Territory.

The only time it ever failed to proceed under its own power was on a trip to Ooraminna south of Alice Springs on the old Ghan Line Track.

Greg and I did have fun when we decided to dismantle the sticking ignition switch barrel at The Twins on the Madigan Line in the north western Simpson Desert. It is amazing how far a spring loaded detent ball can travel in the dark, landing in red desert sand. After much searching, crawling over the sand by torchlight, we found the ball and held it in place with Lois' paw paw ointment from the first aid kit. All was well and we continued along the Madigan Line. Quite an adventure in 1994 when few people did the Madigan. We used a very early Magellan GPS that just gave latitude and longitude, a compass, a chart plotting ruler and paper topographic maps to plot our route.

In the 26 years I have owned the car it served me well and been very reliable with few faults despite the sometimes difficult tasks I have asked it to do. With its Range Rover Classic underpinnings these early Discoverys gave us the best of both worlds; great on road and off road performance. And, nothing sounds as good as a V8. The car is in semi retirement now and its duties have been taken over by my Discovery 2 TD5.



THE AUTO BIOGRAPHY OF A SERIES 1

My identification plate shows that I was lovingly assembled by the lads at Solihull around 1953 and was the 2402 of my batch. Fortunately I was consigned to the warmer and wonderful climate of Australia and placed in the showroom of a Land Rover agent named Millard Motors at 317 Murray Street Colac Victoria (Phone no.69). A lovely lady by the name of Mrs McTaggett purchased me on the 9th December 1954 and had many improvements added to me as follows-

A export hard top complete with windows

A pair of rear seats (export only)

Rubber pedal pads

Spare wheel carrier

Valve radio & speaker

Power take off unit

Rear drive pulley

Engine governor

Door locks part no 306641

Hand throttle control

Mrs McTaggett was a dairy farmer and regularly delivered milk to the Colac Towns Dairyman. She had the forethought to fit tongue and groove timber flooring in my tub, so despite all the hard times I've had my floor is still in pristine condition.

I had my 1st service on the 21st January 1955 after having travelled 824 miles. My oil was replaced at a cost of 15 shillings and five pence. Gear box and differential oils replaced at 10 shillings each Total cost one pound fifteen shillings and five pence.

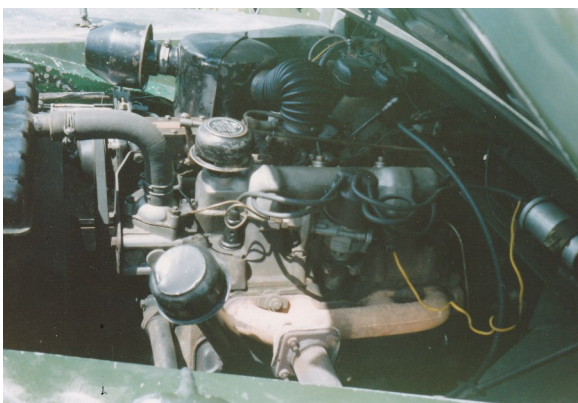
Eventually in around 1970 I was passed to a new owner who was a firewood merchant and operated in the Gellibrand State Forest. I worked hard and many of my body parts were damaged but that's life in the bush.

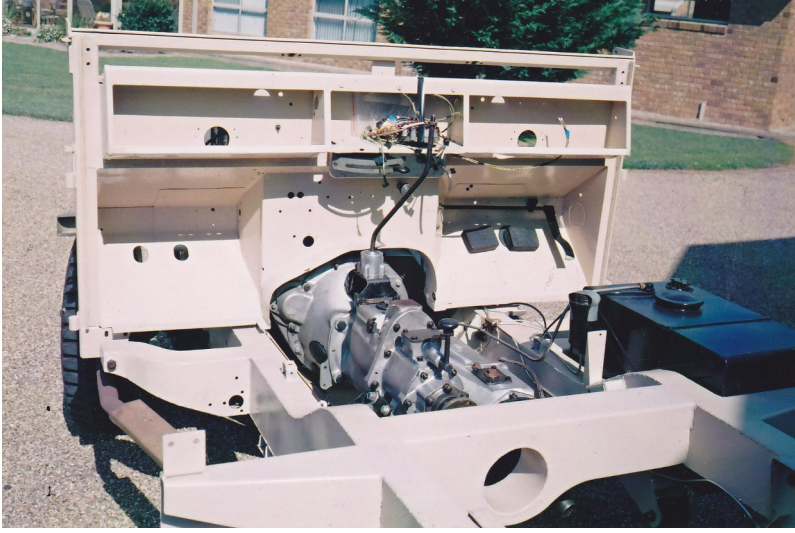
In October 1986 my current owner (Terry) wanted a tow vehicle to be kept on Raymond Island for launching a boat and an advertisement in the Bairnsdale paper for Sale offered the answer

Thus after some haggling I became Terrys. By the late 1980's I was becoming pretty tired and knocked about and so Terry and his mate Jim took me on my last trip, before major surgery 1st January 1990, we travelled from Traralgon via the Grand Ridge Road to Warragul and return – It was cold, wet and slow and the end of an era.

Terry completely dismantled me – my motor sent away for repairs and Terry restored the rest, to make me a little brighter, my body paint colour was changed from green to beige which was a standard Land Rover colour, particularly required by the British Army for Land Rovers being deployed to the Middle East. The upholstery ie 3 cushions and 3 back rests remained green as per the original specifications, I again attended a Cooma LR gathering in 2008 and me, Terry and Jim had a ball. Unfortunately time didn't let Terry take me out much and unfortunately my motor had not been reconditioned properly so I became moth balled until I returned to the engine surgeon in 2016. One week before Cooma 2018 I was released and enjoyed my third visit to Cooma.

As I enjoy retirement I cannot help but think how lucky I've been. I've never had to rush the way the new cars do now, 35 miles per hour was fast enough and I've never had to worry about my electronic key talking to a computer before starting me. I trust you've enjoyed my tale. Safe driving. GFG513 (I was)





2003 Dakar Rally Jaguar / Range Rover.

In 2003 the annual Dakar Rally was run from Marseille in France to Sharm el-Sheikh in Egypt. It was the 25th running of the Dakar, starting on the 1st of January and concluding on the 19th. Hiroshi Masuoka driving a Mitsubishi won the grueling event's car section. In fact Mitsubishi filled the four top spots in the car section. There were motorcycle and truck sections with many hundreds of competitors overall.

The Dakar Rally in the late 1990s and early 2000s, before regional unrest in North Africa forced the rally to its current location in South America, was right in the middle of the huge budget factory team era. What started as a mainly privateers' adventure rally from Paris to Dakar in Senegal, had developed into the longest and most demanding motor sport event in the world.

There was, however, still a place for private entries as long as they had significant funds or very good sponsors. One of the more interesting, perhaps bizarre entries was the "Jaguar" entered by Dutch team Amtra Car Concepts. The Jaguar / Range Rover hybrid was the work of its driver, Dutchman Frans Van Engelen, a mechanical engineer passionate about British cars. He found a German sponsor who provided the money to build the car and even supplied a Mercedes G Wagon as support vehicle.

The car started life as a 1978 4.2 litre XJ Jaguar saloon. The Jaguar body was mounted on a classic Range Rover chassis with the 100-inch wheelbase extended by another 14 inches. The Range Rover 3.5 litre V8 was significantly modified. It was bored out and the block somehow made to take Jaguar V12 sleeves and BMW pistons. The final capacity was 4.3 litres and using original Range Rover SU carburetors put out 250 bhp (186 kW). All this was fed by 380 litres of fuel in tanks mounted behind the front seats.

All the necessary rally gear was fitted; a roll cage, upgraded coil suspension with two shock absorbers per wheel, rally seats and full harness, navigation and safety gear. The vehicle rode on Defender Wolf rims and BFGoodrich tyres with two spare rim and tyre sets in the boot.



In the rally all went well until Stage 4 in the Tunisian desert. Driver Frans and his co-driver/navigator Paulus Van Pauwliet were aware that the desert heat was taking its toll on the car. They had managed to get up to 80th place out of 130 cars. By slowing their pace they were able to lower the engine temperature. This strategy was successful until they had to tow their failing Mercedes G Wagon support vehicle. With the increased stress the V8 motor blew a head gasket.

The head gasket was replaceable from spares carried in the G Wagon. The crew believed they could finish the rally. However, while the repair work was being undertaken, Frans received a satellite telephone call from home. His wife had prematurely given birth to their baby girl. The newborn was seriously ill and Frans made the decision to abandon the rally and fly to the hospital.

Happily the girl survived and is quite healthy. The car? Well it still exists and Frans apparently regularly drives it.

I researched this article from various Internet sources after seeing a picture of the intriguing Jaguar.



The 1979 and 1981 the Paris Dakar Rally was won by Range Rovers, in 1984 and 1987 Range Rovers came second. Land Rovers were frequently used as service vehicles, supporting car and motorcycle competitors in the early years of the rally. For example in 1998 three Discoverys supported the BMW motorcycle team. If you are interested in various Land Rover and Land Rover based vehicles that have taken part in the Dakar Rally there are several websites with some great photographs and fascinating stories. Greg Rose.

