

LAND ROVER OWNERS' CLUB

OF GIPPSLAND
SEPTEMBER 2018 NEWSLETTER



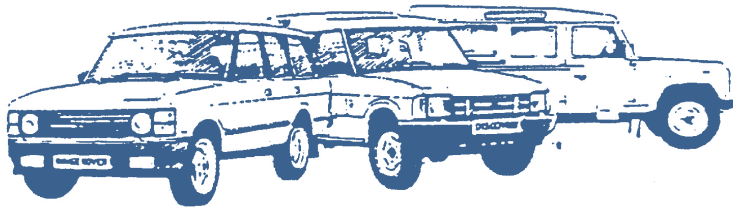
GIPPSLAND LAND ROVER

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LAND ROVER OWNERS' CLUB OF GIPPSLAND

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LROCG News September 2018.

Annual General Meeting.

The 2018 Annual General Meeting was held on Monday the 3rd of September. Marco Tripodi, Dealer Principal Gippsland Land Rover, conducted the meeting.

There is one change on the committee. Bob McKee was elected unopposed to the position of Vice President. Thanks to outgoing Vice President Ian Blake, for his contribution in that role over the last few years.

The committee for the 2018/2019 club year is; President Greg Rose, Vice President Bob McKee, Minutes Secretary Tonee Harlow, Treasurer Alan MacRae, Public Officer/Secretary Charlie Calafiore, Publicity Officer Charlie Calafiore, Editor Eric Shingles, Events Coordinator David Murray, Property Officer Ross Howell, Web Master Alan Harlow, Delegate to Four Wheel Drive Victoria Greg Rose. All positions were filled unopposed.

Photo Competition.

The club photo competition closes at midnight on the 21st of September. Details have been printed in all recent newsletters. Each member is able to submit two large sized jpeg photos of "their Land Rover" in an interesting place. Photos to be sent to Greg Rose via email. Marco Tripodi will judge the photos. Winner to receive \$250 worth of Land Rover apparel, second place an ARB gift pack. All entries will be shown at the October meeting and the winner and runner up announced.

Congratulations.

At the September meeting club members Sharna and Wayne Foon announced that they are expecting a baby. They were presented with a HUE 166 teddy bear from the Land Rover range to mark the happy announcement and make sure the new addition is indoctrinated into Land Roverness (I know that's not a real word!).

Items For Newsletter or Meeting.

Club members are slowly starting to find their way back home after trips away this winter. Mick Hammet gave an informative account of his touring around Cape York at the September meeting. Please consider a report on your adventures for a meeting or the newsletter.

November Meeting, date and venue changes.

The impressive new showroom and workshop facilities for Gippsland Land Rover are scheduled to be completed by the beginning of November. Marco Tripodi has proposed that the November meeting be held in the new premises or, if they are not complete, in the adjacent Suzuki showrooms. There will be a tour of the new facilities as a highlight of the meeting. The venue is easy to find as it is on the service road heading from Morwell to Traralgon, in the same block as Mercedes, Isuzu and Suzuki.

There should be Land Rover / Jaguar signage by then. Note that the date for the November meeting is Monday the 12th.

Victorian 4x4 Show. Coordinator needed.

Alan MacRae has booked some sites for our club presence at the Victorian 4x4 Show at Lardner Park. Our club display has been a regular feature of the show for many years. The dates for the February show are Saturday the 16th, set up day, and Sunday the 17th, show day. Neither Alan or myself are able to attend the show next year. We need a club member to oversee the set up on the Saturday and the display on the Sunday. It's not a difficult task as there will be plenty of volunteers to erect the club tent, pack up on the Sunday, etc. Alan will give plenty of advice prior to the event. Please let Alan or myself know if you can take on the role.

This month's cover; Simon Disler's Defender tackles a creek crossing on the 'From Cooma' trip



Land Rover Owners Club of Gippsland 2018-- 2019 Committee

President	Greg Rose	0427 456 546
Vice President	Bob McKee	0407 963 176
Secretary	Tonee Harlow	
Treasurer	Alan MacRae	03 51744 256
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Events CoOrdinator	David Murray	AH)0438 369 110
Editor	Eric Shingles	03 56232 501
Property Officer	Ross Howell	
4WD Vic Delegate	Greg Rose	0427 456 546
Webmaster	Alan Harlow	

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

Exciting Vehicles at October and November Meetings.

A couple of very interesting vehicles will be at the next two meetings.

Eric will have his newly acquired Mercedes Unimog at the October meeting. The Unimogs have legendary off road ability and have been used in the most challenging terrains all over the world. Eric's example is an ex Australian Army model.

Bob has arranged to have a beautifully restored 86" Series 1 Land Rover at the November meeting.

Greg Rose. LROCG President.

Land Rover to launch new Defender “family”

More details revealed on British car-maker’s much-anticipated off-road replacement.

Breakthrough details have been revealed on the upcoming Land Rover Defender, due in showrooms globally from 2020. Citing internal documents, British publication Autocar reports the Defender will be expanded into a “family” of vehicles in next-generation form, covering a spectrum of variants that will be anchored by robust off-roaders and rise through to lavish, well-equipped flagships. In all, there will be a three-door short-wheelbase, five-door long-wheelbase and conventional utility on offer, plus the prospect of a three-door variant with a removable hard-top, the Brit mag reports. Under the plan, which breaks some of the silence observed by Land Rover since it showed the polarising DC100 concept in 2011, the Defender will become a fully-fledged sub-brand that will be headlined by distinctive styling separate from the familiar Range Rover lineage. The British off-road brand’s original and most iconic model has been out of production for almost two years, but its revolutionary replacement is deep in development with some seismic change. The Defender will be based on an all-aluminium MLA (Modular Longitudinal Architecture), says Autocar, offering a lightweight construction that will be supported by a suite of electronic chassis controls. The fresh underpinnings and technology will purportedly support Land Rover’s ambitions of making the Defender the most capable off-roader on sale. The garden-variety Defender family is set to employ a variety of drivetrains extending from mild-hybrid and plug-in hybrid variants paired with JLR’s existing four-cylinder petrol engines, through to full electric variants. Further up the food chain, Land Rover will offer a choice of its new straight-six Ingenium engines in varying tunes. Each Defender model will offer permanent all-wheel drive as standard, along with automatic transmissions. Land Rover is expected to give the first official glimpse of the next-gen off-roader in 2019.



Prince Philip, 97, Takes the Wheel of His Land Rover

Prince Philip is enjoying the waning days of summer in Scotland. The 97-year-old royal was seen driving himself around the Balmoral estate in the Highlands, where he is staying with Queen Elizabeth, 92, and other members of the royal family.

Since bowing out of public duties last year — and a hip replacement operation that he underwent in April — Philip has largely been living quietly at Wood Farm house on the Sandringham estate and at Windsor Castle. But he headed to Balmoral soon after the Queen moved in on August 6. Since then, he is said to have been watching some hunting and fishing on the estate. Earlier this week, his drive in a Land Rover took him up to the hills above Loch Muick, where he was spotted stopping to open a gate and chatting to a cyclist on a country lane.



Lost Land Rovers among rare vehicles discovered on Scottish estate

An unregistered 1968 Land Rover Series IIA Lightweight, 1985 110 cherry-picker prototype and one-off Rolls-Royce V12 commercial vehicle have been unearthed in Peebles.

Nestled deep in the Peeblesshire countryside not far out of Edinburgh, a host of rare and one-off vehicles have been unearthed by researchers scouting for photoshoot locations. The landowner currently holds custody of various early Range Rovers, Land Rover Discoverys and commercial trucks in a collection of some two dozen vehicles, dating as far back as the late 1950s. There’s even the Snow Trac that featured with Jerry Thurston on Channel 4’s Salvage Squad.

However, the biggest surprise is huddled away in a warehouse. Under two-inches of dust lurks one of the earliest Land Rover Lightweights ever built by the Solihull factory. Dating from December 1968 (production started on 11 November 1968), this Series IIA Lightweight has never been registered for the road. In fact, the odometer has barely turned.

Apparently kept solely for top-brass military parades, for whatever reason the Land Rover never received a road-going registration plate. Demobbed in the early 1980s, the vehicle has been kept in storage ever since. Naturally, the Series IIA is almost 100% original. There’s only been one change in half a century; a new canvas roof, as the previous hood had perished with age. For those in Land Rover circles, examples such as this remain the work of myth and urban legend. But it doesn’t end there.

Across the warehouse rests a Land Rover 110 bearing C-prefix registration, which is early by production standards but far from the first. But documentation proves the vehicle’s history as a Land Rover test mule. Whether it left Land Rover’s Solihull factory in its current form — a cherry picker — remains largely unknown. However, there is a belief that the 110 was a test bed for exercising conversion types to test chassis strength back in the 1980s.

A further hidden gem sits at the warehouse entrance, but it isn’t a Land Rover. Rather, it looks like something Gerry Anderson would commission for a live-action Thunderbirds remake. Originally



boasting Rolls-Royce power and a bespoke air suspension system, the Rolls-Royce V12 Airport vehicle - SRV1, was an experimental build to test the market for ground support equipment. Very little is known about the vehicle and the original

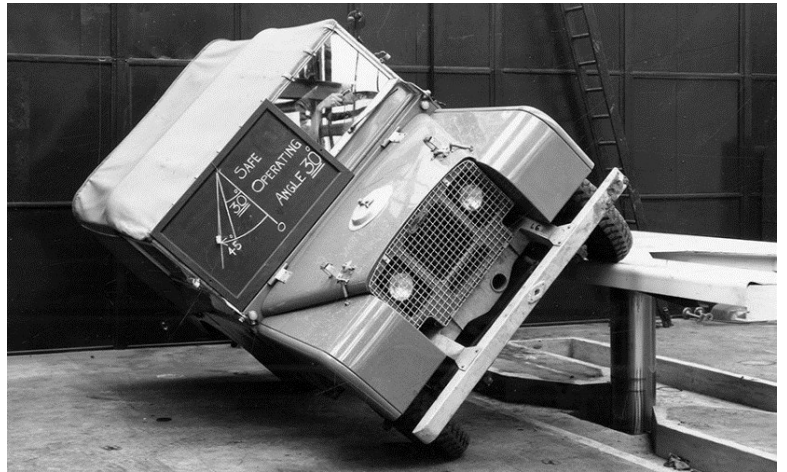


powerplant has long been lost, but the vendor believes 'SRV1' was powered by a Rolls-Royce V12 Meteor engine. That would mean, when new, the vehicle could churn out 600bhp at 2400rpm and offer 1450lb ft of torque. Enough to tow a plane. With the displacement figures recorded on technical drawings that accompany SRV1, the engine could also have been the Meteor's smaller V8 brethren. Further investigation is required to find out more. Also on site was an incredibly rare Schmidt Unimog Snow Blower, of which very few were made and virtually none have survived. All the vehicles mentioned are lined up for restoration. Rumour states the Lightweight Land Rover may also be for sale in the near future. We'll keep you posted...

Snapshot, 1948: Land Rover embraces life on the edge

It's early April 1948, and there are just days before the very first Land Rover is set to be revealed at the Amsterdam Motor Show. The new British company is using this opportunity to show the world not just the aesthetic design of its new car, but also its off-roading prowess...

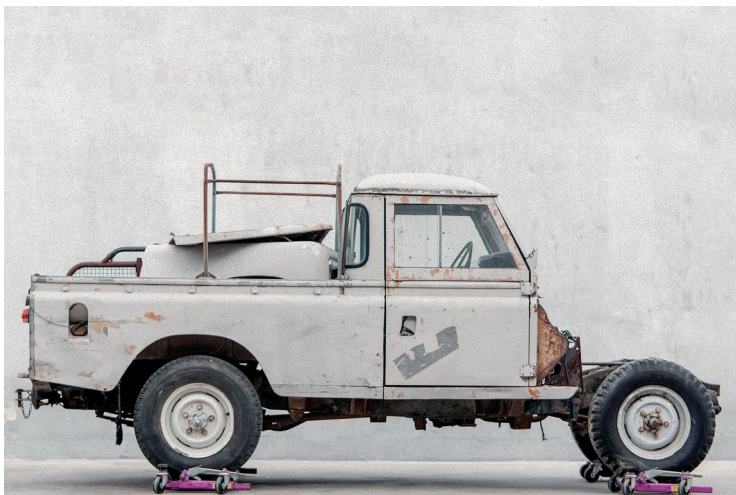
While most cars' 'safe operating angle' is far less than five degrees, let alone 30, Land Rover isn't here to be like most other automotive manufacturers. And although the Series I off-roader has been designed and built as a short-term venture to keep the Rover car company busy and in business throughout the depressed post-War years, the small company from Newborough, Anglesey, has a successful future ahead of it — one that not only includes a Royal Warrant from King George VI but also a devoted following from British and international fans alike. We'd like to wish a very happy 70th birthday to Land Rover — may you have at least another 70 years of pushing the boundaries of possibility.



Cool & Vintage has turned this wreck into a work of art

At Cool & Vintage in Lisbon, old Landys live to die another day. Its newest project shows the miracles the Portuguese creative workshop is capable of...

If you want a Cool & Vintage Land Rover, you best be patient — the Portuguese company's order books are full for the next 12 months. It's not surprising, really, given that each car takes around six months to build and only 10 leave its workshops each year. Once disassembly is complete, around 1,000 man-hours are invested into the cars, and it's up to the customer to decide whether the engine and mechanicals are restored or simply replaced altogether. Every detail is accounted for, from the brakes, suspension, fuel tanks, exhausts, and custom leather interior. It's not without pride when Cool & Vintage state that its cars are just like they left the factory. And let's face it — what's a couple of months when you'll end up with your own personal Land Rover that's as timeless as it is unique.



200 free Land Rovers offered to RSLs

Returned and Services Leagues (RSLs) around the country are being offered a share of 200 ex-Army Land Rovers being made available for use on ANZAC Day and other occasions.

Minister for Veteran's Affairs Darren Chester made the announcement at the Australian War Memorial today.

Mr Chester said Australia had a rich history with the Land Rover 4x4 fleet and was pleased to think this legacy would live on for decades to come. "Soon RSLs around the country will have their own piece of history on display to share with their communities," Mr Chester said. "The Land Rovers have served thousands of soldiers in the Australian Defence Force, on home soil and in operational service in Timor-Leste, Solomon Islands, Bougainville, Sudan, Afghanistan and Iraq.

"The Land Rover will be remembered fondly by soldiers as a tough and rugged vehicle and can now be used to transport veterans at remembrance and other services." The Land Rovers are being refurbished by 22 Broadpectrum mechanics and spray painters at the Defence site at Bandiana, Victoria, before distribution. At least 100 Land Rovers will be offered through an Expression of Interest and ballot process before ANZAC Day 2019, and the balance will be available before ANZAC Day 2020. RSLs that would like to apply are encouraged to email AMSO@defence.gov.au.



Fitch downgrades JLR outlook, adding to Tata Motors woes

Demand in China, JLR's largest market, has dampened in the past month over fears of a trade war with the US.

Mumbai: Global ratings agency Fitch Ratings Ltd late on Thursday revised its outlook on British automaker Jaguar Land Rover (JLR) Automotive Plc from 'stable' to 'negative'.

The revision, which adds to the woes of the Tata Motors Ltd-owned luxury carmaker, reflects Fitch's projections of a further fall in JLR's free cash flow (FCF) over the next two years, wrote Emmanuel Bulle, senior director at the American ratings agency, in a 13 September note. The long-term credit rating remained 'BB+', which is a non-investment grade rating, Bulle said.

JLR's free cash flow fell significantly during FY18 to negative £1 billion (about 4.2% of sales), with Bulle expecting this metric to fall further to about -6% by the end of the current fiscal. Bulle expects JLR's free cash flow to enter positive territory from the end of FY21, but pointed to heavy investments, falling profitability, "material" Brexit risks and limited scale and product diversity as factors influencing JLR's credit ratings and outlook. JLR has, since the past fiscal, been facing a range of issues from market cyclicality and muted near-term demand in the US, to uncertainties in the UK and Europe over Brexit and taxation on diesel cars, which make up about 90% of JLR's Europe sales.

Further, demand in China, JLR's largest market, has dampened in the past month over fears of a trade war with the US.

Fitch Ratings is the only large global ratings agency to have a negative outlook on the UK's largest automaker, with Moody's Investors Service and Standard and Poor's having a 'stable' outlook, according to Bloomberg data.

Fitch has assigned JLR a negative outlook for the first time, since it began rating the maker of the Range Rover and E-Pace models in May 2011. However, its long-term credit rating has moved a rung up to BB+ from BB- during the period.

"Higher production and labour costs burdened JLR's profitability but margins were particularly impacted by rising depreciation costs from recent investments," Bulle said. Depreciation would continue to weigh on profitability but would be partly offset in the medium term, led by improvements in productivity and savings in the manufacturing process, he said.

JLR reported its worst Ebitda (earnings before interest, taxes, depreciation and amortisation) margins at 12.2% in the quarter ended March, only to fall further to 6.2% during the three months ended June.

Further, JLR is set to spend at least £4.5 billion (around ₹40,520 crore), or about 15% of its FY19 revenue, in capital expenditure (capex) over three years, starting this fiscal. This would be the highest cumulative capex figure for the maker of the Range Rover and F-PACE SUVs. JLR has targeted a capex level of 12-13% of annual turnover in the years ahead.

Fitch expects these investments to improve JLR's manufacturing footprint outside the UK, widen a "limited" product portfolio, and enhance the automaker's ability to respond to ever-changing sector dynamics.

However, with about 20% of sales coming from Europe and the US, JLR is exposed to the twin risks of an unfavourable Brexit and increased global tariffs. JLR chief executive Ralf Speth said earlier this week that a "bad" Brexit could put "tens of thousands" of jobs at risk and cost the company "more than £1.2 billion a year" since JLR's supply chain would be disrupted and free access to Europe's single market curtailed.

JLR has four plants in the UK that produce 3,000 cars a day, use 25 million components and are dependent on a 'just in time' model of manufacturing. Any delays would cost the company £60 million a day, according to Speth.

While Fitch believes new assembly plants in Slovakia and Brazil, and a manufacturing agreement with Austrian auto maker Magna Steyr would "somewhat" ease JLR's production issues in the medium term, the automaker remains "heavily" at risk in the short-term.

Fitch has estimated that JLR's FY19 revenue would fall by about 5%, primarily led by deterioration in the product mix, before recovering to a mid to high-single digit growth through to FY22.



50 years of the Half Ton Land Rover

Sometimes called the "Lightweight" or "Airportable", the Half Ton was a Land Rover specially lightened so that it could be easily lifted by helicopter. Much of the bodywork can be quickly removed for air-transport. Most came as soft-tops, a few as hard-tops.

Dates

1965: First prototype built.

1968: Production commenced of the Series IIA 'Half-ton'.

1970: Headlights moved to wings.

1972: Series III version.

1976: Diesel engine offered.

1983/1985: End of production.

History

Rover tried several times in the sixties to develop Land Rovers specifically for military use recognising their strength in this market. However the only vehicle that survived beyond the experimental stage was the 1/2 ton.

The prototype was drawn up in about 1965 to meet a specific requirement for an air-portable vehicle for the British Armed Forces. The British Military General Staff stipulated that the light 4x4 truck had to be narrow enough to fit two-abreast into the Argosy transport aircraft, then in service, and weigh in at about 1,134 kgs (2,500lbs) unladen weight to be carried under the Wessex, the current "run about" helicopter of the armed forces.

Complete, the Lightweight IIA weighed 2,650 lb (1,202 kg), over the specified weight. The term Lightweight appears misleading as a standard 88 Land Rover weighed 1,318 kg (2,906 lb), but the higher total weight was due to the various frame reinforcement required for military usage. However, with the removable body panels taken-off it was below the limit. Since improvements to the helicopters meant more lift was available, the MoD accepted it for use. The main applications were actually to be shipped by cargo aircraft or stacked on train wagons, with helicopter transport a rare occurrence.

The prototype vehicle was initially based on the general service version of the 1/4 ton (which refers to its payload, not its weight) 88" Series IIA. The long wheel base (109")



The first prototype, in stripped down form, in October 1965



Publicity photo of first prototype showing the parts that could be removed to get the vehicle into the "Lightweight" form.

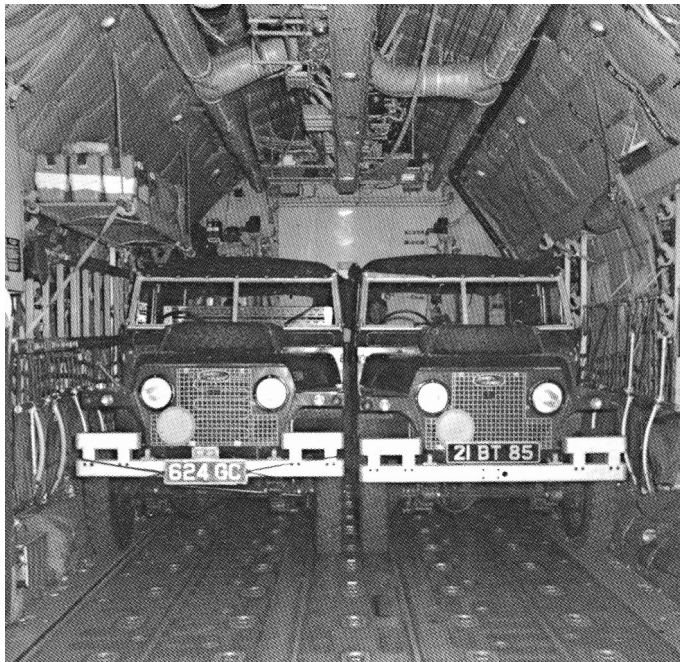


An early Half ton being lifted by a RAF Westland Wessex HC2; what it was all about.

was also considered due to its improved load area, but there was no way that it could be made light enough.

To get the Land Rover to meet the weight target the 1/4 ton vehicle was completely stripped, then rebuilt with only the items deemed essential to make the vehicle mobile being added. Therefore items such as doors, windscreen, some body panels, spare wheel, hood and the rear seats were not needed. The vehicle finally ended up as a chassis equipped with very a simple angular body with a narrow bulkhead (fire wall) (a reduction in width of 4 inch - 100 mm), and axles to fit in the Argosy. The body's aesthetic being determined by the need to cover the wheels and house the side lights/indicators with the head lights being placed in the grill Leaving a very stark looking vehicle.

The hood, spare wheel, body sides, bumper etc. could be removed quickly in the field and flown on as a separate package, after the vehicle had been airlifted to the scene of operations. As it turned out this ability to be stripped down, the very thing that dictated its appearance, was rarely used in practice, because by the time the Lightweight came into service there were new more powerful helicopters available to transport it.



Preproduction vehicles being trialed inside a Lockheed C130 Hercules. VXC 702F was the first production vehicle

Although very few prototypes had been built between 1965 and 1967, and about six pre-production models early in 1968, 'Lightweight' Series IIA quantity production began on 11 November 1968, with a total of 15 vehicles being produced on that day. Very little changed from the prototype, a new style front grill was added (similar to the Series IIA general service) and a narrower bumper was designed and the vehicle was up rated to 1/2 a ton payload. It was available from day one as either a General Service (GS) model with a 12-volt electrical system or as a 24-volt FFR (fitted for radio), fully suppressed version. All of the first batch, shared the running gear with the civilian Series IIA; all had petrol engines and were delivered to all three wings of the British Armed Forces with the vast majority going to the army. They were officially referred to as the "Land Rover Series IIA Truck, Utility, 1/2 ton, 4x4" or simply as the "Rover 1". 2,989 Series IIA's were built.



Adaptable, Reliable, Fully Air-portable

This new Land-Rover has been specifically developed to meet the need for a military lightweight air-portable vehicle. Built with the legendary Rover toughness, reliability and versatility, its overall width is only 60", (as opposed to the 65 1/2" of the current Land-Rover Mark 10). The unladen weight is 2500 lbs. in the 12 volt version and approximately 3100 lbs. in the 24 volt FFR version. The mechanical components are completely interchangeable

with the standard Land-Rover range, and it is capable of fulfilling all the military roles of the Mark 10 in terms of carrying capacity and performance. The basic unit can be built up, using the kit of parts, to give any degree of weather or vehicle protection. Ideal for its role, it is expected to come into service with the British Forces in 1968.



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Royal Marines deep wading training

The Series IIA Lightweight was replaced by the Series III Lightweight in 1972, soon after the replacement of the civilian Series IIA with the Series III, and the completion of outstanding Series IIA orders for the MOD. It was at this point Rover began to offer the Lightweight to overseas buyers. And in time orders were received from Belgium, Brunei, Guyana, Holland, Hong Kong, Indonesia, Jamaica, Libya,

Saudi Arabia and the Sudan. The vehicle remained in essence the same, with a few relatively minor changes - there are detail differences to the chassis; and a revised gearbox had synchromesh on second through fourth gears instead of just third and fourth. In the electrical department the Series III was fitted with an alternator in place of the dynamo of the Series IIa; the new indicator switch incorporates a headlamp flasher and horn; and the ignition switch was now fitted in a new steering column cowl instead of on the dashboard. The headlights were moved to the wings (actually this had already happened in 1970 to the later Series IIA's) The series 3 Lightweight did retain the earlier Series IIA metal dashboard even after the upgrade. Around 1980, in line with civilian models, the engine had five main bearings instead of three.

Most Lightweights had the 2.25L petrol engine. However, the British Armed Forces did take some with 2.25L diesels for specialist uses. In fact all those supplied to the Netherlands were Diesel powered. Bodies were generally soft top but hard top versions could be ordered. 12,334 Series IIIs were built up to 1980. Records after that year are patchy but it is reckoned that about 18,000 Lightweights were built up until production stopped somewhere between 1983 & 1985. The Lightweight was replaced by the Land Rover 90, however some soldiered on in specialist roles and many served at weekends with the Territorial Army until quite recently. The last claimed 'in-service' vehicle was cast from the MOD and advertised in 2009. The Australian Army did not use the Half Ton. There are a few privately imported vehicles, but the Half Ton remains a rare Land Rover in Australia.

Special Versions of the Lightweight.

A number were fitted with 'Arctic' heaters for extreme cold climate use, particularly with the Royal Marines in their Arctic Warfare role.

In RAF use as 'Helistart' versions to provide ground power for starting helicopters

Several "special" Lightweights were produced over the years. Emergency ambulance

This version was designed as an emergency forward area ambulance. It was capable of carrying two stretcher cases by the addition of a canvas "box" protruding from the rear.

Anti-tank vehicle

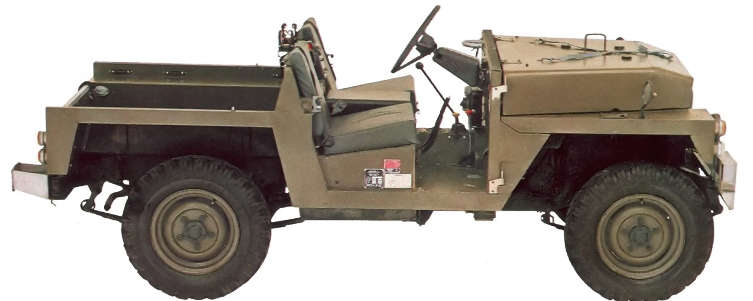
This was a special conversion in 1976 by Marshall of Cambridge Ltd to meet a requirement from the Saudi National Guard. They came standard with a M40A1 106mm recoilless anti-tank gun using the M79 mounting, 7.50 x 16 tyres, seats for the crew, storage for ammo, blast shields to protect the bonnet when firing forwards, split windscreen, a pick and a shovel. Some versions were built minus a bonnet mounted spare wheel to improve visibility. Other known users of these were Sudan and Oman. Apparently some Kuwaiti units during the 1991 Gulf War used some of the Saudi vehicles. A similar specification is now offered on the Defender 90.



Series 3 Half Ton hard top



Dash layout of series 3 Half Ton



Series 3 Half Ton stripped for air lifting



Series 3 fitted with Northern Ireland Vehicle Protection Kit

Some Lightweights stationed in Northern Ireland received the VPK (vehicle protection kit) of applique armour to protect against blast bombs, rocks etc. This was done by the Army in its own workshops. Only 1 example survives in civilian hands.

Royal Marine deep wading Lightweight

Some Lightweights were specially prepared for deep wading between landing craft and the beach by the Royal Marines own workshops (as were some 109's, 110s etc.). To protect against salt water special anti corrosion treatment was added as well as adaptations to the engine fan, air intake, fuel tank, gearbox, transfer box, battery, and most importantly the electrical systems. The vehicles had a much reduced life span due to the harsh environment they had to work in.

88" Militar / Ligeró

This was the Santana version of the Lightweight (available from 1970). The military version, known as the 88" Militar was produced for the Spanish army as well as Morocco and Egypt. Unlike the British version it was also available as a civilian fun buggy – the Ligeró. The vehicle was considerably heavier than the British Lightweight.

Other interesting Lightweights

There were also other "specialist" lightweights, such as the small fleet of bronze green vehicles run by the Honourable Artillery Company in London. These vehicles are decked out with white wheel covers, white seats, white hubs and chrome bumpers. They are open top but with the screen up. They are used for towing 25-pounder guns which are used in ceremonial salutes and in 1995 some appeared on British TV as part of the Lord Mayor of London's parade.

There were also other specialist Lightweights but they were all mechanically basically the same as the standard general service vehicle.

The "Big Lightweight"

This odd prototype was one of three built as a private venture by Rover as an air-portable gun tractor. It was similar in style to the 1/2ton and used some components from it, but had a wheelbase of 110". It was also designed to tow a power-driven trailer with the 105mm Field Gun behind that – a Rover take on the old Morris 'Quad' which towed an ammunition limber and the 25-pound gun. These prototypes were in Rover military engineering at the same time as the 88" Half Ton and the 101" Forward Control. The project of the 110 Gun Tractor was eventually stopped in 1968.

This is the first of the three and differs slightly from the only other survivor which is number two. The gearbox is a Turner 5 speed and it has two transfer boxes to enable trailer drive in low box.

The Dunsfold collection acquired this vehicle from Land Rover in 1972 where it had been in use as a gang mower. They drove it home and from that day on they considered it to be by far the worst Land Rover to drive of any that they had experienced.



Santana 88" Militar



Land Rover 110" Air-portable Gun Tractor Prototype



Driven: Land Rover's lesser-spotted lightweight special

We mark Land Rover's 70th birthday via one of the weirder moments in its history

A Land Rover lightweight special. It sounds like a joke, right? They're built to be tough, substantial, robust... words that don't go hand in hand with the world of lightweight cars, where delicate Atoms, Elises and Sevens reign supreme.

Yet that's what you're looking at here. Is it ugly? Perhaps. But as is usually the way, you superficially shun this car at your peril. Beneath the skin is a fascinating story and one of the coolest classic Land Rovers at the company's 70th birthday bash.

It's a military vehicle, one known officially as the '1/2 Ton Lightweight', its name referring to the payload it was designed to carry. Its main aim, though, was to slim down so it was light enough to be carried by helicopter and skinny enough to squeeze inside a plane. What follows is a classic story of underappreciated engineering genius.

Briefed by the British Army and Royal Marines in the mid Sixties, Land Rover took the standard Land Rover Series IIA of the time and began shaving bodywork from it. For ease of maintenance, its engine, gearbox and other mechanical bits all had to remain standard, so the only way to lose the necessary kilos was via a severe skinning of its sheet metal. It's most evident in the front wings; notice how they're merely the width of the indicator bulbs, where they're the full height of the bonnet on a regular Series IIA.

The end result? The 1/2 Ton's 1,456kg made it, um, 68kg heavier than the civilian car it was based on. Military vehicles need bigger batteries and fuel tanks, and other toughened up components. It's significantly narrower than standard, though, allowing it to slip inside the Blackburn Beverley plane that would carry it, while if you removed its windscreen, doors and upper body panels, it weighed 1,206kg, allowing it to be lifted and carried by helicopter. It would still drive without all those panels, too. A super lightweight special...

Shortly after Land Rover had finished developing it, though, two things happened. The Beverley ceased operation, and new, improved helicopters arrived, able to carry heavier loads. After all that effort, eh? Production carried on until 1984 regardless, but what you see here isn't a service vehicle, but one of four prototypes. Today, it's mine. We're driving in convoy from Land Rover's Solihull factory to its new Classic Works facility near Coventry, a journey that's normally an uneventful half-hour. In an old Land Rover, though, it's best to avoid the quick roads and pootle along the rural way.

Beneath that skimmed down front end is a 2.25-litre four-cylinder petrol engine. While its power is an extremely modest 77bhp, torque is much more substantial. Its 124lb ft is delivered at 1,500rpm, making this old-fashioned petrol feel like a modern diesel. And with relatively little weight to shift, it really makes the 1/2 Ton go: it doesn't feel its 52-year age from a standstill, and only begins to run out of puff above 40mph. The engine's screaming by this point, and with no rev counter, I choose to settle

someway below the national speed limit for fear I'll ping the pistons from the bonnet with any more throttle. Yet it's still

someway from its top speed. Land Rover claimed 65mph, but there are stories of it being pushed further. Closer to 80mph, the wind would get under those newly skinny front wings, and the front end of the car could get very light. So light, in fact, that squaddies with heavy right feet had a number of accidents. Yikes. There'll be no danger of that today, as the car really does get busy above 50mph. It's busy at all speeds, in fact. It's a classic Land Rover, after all, and I seem to be constantly applying an eighth-turn of left-hand steering lock merely to stay in a straight line. Without its 500kg payload in the back, the ride quality's reasonably unsettled, too.

But it's not all antiquated: the brakes work really well, a benefit of the kerb weight, while the gearbox isn't too tricky to use. There's no need to double declutch, though like all the best lightweights, it prefers a heel-and-toe downchange. Though given how slowly you're likely to be going, the brake's probably superfluous, making it more of a, um, toe downchange. Easy. Like all the best lightweights, it has a driving position that takes some acclimatisation, too. Rather than the submerged-in-a-bath feel of a trackday special, though, this is far more upright, with the pedals hinged in such a way you feel like you're sat at a piano. The steering wheel is simply ginormous, too, and takes a lot of twirling to have any meaningful effect. In tighter corners, when the car feels like it's understeering, it's probably the driver who's simply not steering enough.

This is my first taste of a classic Land Rover. I've never had the bug like everyone else; several Top Gear colleagues own old Defenders, and I've not once badgered them for a go. The all-consuming driving experience is nearly as enthralling as a more traditional lightweight special, though, and at much, much lower speeds. Keep it to yourself, but I've been charmed. The convoy we're in is something special, too: a procession covering key moments in Land Rover's history to mark the company's 70th birthday. When we arrive at Classic Works there'll be TV cameras, special guests and cake. Driving in chronological order, the 1/2 Ton Lightweight is 19 years too young to sit up front, basking in the limelight. But I'm sure it's fine with that. Its whole story is one of underappreciated genius, and it's all the cooler for it.



The automotive name of thrones: Badge engineering Terrible twins born of some unlikely automotive unions

Some automotive nameplates transcend boundaries, blur lines, and change perceptions. Others aren't so lucky – especially those cars hapless enough to be unceremoniously bridled with the badges of a rival brand. Collaborative efforts are a cost-effective way of lowering development costs and shoring up a car's chance of success, particularly where low volumes or uncertain market forecasts might mean the alternative is no car at all. Accounting departments of major automakers probably rub their hands in glee and make disconcerting purring noises at the idea, while true car fans gather torches and pitchforks, and congregate at factory entrances to voice their disapproval. In an attempt to clarify the bedlam that is the automotive name game, we take a look at the myth, mystique and madness behind some of the cars we know so well, and some of their very obvious doppelgangers.

This week we're taking a look at badge engineering. If you're not familiar with the concept of badge engineering, it's a far-from-flattering term describing a car built by a particular brand which gets turned into a barely-changed model for another brand. Car companies will dress the practice up as a co-development or joint venture, but that's rarely the case. As early as the 1920s American powerhouse General Motors worked out consumers weren't always interested in unique cars, which were expensive to develop – all they really wanted were different badges, grilles, and wheel covers. GM hit its peak from the 1950s right up until the 2000s, turning out multiple shades of dross with few discernible differences under Chevrolet, Oldsmobile, Buick and Pontiac badges – often sat side-by-side in showrooms, but no-one was supposed to know. Ford and Chrysler tried it too. You can't support individual models across Ford, Mercury and Lincoln, or Chrysler, Plymouth, Dodge and Eagle brands by engineering ground-up solutions for each one after all, can you?

Australia's love affair with badge engineering is a little different to most other markets, owing to a clever politician, Senator John Button, recommending the practice as a way of cutting costs and increasing profits for the local market during the early 1980s. The idea was probably over-simplified. Instead of a certain number of unique models, each requiring its own expensive research and development, Australia's remaining carmakers would be able to slash costs by buddying up with a rival and offering two products from a common base. It's the kind of wishful thinking only a politician could dream of. The so-called Button plan, officially called the Motor Industry Development Plan came into action by the mid 80s. Did it revolutionise the Australian automotive industry as intended? Well, no. The initial pairing saw Holden and Nissan shake hands, and led to Nissan's N12-generation Pulsar being churned out as the Holden Astra hatch. This fancy new nameplate for the lion brand ran alongside the Gemini sedan for a one-two small car punch. What changed? Not much. You could swap every piece of sheet metal between the two if you wanted, and most of the interior parts too, though there were unique lights, wheel covers and of course alternate badging to prove the Astra wasn't just a rehashed Pulsar. After two generations and the addition of a sedan (RIP Gemini) the working relationship between the two brands even fostered a relationship that, until becoming a reality most would have thought impossible, culminated with Holden taking delivery of Nissan's inline-six cylinder RB engine as the pride of the VL Commodore. Just image that for a minute. With the exception of a handful of imported American V8s in the 60s and 70s Holden had built every engine for its large car range since the first 48-215 rolled down the production line in 1948. All of a sudden the humble Commodore featured "world class" powertrains. Not just a big(ish) Aussie six either, but something really bloody fancy in the form of a turbocharged variant that threatened to obliterate Holden's own V8 – at least until it was wound back enough to ensure the V8 kept flagship status. Anyway, that's not badge engineering, and Holden's relationship with Nissan soon hit the skids, leaving arch nemesis, Ford, to play the rebound guy sweeping in to console a heartbroken Nissan and swipe the Pintara mid-size sedan as its own Corsair. Rather than being a one way street, Nissan got its own bastard child with a Nissan ute, officially called "The Ute" taking pride of place in the least obvious, dark and hidden corner of Nissan showrooms. Amongst the key detail changes of Nissan's version of the XF Falcon ute were a unique badge with the word 'Nissan' stuck over where the blue oval would usually live, along with... Um, uuuuhhh... Hubcaps, very thorough.

Meanwhile if Ford and Nissan could make beautiful music together, Holden decided to pump up the jam with Nissan's rival, Toyota. The result was probably the best known Button cars of the whole shooting match: Holden Nova, Holden Apollo, and Toyota Lexcen. Using the Corolla, Camry and Commodore as their bases respectively. In order to ensure the two were never confused Holden delved into Toyota's bad of overseas bits mixing and matching headlights and front guards from various Corolla trim levels that may or may not have appeared here, with bumpers, grilles and tail lights stamped with an 'Australia's own' design. The love affair lasted so long two generations of each car surfaced and, by the time second-generation Apollo appeared, Holden's much nicer face – derived from a more conventional headlight design based on the American Camry – meant Toyota had to stick with one styling theme the whole way through its model cycle, unlike America. That's awkward.

Speaking of awkward, have you ever laid eyes on a Lexcen? With Australia trying its best to do good things in the America's Cup sailing, Toyota named its creation after designer of the winged keel, Ben Lexcen. Err, what an honour.

The Lexcen itself spanned from VN to VS in Holden terms, and set itself apart with bulbous tail lights, bump strips in the wrong places and interesting defining details up front: orange indicators for VN, unique front guards for VP, and (shock/horror) Statesman front guards and park lights for VR and VS. Even the fancy range-topping VN Lexcen VXi (VN being, possibly, the least offensive looking of the lot) debuted an alloy wheel design that later found its way onto Holden's fancy VR Berlina. Don't tell the Holden faithful Toyota had it first though. It can be our little secret.

Button lunacy aside, badge engineering has taken on plenty of other forms over the years. Alongside Aussie-built cars, Ford Australia decide real outback folks needed a go-anywhere 4x4. Their answer was the Ford Maverick, built to tackle cars like the Toyota LandCruiser and Nissan Patrol. Because it was a Patrol – how convenient.

Peugeot and Citroen took a similar route when it came to their own tepid introduction to the world of SUVs. Although you wouldn't guess it now, these two French automakers had such disdain for soft roaders a decade ago that they simply used



"The healthiest part of a donut is the hole. Unfortunately, you have to eat through the rest of the donut to get there!"

someone else's.

Peugeot touted the 4008 and larger 4007 (work that one out) as a new era for the brand, while Citroen claimed its C4 Aircross and C-Crosser maintained trademark styling for a new era. Both were dirty rotten lies, and the donor Mitsubishi ASX and previous-generation Outlander were fairly obvious as the genesis of PSA's so-called new era. They even turned to Mitsubishi for their electric offerings, the Peugeot iOn and Citroen C-Zero, slapping lions and chevrons on the melted jelly bean that was the i-MiEV for Europe.

Right now the world's most obvious badge engineering exploit comes from Toyota, or should that be Subaru? Whether you're team 86 or team BRZ it's fairly obvious that these two affordable sports cars are really one and the same.

Subaru engine, check. Toyota and Lexus gearboxes, check. Bastardised Impreza chassis converted to rear-wheel drive, check. Oh, and a tonne of Subaru stampings on almost every piece of non-external sheet metal.

At least Toyota supplied its own direct fuel injection system. That was nice of them.

Vans and utes are also prime candidates for a bout of badge engineering. The Renault Trafic is no stranger to Australian roads, but overseas you can find the current one as an Opel Vivaro, Fiat Talento or Nissan NV300/Primostar. Nissan, meanwhile, provides the Navara as the basis of the Renault Alaskan and everyone's favourite Mercedes-Benz product, the X-Class.

Those are far from the worst offenders though. Believe it or not, GM holds that title (don't act so surprised).

Before it buried Saab, the General tried to revive it with an expanded range of products including a compact 'wagon' that saw the Subaru Impreza hatch turned unconvincingly into the Saabaru 9-2X with new bumpers and lights, two-tone interiors, but a most un-Saab ignition on the steering column.

Sounds bad, doesn't it? That's nothing compared to the 9-7X. Once GM was done playing with Oldsmobile in 2004 it took the body-on-frame Bravada SUV and insulted Saab by turning it into the 9-7X.

Born on jets... Airbus Belugas, maybe. At least the clumsy-looking 9-7X got a proper Saab ignition between the front seats – and enjoyed 15 minutes of fame alongside Diane Lane in the 2008 blockbuster Untraceable. Anyone remember that? Anyone? Bueller?

Not satisfied with doing horrible things to Saab, GM turned the Opel Omega into the Cadillac Catera, but saved its best (worst) work for Holden. Monaro became Pontiac GTO, while Commodore became Pontiac G8 and Chevrolet SS.

Statesman and Caprice famously became the Chevrolet Caprice PPV, less famously the Buick Royaum, and perhaps most disappointingly the Daewoo L4X and Veritas.

Those were just the latter-day attempts. Long before they happened, Isuzu turned the HQ Statesman into its own Isuzu Statesman DeVille and Mazda dropped a 13B rotary engine into the HJ Premier to create the Roadpacer AP, a flagship for Japanese officials that was almost sales-proof at the time.

Crazy Japanese schemes don't end there either. In the early 80s, Mitsubishi found the perfect workaround for quota limits of Japanese imports to the UK. By hawking Aussie-built Sigmas under the Lonsdale brand (named after the South Aussie suburb they were built in) Mitsubishi figured it could potentially double its Galant sales.

That didn't happen and Lonsdale was gone just two years later, after failing to attract interest from buyers.

Another car allergic to buyer interest was Japan's version of the Opel Zafira, the Subaru Traviq. More successfully the Proton Inspira – a Mitsubishi Lancer in all but its front bar – chalked up decent sales helped along by tariff exemptions in its Malaysian home market.

Before Honda paved its own way in the fast-growing world of SUVs the company took the very careful approach of selecting specialist SUVs and carefully Honda-fying them through selective application of grilles and badges.

This led to the Land Rover Discovery somehow winding up as the Honda Crossroad, featuring none of the reliability or dynamic prowess Honda fought so hard to establish. American consumers also had the joy of walking into Honda showroom and driving out in an Isuzu-built Horizon.

The Horizon was really a Holden Jackaroo, which was actually a Subaru Bighorn, but that's only after time as the Opel Monterey, or you could have yours as an Acura SLX, all of which started as the Isuzu Trooper.

It seems the badge engineering department was particularly busy that week.

The practice continues to this day and is particularly prevalent in Japan, where a variety of kei cars have a twin from another brand – with Suzuki Altos wearing Mazda Carol badges, Daihatsu Hijet trucks and vans sold as the Toyota Pixis and Subaru Sambar, and the Mitsubishi eK doubling up as the Nissan Dayz amongst many, many others.

Outside of the realm of JDM toys Toyota's US division sells the Mazda2 sedan as the Yaris sedan, though oddly the Yaris hatch is a genuine Toyota Yaris. Toyota then provides its Aygo compact in Europe as the basis for Peugeot 108s and Citroen C1s, now the Aygo is quite distinct compared to its French cousins, but there's only a handful of panels to tell of Pierre and Celine apart.

Japan loves Europe, at least you get that impression when you see a Fiat Sedici alongside its donor, the Suzuki SX4. Meanwhile Mexican buyers, the lucky buggers, get a version of the Mitsubishi Mirage sedan masquerading as the Dodge Attitude. With so many cracking examples of the practice I haven't even had time to mention everything Holden sells is just a quick and easy rebrand from elsewhere within GM, or that the original Fiat 124 was trotted out under brands like VAZ, Lada, Seat, Tofaş, Premier, Murat and Asia Motors to say nothing of the new 124 Spider arriving overnight (okay maybe a little longer) from Mazda in Japan.

Honda Crossroad

The Honda Crossroad refers to two specific types of SUVs made by Honda. One of them is a rebadged Land Rover Discovery Series I, while the other is a completely different vehicle introduced in 2008.

Honda rebadged and marketed the Crossroad when market research indicated that SUVs were becoming popular. Honda bought the rights to the Discovery Series I from Land Rover and had it placed in the Japanese SUV market for a short time



before the partnership ended when BMW bought Land Rover. Some of them had been sold as well to New Zealand.

With the end of the Crossroad in the Japanese SUV market due to the termination of Honda's partnership with Land Rover, Honda replaced the Crossroad with its CR-V.

The Crossroad is the first (and only) Honda to have a V8 engine.

The Crossroad had been marketed for a short time in Japan from October, 1993 to 1998.

Problems had emerged regarding the marketing of the Crossroad in Japan. For instance, Honda had threatened to end ties with Rover after it received news that it was sold to BMW.

Not only were there marketing issues related to the vehicle, but mechanical ones as well. Since the Crossroad was a rebadged Land Rover Discovery, it also had Land Rover's reliability issues carried over. In 1997, a recall was issued by Honda on the advice of Ministry of Transportation due to a malfunction locking mechanism on the SUV's driver-side front door that could make the vehicle open while driving. Around 4,754 vehicles made from July 1995 to December 1996 were affected by the recall.



Land Rover Owners Club of Gippsland. - President's Annual Report.

Thanks to the enthusiastic members of the Land Rover Owners Club of Gippsland the 2017/18 club year has been another very successful one.

There have been many enjoyable day trips and multi day events. Notable among these was the Dinner Plain weekend run by Charlie Calafiore. These alps trips of Charlie's have introduced members to some of the most iconic four wheel drive tracks in Australia. Rod and Loris Catchpole's detailed planning resulted in a superb long weekend at Port MacDonnell in South Australia. Highlights being the sand driving day and the river cruise.

Our meetings are currently very well attended and have a nice balance between club business and catching up with gossip over a tea or coffee.

The club's involvement with Parks Victoria continues to be strong. We have contributed hundreds of volunteer hours this year with multi day joint ventures at Horseyard Flat, along Kelly Lane at McMichaels Hut and the work at the Wellington River campgrounds. Thanks to Wayne Foon, our contact ranger, the whole Parks Victoria Foothills and Southern Alps Team and Area Chief Ranger Mike Dower for the great relationship they have with our group.

Probably to the annoyance of many other 4x4 clubs, we continue to have our activities regularly publicised in Four Wheel Drive Victoria's "Trackwatch" magazine.

Daniel Rikken and the staff at ARB Traralgon have been very helpful to the club providing a meeting venue, demonstrations, sponsorship and discounts.

VSL Motors, Gippsland Land Rover, continue to be massive supporters of our club. The provision of the meeting venue, paying for the monthly full colour club newsletter and its postage, providing photocopying and other services allows the club fees to be kept low. The support to club members with parts discounts and technical information is appreciated. We also have the generous first prize for this year's photo competition. Thanks Charlie Calafiore, our current Club Person of the Year, Marco Tripodi and the Gippsland Motor Group for this ongoing commitment to the club. The other aspect of this relationship is the very high level of club member loyalty to the Land Rover brand.

An interesting initiative this year has been the display of several club members' Land Rovers in the Gippsland Land Rover showroom. This display has attracted plenty of attention from members of the public.

Alan MacRae organised another superb display at the new venue of the Victorian 4x4 Show. Lardner Park proved to be an ideal site. Our display of various Discovery models was very popular with show visitors.

Our long serving treasurer Alan MacRae has kept a close watch on the club finances. His excellent work enables the club fees to be kept low and still have a good working balance in our account.

Our website, run very well by Alan Harlow, is an excellent means of highlighting club activities.

Tonee Harlow and her stand in Minutes Secretary have been invaluable in keeping a record of the meetings.

David Murray continues to keep the records of trips and members participation in events.

Eric Shingles, despite his modesty at meetings, produces a superb monthly newsletter packed full of Land Rover news.

Charlie Calafiore keeps us well informed on new developments in the Land Rover world.

Thanks to the other members of the committee who have all contributed to the success of the club and the smooth running of meetings.

The year to come should be exciting. We have some excellent trips and events already planned for 2018/19. Gippsland Land Rover will relocate to the new premises on the Princes Highway Traralgon. The club will move its meetings to the new facility.

Thanks to everyone for your friendship and support over the year.

Greg Rose.

Land Rover Owners Club of Gippsland, President 2018/19.

Land Rover Owners Club of Gippsland. - Minutes of the Annual General Meeting.

Meeting held Monday 3rd September 2018.

Meeting commenced at 8pm.

Attending:

David Murray, John Jennings, Eric Shingles, Don and Shirley Little, Ian Webb, Ken and Susan Markham, Paul Whitehead,

Lois and Greg Rose, Mick Hammett, Shaun Johnson, Siobhan Walker, Sharna and Wayne Foon, Alan and Helen Macrae, Bob McKee, Annette Fleming, Ian Blake and Charlie Calafiore.

Visitors:

Tom Stoise, Marco Tripodi.

Apologies:

Bruce Coulter, Bob McKee, Annette Fleming, Ron and Dot Prince, Jim Hood, Brian Johnson, Loris and Rod Catchpole, Sue and Ross Howell, Alan and Toni Harlow, Jan and Colette Parniac, Mal Trull, Shirley and Ted Allchin.

Greg Rose opened the meeting.

Minutes of the 2017 AGM were moved by Ian Blake and seconded by Alan MacRae. Carried.

No Business Arising from Minutes.

Treasurer's Annual Report was presented by Alan MacRae and moved that they be accepted. Seconded by Annette Fleming.

President's Report presented by Greg Rose, which highlighted a successful year for the club. The President's report will appear in the next LROCG newsletter.

All positions were declared vacant.

Marco Tripodi, Dealer principle, VSL (Gippsland Land Rover) chaired the election of the new committee. Marco thanked the outgoing committee and began the nominations.

Nominations for president:

Greg Rose nominated by Bob McKee, seconded by Ian Blake. Greg Rose accepted the position and elected President.

Nominations for Vice president:

Charlie Calafiore nominated Bob McKee, Ian Blake seconded. Bob McKee accepted the elected Vice President.

Nominations for Treasurer:

Ian Blake nominated Alan MacRae, seconded by Greg Rose. Alan MacRae accepted and elected Treasurer.

Nominations for Minute Secretary:

Greg Rose nominated Toni Harlow, seconded by Annette Fleming. Toni Harlow had accepted the position in absence via Greg Rose and elected.

Nominations for Publicity Officer:

Lois Rose nominated Charlie Calafiore, seconded by Bob McKee. Charlie Calafiore accepted and elected Publicity Officer.

Nominations for Events Co-ordinator:

Greg Rose nominated David Murray, seconded by Shaun Johnson. David Murray accepted and elected Events Co-ordinator.

Nominations for Property Officer:

Lois Rose nominated Ross Howell, seconded by Ian Blake. Ross accepted in absence via Greg Rose and elected Property Officer.

Nominations for Editor:

Shaun Johnson nominated Eric Shingles, seconded by Bob McKee. Eric Shingles accepted and elected Editor.

Delegate of Four Wheel Drive Victoria:

Lois Rose nominated Greg Rose, seconded by Wayne Foon. Greg accepted nominated and was elected Delegate of Four Wheel Drive Victoria.

Marco Tripodi congratulated the elected committee members.

AGM closed at 8.17pm.

Land Rover Owners' Club of Gippsland - Minutes of Meeting Held on Monday 3rd of September 2018

Meeting started at Gippsland Land Rover Showrooms at 8.18pm.

Attending:

David Murray, John Jennings, Eric Shingles, Don and Shirley Little, Ian Webb, Ken and Susan Markham, Paul Whitehead, Lois and Greg Rose, Mick Hammett, Shaun Johnson, Siobhan Walker, Sharna and Wayne Foon, Alan and Helen Macrae, Bob McKee, Annette Fleming, Ian Blake and Charlie Calafiore.

Visitors:

Tom Stoise, Marco Tripodi.

Apologies:

Bruce Coulter, Bob McKee, Annette Fleming, Ron and Dot Prince, Jim Hood, Brian Johnson, Loris and Rod Catchpole, Sue and Ross Howell, Alan and Toni Harlow, Jan and Colette Parniac, Mal Trull, Shirley and Ted Allchin.

News from travellers:

Lois and Greg have just returned from Daintree, Cooktown, etc.

Saw Loris and Rod Catchpole on road south off Barcaldine.

Heather and John Kerr are at Kalgoorlie.

The Harlows and Parniacs are in Kalbarri.

Shirley and Ted Allchin were in Mackay.



How would this be for a 2 door Range Rover restoration project. Mal Trull came across this out in the western desert. Quick cut and polish and it would be as good as new.

Mal Trull has been in Alice Springs.
Ross and Sue Howell in Longreach.
Russell and Carol Hodson in Blinman for 6 nights, experiencing 27mm rain.

Minutes of Previous Meeting:
Moved: Lois Rose; Seconded: Shaun Johnson
Business Arising: None.

Correspondence:
In: The SA Obsession, Review LROCV
Out: Nil
Emails: Nil

Treasurer's Report:
Moved: Alan MacRae; Seconded: Wayne Foon

Publicity Officer's Report:
Charlie reported of the surprise arrival of Land Rover "Nutters", their vehicles were parked at the front of the Land Rover Showroom. 60 Nutters enjoyed the exhibition in the showroom. "Nutters" are Land Rover enthusiasts from different countries.

Editor's Report:
Eric hopes you like the newsletter, and is always looking for more content.

Webmaster's Report:
Alan Harlow is in Kalbarri WA as he writes this report. It is still warm here so not interested in heading home yet. The Web site figures for the last two months are attached (Greg may have printed them out-but didn't.) and a summary of year to date figures. What you don't see in the figures are the emails that Charlie gets as point of contact for our club and his sales. Hope some of you were able to work out where my last photo was from. I will upload a new "Question of the Month" after the meeting tonight.

Technical Report:
Bob's car has not broken down.
Alan's caravan had a problem with a spring.
Greg experienced fuel economy of 9.5L/100 over his 8,000km trip.

Events Co-ordinator's report:
Past Events:
Burnett Park working bee was cancelled as it clashed with Father's Day.

Future Events:
November:
Nov 1st to 8th Melbourne Cup weekend Base Camp. This year it will be at Moruya NSW. Trip leader Rod Catchpole. Details in newsletter.

12th Nov LROCG meeting 2nd week of month due to Melbourne Cup Public holiday weekend. Meeting to be held in Gippsland Land Rovers new premises, or next door if not open. Everyone is looking forward to the opening.

Monday 19th to 21st Nov. On banks of the Wonnangatta river at Eaglevale. Contact Greg Rose or Wayne Foon regarding details. Numbers required to assess work tasks to be undertaken. Details in newsletter. Some to go Sunday in preparation for Mondays' workload.

December:
Sunday 2nd Dec LROCG December meeting and Christmas picnic. Cowwarr Weir. Gippsland Water needs to know numbers attending.

Tuesday 11th to 14th Dec Wonnangatta/Bright Trip. Wonnangatta via Cynthia range and Wombat Spur, camp one night. Out via Myrtleford. Camp two nights at Bright, local tracks, evening meals at local eateries. Home via Mt Hotham, Dinner Plain track, Birregun Range to Dargo. Details, dates and booking later. Trip leaders Wayne and Sharna Foon.

2019:
February:
Saturday 16th Feb set up day. Sunday 17th Feb Victorian 4x4 Show Lardner Park. Details later.

March:
Friday 15th March to Sunday 17th. Charlie's Dinner Plain Romp and Gastronomy. Mayford and Blue Rag track. Full accommodation at High plains Lodge, Dinner Plain. Details Dates and booking later, trip dependant on numbers.

Four Wheel Drive Victoria Delegate's Report:
Greg Rose will be attending the FWDV Regional Representatives, with Mike Dower, Area Chief Ranger of Parks Victoria. The meeting in Mansfield over the weekend of October 13th & 14th.

General Business:
*Photo competition finishes at midnight on the 21st of this month. A reminder email will be sent to club members. Details in all recent newsletters. Greg has received some entries already. Remember that the images need to be large jpeg files. Winner to be announced at next meeting. Please send then one at a time so not to upset Greg's email. Photo's are open to any Land Rover you happen to be driving.
*New Land Rover sales and service facility as discussed earlier.

*Victorian 4x4 Show Lardner Park. Last years sites are no longer on plan. Pricing has changed. Three sites on a corner for the price of two sites. All in all, it's a good site



"It appears to be a side effect of those herbal eye drops you've been using".

and has been paid for. A volunteer is required to organise our display and come up with a theme. A decision to be held over until next month's meeting.

*Mick Hammett discussed his recent return from Cape York; Roads are worse, but with 300km of extra bitumen, dirt roads are shocking as they aren't getting the maintenance, Parks personal are driving around in Polaris vehicles. Caravans are not staying at stations but are being dragged along tracks. Large vans are so big and being driven so poorly it is posing a risk to other road users. The local crocodile population has exploded and appears so with an increase in the loss of dogs noted.

*Wayne Foon discussed that there is currently heaps of snow north of Licola. On Sunday the snow was that deep the gate to Howitt road was buried under snow. 1.5 metre snow dump.

Meeting Closed at 9.11pm.

Land Rover Wading Plugs.

The mystery object used in our club competition during the August meeting were Discovery 1 wading plugs.

Wading plugs were supplied in the tool kit with Discovery 1s with 200 and 300 series Tdi diesel engines, Defenders with 200 or 300 Tdi engines, some Range Rover classics and some military model Land Rovers.

The purpose of the plugs was to prevent water or mud from entering the timing cover and a second plug sealed the flywheel housing. In a piece of British design showing a lack of faith in oil seals, there were holes to allow oil to drain from the timing cover and flywheel housing.

In the early Discovery 1 owner's hand book pages 182 and 183 are devoted to instructions on fitting the drain plugs. The plugs were a real nuisance. Owners were supposed to fit them when they anticipated going through water or deep mud, even in soft sand it was thought the plugs would be useful. The trouble was you had to put a bit of plastic or a tarp on the ground, crawl under the vehicle, clean the oily grit out of the tread on the drain hole, fit the plug and tighten it up, as long as you had remembered to get the right spanner before you crawled under the vehicle.

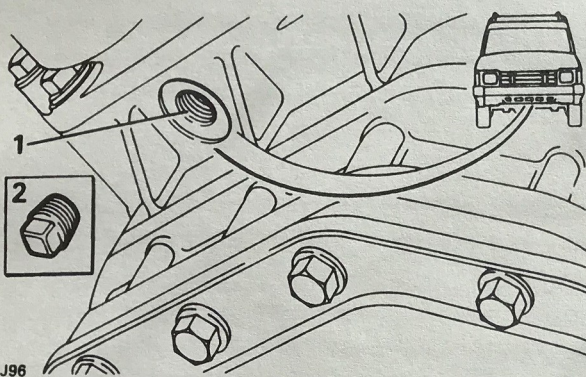
It was thought that leaving the plugs in all the time might cause problems with oil build up, especially on the timing belt. Land Rover recommended that the plugs be removed as soon as possible. There was considerable debate about the plugs. In reality most of them stayed in the toolkit and were never used. I can remember one early Land Rover Owners Club of Gippsland trip where most Discovery and Defender owners fitted the plugs before a series of water crossings on the Avon River. It was such a drama that people either fitted them and left them in or didn't bother with them after that trip.

Fortunately oil seals and driver convenience have moved on a little and wading plugs are no longer needed.

Greg Rose.



Diesel engine wading plug



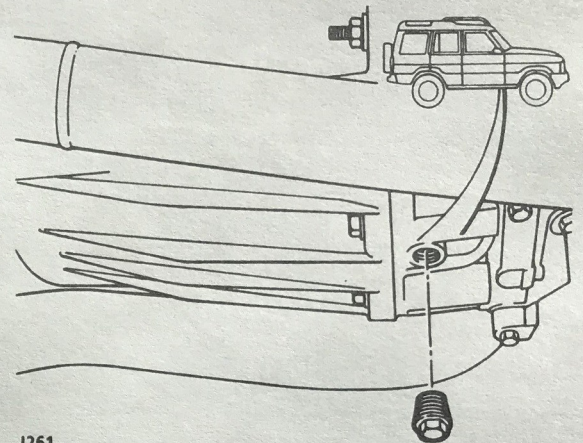
WADING PLUG FOR ENGINE FRONT TIMING COVER - 200Tdi MODELS - Fig. J96

WARNING: DO NOT work underneath the vehicle unless it is safely parked and the wheels chocked, or it is supported by heavy duty stands, otherwise the vehicle could move causing personal injury.

The timing cover can be completely sealed to exclude mud and water under severe wading conditions by fitting a plug in the drain hole (1) at the bottom of the cover.

A suitable plug (2) is supplied in the vehicle tool kit.

Diesel engine wading plug



WADING PLUG FOR FLYWHEEL HOUSING - Fig. J261

A sealing plug is fitted to the flywheel housing to prevent the entry of water and mud. After a period of wading, the plug should be removed to allow any water which may have entered the housing to drain off, and then refitted.

NOTE: The plug should also be removed and refitted at service intervals to ensure that there is no accumulation of oil in the housing.

Currently for sale on ebay in Melbourne

Up for sale is a Land Rover 101 'City Cab' from the 1995 movie 'Judge Dredd' with Sylvester Stallone. Only 30 were ever made and there are only about 6 that remain from this iconic film. This vehicle would make a great advertising billboard for a ski resort or ski/snowboarding business. It has a 3.5 litre V8 engine with a 4 speed gearbox as standard in a Land Rover 101



which allows it to be moved but it is not compliant for road registration. This is a film prop only and would make a great addition or exhibit to a motor vehicle museum, private collection or as an advertising billboard.

<https://www.ebay.com.au/itm/Land-Rover-101-City-Cab-from-Judge-Dredd-movie/283039203033?trkparms=aid%3D111001%26algo%3DREC.SEED%26ao%3D1%26asc%3D20160908105057%26meid%3Da99d334164604555bc94d1daac1fe6f1%26pid%3D100675%26rk%3D2%26rkt%3D6%26mehot%3Dpp%26sd%3D272255690582%26itm%3D283039203033&trksid=p2481888.c100675.m4236&trkparms=pageci%3A317d72-bf1b-11e8-9993-74dbd1806a00%7Cparentrq%3A05f7c1621660ac3c39161e01fffb5303%7Ciid%3A1>

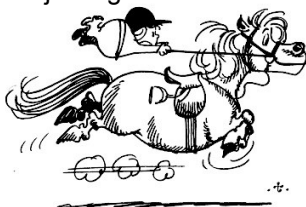


The best part of Sylvester Stallone's Judge Dredd movie was the Land Rover fleet. The only good part, actually. Judge If you are a fan of 2000AD comics and, in particular the character Judge Dredd, you will almost certainly hate the movie that Land Rover specially built 31 vehicles for in 1995. The Sylvester Stallone adaptation of the beloved comic character in the movie Judge Dredd was truly awful, but the Land Rover "City CAB" models built for it were spectacular. Based on the 101 Forward Control, the taxis were heavily armoured battle trucks for transporting the population in a dystopian 2139, where Land Rover is the only remaining vehicle manufacturer and Sylvester Stallone is the law.

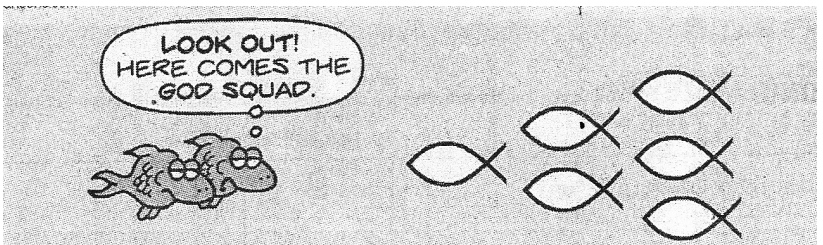


Melbourne Cup Weekend Trip

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.



Robert and Peter had applied for jobs at a large company and had to take an intelligence test. Though both found the test a breeze, except that they admitted to being momentarily stumped by the final question: "Name a 14-letter word for someone in charge of a plant." "How did you answer that last one?" asked Robert. "I thought it was tough at first.... then I thought of Superintendent." "I think I got it right too," Pete said. "But I wrote down Horticulturist."



Some vehicles that have been sold recently, showing an increase in values of the older vehicles

Rover Range Rover 4WD Manual Wagon Circa 1981, sold by Grays-on-line in NSW. \$8,109



1973 Range Rover 'Suffix B' 2Dr Wagon, sold at the 2018 Shannons Melbourne Winter classis auction, \$27,000



Some vehicles that have been sold recently, showing an increase in values of the older vehicles

Land Rover Series 3 4WD Diesel Manual Circa 1973 , sold by Grays-on-line in NSW. \$4,009



A more recent Land Rover which was sold in England at the Goodwood Festival of Speed

Lot 379

2014 Land Rover Defender SVX 'Spectre' 4x4 Utility
Registration no. OO07 SVX

- * Used in the filming of the James Bond movie Spectre
- * One of ten built
- * Based on a Defender 110 crew-cab model
- * Extensively modified and upgraded by Land Rover SVO

FOOTNOTES

Representing arguably the ultimate version of Land Rover's iconic Defender, the example offered here was used during the filming of the 24th and latest film of the James Bond franchise, Spectre, set in the Austrian Alps and released in 2015. Spectre is the seventh James Bond film to feature a Land Rover, the first being Octopussy (1983). SPECTRE (SPecial Executive for Counterintelligence, Terrorism, Revenge and Extortion) first appeared in Ian Fleming's James Bond novel Thunderball (1961) and in the film Dr No (1962) led by super-villain Ernst Stavro Blofeld. Clearly, the operatives of such a criminal organisation would need their own specially adapted vehicles to cope with the Alpine terrain, so Sony Pictures contacted Jaguar Land Rover's Special Vehicle Operations division to supply ten Defenders. In its standard form the friendly and familiar Defender would have lacked the aura of menace required for the SPECTRE vehicles, so the ten movie cars were sent to marque specialists Bowler, a company recognised for over 30 years as market leaders in the design, engineering, and production of class-leading custom vehicles. Bowler then transformed them from standard Defender 110 crew-cab models into vehicles worthy of a Bond villain. Finished in sinister Santorini Black, the result was the SVX, or Spectre Defender. The transformation's most striking element is the huge 37"-diameter all-terrain tyres, which has given the Spectre Defender the nickname 'Bigfoot'. Built to Bowler's racing specification, the suspension incorporates Rose joints and Bilstein rally dampers. The interior features Recaro seats with 4-point harnesses, while the full roll cage runs both internally and externally. The engine too has been significantly upgraded, producing 185bhp (up from the stock 120 horsepower) and 368lb/ft of torque. Unlike most of the other Spectres, which were used only for publicity purposes or not at all, this example was used extensively in the filming and still has marks on its bonnet left by the stuntmen. Unusually, it retains its mechanical handbrake and 'SVX' boot badges (most of the other vehicles had theirs removed) and also key tags identifying it as an official film car, etc. The first private owner had the pick of all ten Spectre Defenders and chose this one as it is the most significant. Representing a possibly once-in-a-lifetime opportunity to acquire one of the most memorable 'Bond' vehicles of recent times, this imposing Spectre Defender is offered with the owner's wallet containing the handbook and (blank) service booklet; current MoT certificate; UK V5C document for the most appropriate registration 'OO07 SVX'; and a framed presentation featuring movie stills, the shooting schedule, and an Austrian licence plate. Sold for £ 365,500 (AU\$ 666,049) inc. premium



Another High priced Land Rover sold at Sotheby's in London

2014 Land Rover Defender SVX "Spectre"

This car represents the ultimate version of the iconic Land Rover Defender. When shooting the 24th James Bond film, Spectre, Sony Pictures needed a menacing vehicle to be used by members of the Spectre criminal organisation in the Austrian Alps. They turned to Jaguar Land Rover's Special Vehicle Operations to supply a total of 10 cars. But a standard Defender simply would not do. These 10 cars were sent to famed Land Rover tuning and racing specialists Bowler, with the task of transforming them from regular Santorini Black crew-cab 110s to something worthy of a Bond villain. The SVX Concept, or Spectre Defender, is the end result.

Perhaps the most obvious part of the transformation is the use of huge 37-inch tyres, which are bolted directly onto the wheel rim and are said to greatly improve the ride over a standard Defender. Suspension upgrades include rose joints and Bilstein rally dampers, built to Bowler race specification, while a full roll cage runs both externally and internally. Hidden away are significant engine improvements, with power up from around 120 bhp to 185 bhp and 500 Nm of torque. Recaro seats with 4-point harnesses complete the interior transformation, as does a hydraulic handbrake, which had been disconnected prior to private sale.

Bought by the consignor direct from Bowler, this Spectre Defender is presented in perfect condition, having been used only in drive-by scenes. It is fully road legal in the UK and has been driven just 234 km from new. It will be sold with its accompanying V5 document and a range of papers documenting filming schedules and the high-end parts used in its construction.

Given the way in which some of these cars were used during filming, it is unsurprising that not all survived intact. However, this particular Spectre Defender was used for drive-by filming only, sustaining no damage during filming, and represents a once-in-a-lifetime opportunity.

Sold For £230,000



Some 'Art-ie' pictures from Cooma 2018

