

LAND ROVER OWNERS' CLUB

OF GIPPSLAND
SEPTEMBER/OCTOBER 2020 NEWSLETTER



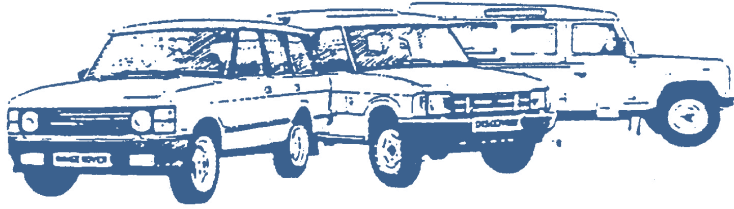
GIPPSLAND LAND ROVER

5535 PRINCES HIGHWAY, TRARALGON (03) 51721100

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LAND ROVER OWNERS' CLUB OF GIPPSLAND

P.O. Box 554 Traralgon 3844 Telephone 03 51721100 Club website lrocg.jimdo.com

A note from the LROCG President

Well another month of lockdown completed, and I guess we in the regions should consider our self fortunate that we are not limited to 5km and no visitors, like our city friends have been, of which some of our members are. So to those city members in particular I hope you're coping with the restrictions and that we in the regions understand what you're putting up with and appreciate your sacrifice for the better good.

I recently had need to get some spare parts from our local Land Rover dealership and club sponsor (Gippsland Jaguar Land Rover) and quotes on accessories for a new Defender and the discount was very pleasing, so don't forget to get quotes for accessories and spare parts from our club sponsor. Remember they support us and so where we can, we should support them.

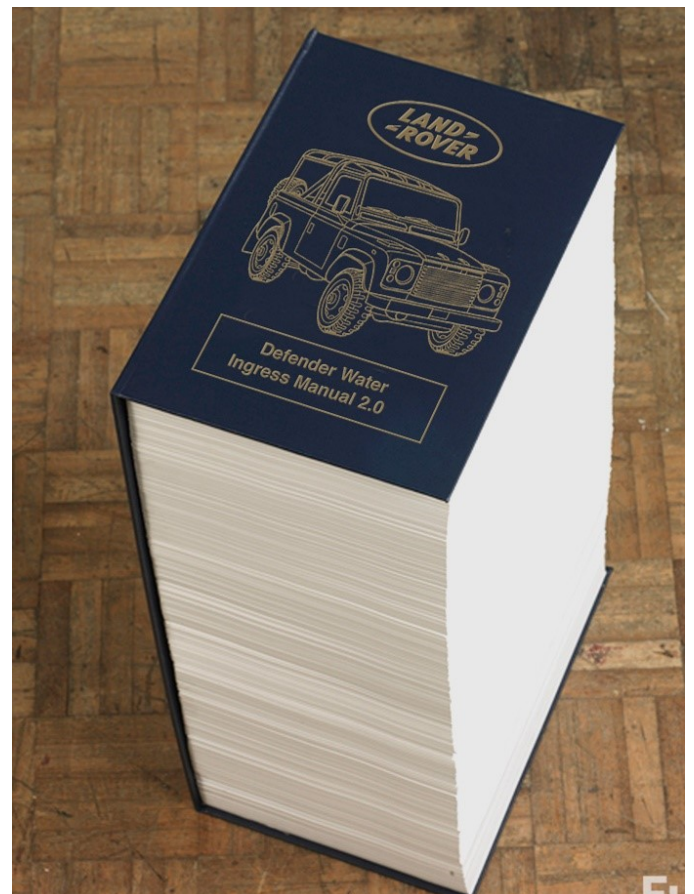
Our first club trip since the lock downs started is planned for the Melbourne Cup weekend and while I don't know exactly the numbers involved, I do know 6 couples have booked in and probably more. This trip organised by Rod and Loris is a 'not to be missed' opportunity to enjoy the good company of friends around a fire pit with some red wine and tall stories. I'm sure Rod will have planned some day drives and if we let Rod lead for a day, we may find ourselves in unanticipated situations based on past experience. Of course, the chicken and champagne will flow and the Melbourne Cup sweep is always entertaining.

Looking forward I am hopping we can once again meet for our Christmas meeting and get together and I anticipate it will need to be at an outdoor venue. We may, depending on club input, once again head for Erica as it provides a large under cover area where social distance could be maintained.

Parks Victoria has not forgotten us and is starting to think about how we may once again get involved in volunteering. Our club, under the leadership of Greg, has a proud history of working in our parks, as do many 4 wheel drive clubs. The limiting factor currently is the social distancing rules. With this in mind we may find ourselves in smaller groups working across multiple days on the same project. Our PPE may also be somewhat different to the norm. If there is one thing we should be used to it's change. We have all lived a long time so doing things differently should not be a problem to us. It may mean the 3 amigos are not be able to share a tent, which some club members may think is a good thing, considering the ideas that have been known to emerge from within. Then again maybe they could form their own bubble.

Until next time say sane and healthy.
Alan Harlow.

This month's cover; Land Rover 90 originally owned by Lois Rose



Land Rover Owners Club of Gippsland 2019-- 2020 Committee

President	Alan Harlow	0419 530 117
Vice President	Bob McKee	0407 963 176
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Webmaster	Alan Harlow	0419 530 117
Life Member's	Ray Massaro, Greg & Lois Rose.	

Stretched 2021 Range Rover Evoque Long-Wheelbase Is Coming

Two years after production of the second generation started, Land Rover is getting ready to extend the Range Rover Evoque line-up with a first-ever long wheelbase (LWB) model.

We've seen prototypes being tested in the open ever since earlier this year, and now they took to the Nurburgring for some more fine tuning.

Compared to the regular Evoques, the stretched variant features more space between the front and rear axles and longer rear doors. This will significantly improve rear legroom, a chapter in which the compact SUV has always struggled.

In addition to being more family friendly, it will retain the looks of its shorter sibling, albeit perhaps with a few minor touches, and will carry over the same features. The dashboard panel will continue to incorporate a digital instrument cluster behind the steering wheel, a tablet-like infotainment system in the middle and a third display for the HVAC. Premium materials will remain part of the offering, although we wouldn't be surprised if they launch more options for it.

Power will likely continue to be provided by the same engines as the standard Evoques, meaning gasoline, diesel and plug-in hybrid units.

It is still too early to speak about the availability of the model and particularly, if it will be limited to China or sold in global markets too, but we should find out more about it when it debuts, either at the end of 2020 or early next year.



Range Rover long wheelbase spied looking big and handsome

It's still around a year away from debuting. A new generation of Land Rover Range Rover is on the way. While the latest iteration of the iconic model should be plenty big enough for the majority of buyers, some folks are always looking for more room. For customers who really want to stretch out, these spy shots catch the long-wheelbase version under development.

Like in other glimpses of the next-gen Range Rover, it's clear that the designers are not overhauling the look of the new model. The body retains the classic upright proportions of past models. There are notable differences at the front where the headlights appear narrower. Looking at the exterior in profile, the portion of the hatchback below the rear glass seems rounder than the existing Range Rover.

The new Range Rover (along with the Range Rover Sport) rides on Land Rover's Modular Longitudinal Architecture. It uses a significant amount of aluminium to cut weight in comparison to the current underpinnings. The new platform also lets the next-gen Range Rover support a wide range of powertrains. The four exhaust pipes on this one lead us to believe it has a V8 under the bonnet.



The engine is likely a version of BMW's twin-turbo 4.4-litre mill. Diesel, plug-in hybrid, and eventually a fully electric set-up should be available, too.

There are no good images of the interior of the new Range Rover yet. Given the model's legacy, it's safe to expect luxury materials. To keep up with the latest premium crossovers, the next-gen model needs cutting-edge tech, too.

Current info suggests the next-gen Range Rover debuts in 2021, likely in the latter part of the year. Look for it to be on sale for the 2022 model year.

Land Rover Defender 2020 review: The Queen's favourite car just got a sleek makeover

We review the new Land Rover Defender – and the Queen would love it. The last original Land Rover Defender rolled off the assembly line in 2016, ending 68 years of continuous production. It was a sad day for fans of the no-nonsense vehicle that was driven by everyone from the Queen and Winston Churchill to explorers and farmers - and even parents on the school run. Towards the end of its life, the reality was that the Defender was a throwback. Noisy, slow and cramped inside, it was a heavy-duty drive. Despite its faults, it was quirky and durable, so when it came to designing an all-new Defender it was never going to be easy. Land Rover wisely decided not to create an evolution of the outgoing vehicle. Instead, it's a Defender for the 21st Century. It looks like nothing else on (or off the road), and fans of the original will be pleased to see familiar design elements. The car's boxy



profile is unmistakably Defender, with its distinctive bonnet and roofline, not to mention the spare wheel on the side-opening tailgate and the slim roof windows. Available as a three-door '90' or longer five-door '110' (which can seat six), at launch, buyers can choose between petrol, mild hybrid petrol and diesel engines, with a plug-in hybrid to follow. Bigger, more comfortable, more spacious and more refined than its predecessor, the new Defender has serious road presence and is also a pleasure to drive with surprisingly good road manners. Off-road it's what we've come to expect from a Land Rover. Whether it's rivers, slippery slopes, thick mud or steep descents and climbs, it's effortless everywhere. Of course, most 4x4s go through life without experiencing so much as a muddy field, but it's great to know that your vehicle can manage whatever is thrown at it - even if it's just for those extreme weather days when we're confronted with snow, ice and floods. Naturally, the new Defender is packed with the latest technology. Driver aids include automatic emergency braking (AEB), lane keep assist and traffic-sign recognition as standard, with blind-spot warning and rear traffic monitoring also available. The minimalist dashboard houses a slick new fully connected 10-inch Pivi Pro infotainment system, gear-shifter and essential buttons and dials (mainly for climate control and off-roading).

Well-built and as classless as ever, the Defender is one of those few cars that looks as much at home in Chelsea as it does in the Cotswolds.

The all-new Land Rover Defender is a worthy successor to its legendary automotive ancestor - a sublime blend of sophistication, supreme off-road capability, practicality and charm.

Canadian man forced to split \$5 million lottery jackpot with himself

A Canadian man has had the happy dilemma of having to split a \$5.39 million lottery prize with himself after accidentally buying two tickets in the same draw. Andrew Burke of Alberta, used the same numbers on two tickets into the local Lotto 6-49 jackpot, winning the entirety of the C\$5 million (A\$5.39m) jackpot. He found out about his luck when he visited his local petrol station where he bought the tickets. "The owner walked in and said 'what have you done Andy, have you broken my machine?'" Mr Burke told lottery officials. "The clerk then told me 'you've won \$2.5 million' - and I said she better check that other ticket, because it's the same numbers!" Mr Burke had been playing the same numbers for years, saying he also went with family birthdays. With his new-found riches he plans to tell his employer he is on "permanent vacation" and will use the windfall to finally plug the oil leaks on his aging Land Rover.

"At \$5 million, I think I'll give someone else a chance," Mr Burke said. "All I wanted out of the lottery was to be able to retire comfortably, keep up on the house, and have my Land Rover restored. I don't need anything else. "I have everything I need."

Britain's Best SUV 2020: Land Rover Defender

This year's Britain's Best Car Awards sees Land Rover's reborn off-road icon take top honours. Why the Land Rover Defender won: No other SUV can claim to be as versatile across such a wide price spectrum, nor as capable on the road as off it. As follow-ups go, replacing the Land Rover Defender was a Herculean task. The original, on sale in various forms for nearly 70 years, was an off-road institution and a British motoring icon. And yet its 2020 successor manages to blend the go-anywhere capability we've come to expect with the kind of interior refinement for which Land Rover has recently become known. It can legitimately claim to rival the Jeep Wrangler, Mercedes-Benz G-Class and Ford Ranger Raptor over the rough stuff, as we've discovered both here in the UK and in the deserts of Namibia, while its on-road manners and interior technology can compete with the best SUVs from premium brands like Audi, BMW and Mercedes.

Gaydon's decision to move from a traditional separate-chassis construction to a unitary one and replace articulating axles with independent suspension was controversial, but it has in no way hindered the Defender's ability to go just about anywhere off road. Simple yet functional electronic assistance allows 4x4 novices to keep pace with expert trail runners, while external cameras and sensors help drivers make short work of the trickiest terrain. Then, on returning to the asphalt, it's able to deal



with the daily grind in a relaxed manner that compares favourably with solely road-going SUVs. Air suspension and a composed ride let it eat up motorway miles, its rugged yet good-looking interior can take family abuse from morning till night and its infotainment - previously a stumbling block for Land Rover - competes with the class's best for usability and responsiveness. The Defender is also nothing if not versatile. Available in three-door 90 and five-door 110 forms, it can be equipped with your choice of five, six or seven seats, courtesy of a front jump seat or optional third row. The engine line-up extends from 2.0-litre diesels through mild hybrids and a straight-six plug-in hybrid approaching 400bhp. There's a Hard Top version for tradespeople and businesses, and don't forget the extensive trim line-up and options list, which cover an enormous price range. This is an SUV that can cater for basic needs, family life and the Chelsea tractor set as well as to those who want to be prepared for anything. It's easy to spot the family resemblance, with elements tastefully translated from the original Defender without making it a pastiche of old meets new. Land Rover has managed to bring it up to date, yet somehow it can look equally at home in a farm yard, waiting at the school gates or cruising along London's Sloane Street. It's comfortably among the most broadly capable cars in the world today, yet it should prove just as usable and enjoyable to live with for those with no intention of ever stepping foot off road. Ultimately, it's this unmatched versatility that makes the Defender our winner.

Cobden's Paul McPhee uses Land Rover to build chook shed

MEET "The Chook's Landy". When he was trying to figure out a way to build a new chook house, Cobden's Paul McPhee had a moment of inspiration — why not convert an old Land Rover?

Paul, who has lived on the 2ha property with wife Julie for more than 40 years, studied architecture at university and works as a building designer. One

of the main criteria Paul wanted to satisfy with a chook house was he wanted something movable.

"And the Land Rover just popped into my mind," he said. "We've got three old ones there, but the station wagon was perfect."

One of the features of Paul's chook "shed" is that rainwater is channelled from the roof into a drainpipe that runs down into the chooks' water container. There are four nest boxes in the back, and there is a hole in the floor to allow the chooks to



jump up and down from the car to the ground without having to leave their enclosure. A wood and wire skirt around the Land Rover protects them from predators such as foxes.

And when the chooks need fresh grass, the car is simply towed to a new spot. "I'm quite pleased with it, once the final result was achieved," Paul said. And he says someone has actually wanted to buy the two of his Land Rovers, including the conversion, to restore but Paul declined because "it would be too hard to have to replace my chook house".

News from Europe & The United Kingdom

The big question: Will we still be able to drive in 20, 30, 50 years?

FIVA (the Fédération Internationale des Véhicules Anciens or international federation of historic vehicles) poses the biggest question facing the historic vehicle community today: In 20, 30, 50 years' time, will we be allowed to drive historic vehicles at all? "We can't afford to be complacent when it comes to our future motoring freedom," says FIVA President Patrick Rollet.

"Congestion, pollution and road safety issues – all legitimate concerns – are contributing to the potential demise of motorists at the wheel of their own vehicles. Yet it's the historic vehicle that is most at risk, despite their almost negligible effect on pollution and congestion, and our excellent safety statistics – while generating significant economic, social and tourist benefits." ...and will there be people to drive them? "But it's not just a question of whether we'll be allowed to drive. Perhaps the even bigger question is whether there will be drivers to use them; or, with the advent of autonomous vehicles, are drivers becoming ever more 'historic' themselves?"

Why does it matter? "For the enthusiast, the answer is obvious," continues Rollet. "The pleasure we get from owning, maintaining and using our classics is beyond description, but there's a far wider social importance to keeping historic vehicles on our roads. They are part of our technical, scientific and cultural heritage (as the partnership between UNESCO and FIVA demonstrates) and the world would be a poorer place if such vehicles could only be seen in static museums."

What can be done? "The future of historic vehicles isn't simply that of used vehicles, but of recreation and pleasure; ownership isn't based on economics but on passion," states Rollet. "We see several simple steps to help us keep driving, 50 years from now.

"First, we must target the young. Clubs around the world are arguably in the last throes of a golden age, seeing a sad decline in new members because of the lack of younger people. Young petrol-heads still exist, but all they need to organise a gathering are a few Facebook messages: no road book, rally plates or fuss. Likewise, they use their informal network to find a mechanic or surf the web for parts, so why join a club? "Too many clubs ignore these profound technological and sociological changes, mismanaging their efforts to attract young people, to welcome them and satisfy their desire for informal, fuss-free events. Many clubs ostracise young-timers, both vehicles and members. They organise hidden outings, almost out of sight, whereas a display of historic vehicles offers a marvellous museum in movement – free of charge – to delight and fascinate passers-by.

"We won't renew our numbers waiting patiently for them to come to us because, like Godot, they will not come. We must change our habits: create a 'young' section in the club, run by a younger person, to design simple, dynamic and fun outings; ensure there are several under-40s on the main committee; enjoy the Vintage movement (fashion, accessories, etc.); organise free presentations at events – with commentary – for the public; team up with popular events run by others (planes and old cars, rail and yesterday's road...); exhibit at supermarkets or fairs, wherever there is an audience, especially young people.

We must show our vehicles.

“Next, we must tell a story, because every historic vehicle has a fascinating tale to tell, of much more interest to the general public than the cubic capacity or number of valves. “And it’s vital that we avoid being too narrow in our definition of historic motoring. You might only be interested in Vintage Bentleys, but please don’t criticise your neighbour’s passion for mopeds, or microcars, or buses, or customised American muscle cars in fuchsia with turquoise stripes. They’re all an important part of our history, our culture, and the rich diversity of classic vehicles on our roads. No one disputes the value of authenticity – and FIVA will continue to applaud it – but beware the risk of seeming elitist, when young people often want to own a historic vehicle simply because it is different: quirky, unique, even iconoclastic. “At a recent seminar, Michael Abele, in charge of social networks at Mercedes-Benz Classic, proposed an answer to the authenticity-vs-inclusiveness debate. Indicating a 190E with big chrome wheels and low-profile tyres, he suggested, ‘Don’t criticise; respect. Listen... and then educate’. Very wise advice.

“Finally, and above all, keep enjoying your motoring, and communicate that pleasure to others, because it’s down to us, as individual enthusiasts, to ensure we don’t lose the right and the ability to drive on the roads 50 years from now.”

AOMC News October 2020

California to Ban Gas Powered Cars by 2035.

California Gov. Gavin Newsom signed an executive order Wednesday that will ban the sale of gas and diesel-powered passenger vehicles in the state by 2035, in the most aggressive legislation to fight climate change taken by any state in the U.S. Key Facts: The executive order requires all new passenger vehicles sold in California to be zero-emission, which includes battery-powered electric cars, vehicles that run on hydrogen fuel cells, and plug-in hybrids that still use some gasoline or diesel in addition to electricity. The decision is likely to face pushback from the Trump administration, who is already battling California in court over the state’s authority to set auto emissions rules that are more strict than current federal standards, though at least four major car manufacturers have agreed to California’s tougher restrictions. Under the new order, residents would still be able to own gas-powered vehicles, and sell them on the usedcar market. Transportation causes over 40% of the greenhouse gasses emitted in California, more than any other sector—and the state says banning new gas-powered cars and trucks could drop greenhouse gas emissions by 35%. Similar legislation has been taken up 15 countries, including the U.K., France and Germany. “For too many decades, we have allowed cars to pollute the air that our children and families breathe. You deserve to have a car that doesn’t give your kids asthma. Our cars shouldn’t make wildfires worse — and create more days filled with smoky air. Cars shouldn’t melt glaciers or raise sea levels threatening our cherished beaches and coastlines,” Newsom said in a statement. Republican state Sen. Shannon Grove called the executive order “legislative malpractice” in a tweet, adding “the Governor continues to alter the course of our states history by executive order without the approval of the California Legislature.” The 2020 California legislative session adjourned on Aug. 31. California has a long history of promoting zero-emission vehicles. In 2012, Former Gov. Jerry Brown ordered state agencies to work toward a goal of putting 1.5 million zero-emission vehicles on California roadways by 2025. In 2015, he signed a non-binding agreement with 12 other North American and European governments, with the goal of making all new passenger vehicles sold in California zero-emission by 2050, according to the Sacramento Bee. California already has the country’s biggest market for electric vehicles, with about 750,000 currently on the road. Newsom’s announcement comes amid devastating wildfires that have been burning across California for over a month and have taken at least 25 lives.

AOMC News October 2020

Covid Hardship - What Hardship?

The following article was published in the Federation of British Historic Vehicle Clubs September newsletter, and puts the constraints on our normal lives under Covid 19 into historical perspective. The FBHVC Communications Director Wayne Scott came across it via a WhatsApp chat group

Imagine you were born in 1900. At 14 years old, the First World War breaks out and runs until you have your 18th birthday with 22 million dead around the world. Soon after that and in time for your 20th birthday, a global pandemic of Spanish Flu strikes with 50 million dead by 1920. By the time you celebrate your 29th birthday, a global recession breaks out, the New York Stock Exchange collapses and millions suffer in poverty and famine. Riding on the back all of this, when you turn 33, the Nazis come to power in Germany. Just before your 40th birthday, World War 2 begins and by the time you are 45, some 60 million have been killed in that conflict, plus 6 million Jews. When you are 52, the Korean War begins and when you are 64 the Vietnam War breaks out and lasts until you are 75! Not to mention the Cold War which probably outlasted you altogether. The point is, today we live in relative peace and comfort. We have many tools, technological advances and medicines to help us. So, if we need to wear a mask and stay at home where we have food, electricity, running water, radio, TV and WiFi, we should appreciate that thankfully all this bears little resemblance the hardship encountered by some of those previous generations that ‘saw it all’ in their lifetime. They suffered so much, yet still came out fighting to change the world and make great advances for the betterment of all, especially in the automotive and aviation fields. So, if ever you find yourself frustrated, angry even, at not being able to attend your favourite historic vehicle club event or venue. If you feel bereft of the freedom to meet up with like-minded friend and wander around autojumbles, then pause. Stop and remember the person born in 1900 and be inspired to find the strength, patience and tolerance to cope with the present situations’ challenges. Just as those previous generations fought for a better life, so we will come out fighting to return to our previous way of life and to once again enjoy the collective use of historic vehicles and the camaraderie they bring. We will get back to it, patience is required, but normality will return through collaboration and support for one another.

Mallacoota Cup Week Trip

Assuming the restrictions allow, the Mallacoota Cup Week Trip will be taking place.

We have been in contact with the Mallacoota C/park and have sites 606 - 615 set aside for us.

The park does not require a deposit but early booking is advisable.

We have booked site 610 for 7 nights from Thursday 29/10 to Wednesday night 5/11. The park has asked that everyone make their own booking.

Powered sites will be \$47.00 (peak rate) for Friday through to Monday night. Other nights will be \$26.00 off peak rate.

Unpowered will be \$37.00 peak rate and \$18.50 off peak.

Based on past restrictions you will need to be fully self-sufficient, that is have your own shower and toilet. Once confirmed an email will be sent to all club members requesting you make a reservation at the park. For those without email please give Rod a Call on 0351 342 575 for advise on booking info after the restrictions have been lifted. For those who do make a reservation please advise Rod via email, or a call, so he has an idea of the numbers attending.

Contact Rod Catchpole 0351 342 575.

With the start of another club year, Greg Rose takes a look back at how it all started.

The early years of the Land Rover Owners' Club of Gippsland

By Greg Rose

In 1994 Ray Massaro thought about starting a club for the benefit of his Massaro Motors Land Rover customers and local Land Rover owners. Ray contacted Land Rover customers and invited them to a social evening at the Italian Australian Club in Morwell. That event took place at 7:15, Tuesday the 9th of August 1994. It was a very pleasant night, lots of yarns, a couple of speeches, nice food and drink.

On the night an interim executive was formed. Those people met again at Massaro Motors on the evening of Thursday the 11th of August. At the meeting, chaired by Frank O'Neil, who was to be the first club president, the foundations of the club structure were laid.

Ray had discussed the formation of a Land Rover club with Owen Peake, who was at the time area manager for Land Rover.



Ray realised that there was a wide range of four wheel driving skill levels among the people who would join the club, from very experienced to never having used the vehicles in the bush. With Owen's help Ray arranged for people who had attended the original social night, to participate in driver training at the Anglesea driver training facility. The driver training day was held on Sunday the 18th of September. The instructor was Adrian DeJardin assisted by Owen Peake. The no cost day was extremely successful with skill levels improving dramatically on the often soggy tracks, slopes and water crossings. Everyone enjoyed an excellent lunch and future club members got to know each other.





The first full meeting of the Land Rover Owners Club of Gippsland was held at Massaro Motors on Monday the 3rd of October. There was considerable discussion about the name of the club. Finally, the name Land Rover Owners' Club of Gippsland was decided on, as it identified the geographic location of the club and the fact that while owners of any brand of 4x4 could join, the primary focus was to be on Land Rovers.

The first club trip was run by Lois and Greg Rose on Sunday the 23rd of October. Club members met in the main street of Maffra at 10:00 a.m. and headed to the hills to the north and the Avon River area. The weather was kind and the day was a



great success. Ray used the lunchtime break and a tricky section of river crossing to demonstrate the difference lowering tyre pressures would make to vehicle progress.

The vast majority of club members at that time had Discoverys, with a mix of two and four door cars, a few were V8 petrol but most were diesel. There were some Range Rovers and only a couple of Defenders. After the first trips many of the showroom standard vehicles began to have bull bars, snorkels, upgraded suspension (Bilstein shock absorbers were very popular) and better tyres fitted.

In the first two years of the club there were regular trips. Some of the places visited were further exploration of the Avon River area tracks, Billy Goat Bluff Track, Grant and Talbotville, Crooked River Track, Bulltown Spur Track, Ben Cruachan and Golden Point, Collingwood Spur. Mayford and Blue Rag Range were destinations on Charlie Calafiore's first Dinner Plain weekend. Some of the trips had catered lunch provided in the bush.

Meetings were held at Massaro Motors in the small meeting room off the showroom. Due to the numbers attending the room was usually filled to capacity and people sat in the doorway and into the showroom. The club was affiliated with the Victorian Association of Four Wheel Drive Clubs (now Four Wheel Drive Victoria) and Association representatives visited a few meetings. There was no formal arrangement for pre meeting meals, however, the eatery of choice was Angelina's Restaurant in Morwell. Newsletters were two or three typed pages that Greg Rose would photocopy at his work.

Over the years the club has seen many changes. From the early years when nearly all the vehicles were new product, within the membership now, just about every year and model of Land Rover is represented. The new Land Rover products have technology not even dreamed of in 1994. The club continues to have the support of the Gippsland Land Rover dealership even with changes in ownership and location. The current world situation has resulted in the suspension of meetings and trips. Hopefully we can all get together once the situation has been resolved and the club can look forward to a long future.



Land Rover's new Land Rover

Listening to Shaun Johnson's recent LROCV Zoom presentation on the new Land Rover Defender got me thinking. This is a vehicle that is so different to the Defender that it replaces, from the totally different body style to the array of electrical wizardry available to the driver. All this change reminded me of when the Land Rover 110 was released.

Land Rover's new Land Rover. That's what all the promotional material hailed the Land Rover 110 as when it was released at the Geneva Motor Show in March 1983. The name badge said Land Rover 110, but it was simply known as a One Ten. (The wheelbase was 110")

As much as the new Defender is more related to the Discovery than the out-going Defender, in some ways the 110 was more related to the Range Rover than the Series 3 Land Rover. The 110 had an all new chassis which carried the Range Rover style of coil spring suspension, the track was wider, (the same as the Range Rover's), it had disc brakes on the front, but unlike the Range Rover, it only had drum brakes on the rear. However it did have a Salisbury type differential in the rear.

The 110 was similar to the Series 3 in the body style, albeit with a one-piece windscreen, which Land Rover claimed was 25% bigger than the 2 piece Series 3 screen. The flush frontal panel used on the Series 3 Stage 1 V8 was freshened up, and was now, also used on the 4 cyl models. Because of the wider track, deformable 'eyebrows' were added to the wheel arches.

Better seating, a new dashboard with a neater instrument panel, new roof and door linings, a new high output heater, and a new 4 spoke steering wheel embossed with 'Land Rover' all helped to make the interior more car like than it had been in the Series 3. Power steering and air conditioning were available as an option. However, sliding windows were still used at the launch.

Some of the items carried over from the Series 3 to the One Ten, were the engines. The 4 cylinder 2¼ litre petrol and diesel engines (slightly improved and now renamed as the 2.3 litre), as well as the 3.5 litre V8 were offered. The V8 was given the 4 speed, permanent 4 wheel drive LT 95 gearbox, as used in the Stage 1 V8 Series 3. The 2.3 litre 4 cylinder engines were given a 5 speed LT 77 gearbox and LT230 transfer case, these could be ordered with or without permanent 4 wheel drive. When the 110 was released in Australia, we had the choice of the 3.5 V8 engine or the Isuzu 3.9 litre 4BD1 diesel engine, both had the 4 speed LT 95 gearbox.

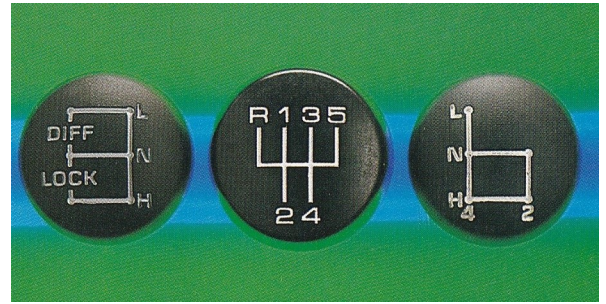
Land Rover claimed that the research and development work had been sped up by the use of the latest design technology, this meant Computer Aided Design (CAD) co-existed with the designer at the drawing board. Initial work on the One Ten had begun in 1976. Over 80 prototypes were built, and Land Rover claim that they covered more than 1,000,000 miles of testing.

Driveability of the 110 compared to a Series 3, was similar, I imagine, to the new Defender being compared to the outgoing Defender.

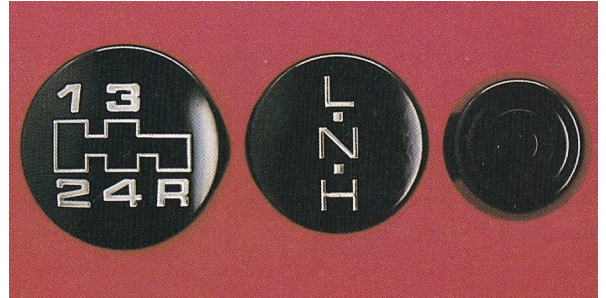


While we are comparing, let's have a look at the One Ten compared to the new Defender.

	One Ten	New Defender
Wheelbase	110"/2794mm	119"/3022mm
Overall length	4580mm	5018mm
Width	1790mm	1996mm
Height	2035mm	1967mm
Tare weight	1906 kg	2384 kg
Gross vehicle weight	3050 kg	3165 kg
Wading depth	500mm	900mm
Ground clearance	215mm	291mm
Approach angle	50°	38°
Departure angle	35°	40°
Turning circle	12.8 mt	12.84 mt
Engine- diesel	2.286 lt 45 kw/ 60 bhp 140 nm	2.0 lt 177 kw/ 240 hp 430 nm
Engine-petrol	Vee 8 3.528 lt 85 kw/ 114 bhp 251 nm	plug-in-hybrid 2.0 lt 297 kw/ 404 hp (300 hp petrol engine) (104 hp electric motor) 640 nm



Different gear change layouts of the One Ten



New standard Coil springs 5th gear Front discs Restyled interior Improved steering Climbs 1:1 Reduced turning circle Increased payload Aluminium Body



What do these three things have in common you may ask, well after spending some time at home due to the current Covid 19 debacle I deduced that they must have had a pandemic in 1884 forcing learned minds to be locked up at home with nothing better to do than think of ways of confusing the yet to be thought of mechanic. Firstly, the BA thread - The design was first proposed by the British Association (the British Science Association is a charity and learned society founded in 1831 to aid in the promotion and development of science) in 1884 with a thread angle and depth based on the Swiss Thury thread, it was adopted by the Association in 1903.

Not content with the Whitworth thread, where the size on the spanner bears no relation whatsoever to the opening of said spanner, unlike the US where it's A/F (across flats measured in fractions of an inch) they came up with BA (some say bloody awful) where the size (just to make it more confusing) is in Gauge – The larger the number the smaller the thread, from 16 (small) to 0 (large), still with me? To make it just a little more difficult they opted for a thread angle of 47.5 degrees, not 46 or 48 with a radius top and bottom that was to be 0.1808346 of the thread pitch, which was in millimetres! Determined by a factor proportional to a power of the logarithm to the base 10 of the thread pitch in millimetres. Confused? I am!

This gave you such classics as the once common 6 BA with a thread pitch of 47.185 TPI (Threads Per Inch or Totally & Permanently Incapacitated if you have too much to do with them!) and an outside diameter calculated by the aforementioned logarithm (based I think on the length of a dead Dingo's donger at 32.6 deg C!) of 0.1102" – try setting your lathe to make one of these!

British Standard Fine (BSF) - Lacking a fine thread standard and with the coarser Whitworth form liable to come loose with vibration the British opted for a fine thread form based on the American National Fine thread (later to become Unified National Fine, UNF) again with a radius top and bottom, this makes the bolt stronger due to less stress points in the thread but more difficult to produce correctly, the Yanks just used a bigger bolt if this was a problem! What the Poms did though was alter the pitch (TPI) so that none are interchangeable! Unlike Whitworth and UNC where at least most will interchange.

British Standard Cycle (BSC) is a British Imperial screw thread standard. Unlike other major British imperial thread standards (British Standard Whitworth and British Standard Fine) the thread runs at 60 degrees rather than 55 degrees angle. All sizes 1/4 inch and larger use 26 threads per inch, similar to 1 mm ISO threads, which are 25.4 per inch and also run at a 60 degrees angle. It was originally used with both bicycles and motorcycles. Now believed to be obsolete in motorcycle manufacture, in the bicycle industry it is still found on virtually all bottom bracket threads and the wheel axles of low-end models manufactured in China.

British Brass Thread is an imperial unit-based screw thread. It adopts the Whitworth thread form with a pitch of 26 threads per inch and a thread angle of 55 degrees for all diameters. It is often wrongly called British Standard Brass but is not actually covered by a British Standard. The reason for adopting 26 TPI is brass tube has a relatively similar wall thickness irrespective of the outside diameter of the tube, therefore as BSW thread depths are determined by the threads per inch, a lower TPI would reduce the strength of the tube or cut right through it. Brass tube threads can be confused with the afore mentioned British Standard Cycle thread, one of which that is most common is also 26 TPI. The difference being the thread angle of the British Standard Cycle is the same as the metric thread angle of 60 degrees. Nominal sizes are usually in the range 1/8 to 2 inches.

We then have anomalies such as those perpetrated by MG and Morris. When WW1 arrived quite a few firms in France swam the channel to the UK to get away from the Kaiser. One firm was 'Hotchkiss Et Cie', (excuse my French) an armament company who made guns. Morris found them work after WW1 making the engines for his cars, but as the company had its own thread system, an early METRIC system, so that the average UK garage mechanic spanners would fit, they put Whitworth sized heads on the nuts, bolts and set screws. Confusing us today we find our BSF and Whitworth spanners and sockets fit the hexagonal heads on the XPAG engine, but the threads are not either. Other MG's that use these Hotchkiss metric threads are the TA, TB, TC, TD, TF, VA, SA, WA, YA, YT, YB. The equivalent Morris and Wolseley engine obviously use them as well, (Morris Ten/4, Ten Series 'M', Twelve and Sixteen, Eight Series E, Wolseley Twelve, Eight and Ten/4 to mention just a few.)

In the late 1960's, when even the U.S. was thinking of going metric, the giant BSA corporation decided it was finally time to scrap the 19th Century Whitworth-based system, and switch to American. Given they had lots of money invested in tooling, the switch wasn't made suddenly (or completely), so bikes and cars from the late '60's and later had a mix of all sorts of thread forms. Typically, engine internals (e.g. the thread on the end of a camshaft) stayed with whatever form it used to have, while simple fasteners (e.g. holding the mud guards on) switched to UNF.

Then of course we have British Standard Pipe (BSP) etc, etc.

Thank god for the Metric system, even if I can never find a 10 mm socket!

Leigh Shields.

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