

## Quick Discovery Trip To Alice Springs and Back.

Mal Trull, our Alice Springs based LROCG member relocating to Gippsland, and I had a plan.

In essence the idea was to do a quick trip to Alice Springs to collect the last of Mal's belongings that were not suitable for the removalists to deliver, and his two vintage Austin 7 cars. We would travel to the Red Centre in his 2004 Td5 Discovery towing a large car trailer. In Alice we would load that trailer and collect his 1991 V8 three door Discovery and another already loaded larger car trailer and then travel back to Stratford. Easy.

With comments like: "don't call me when you break down" and "call me when you need towing, I could do with some time off work!" we left Stratford mid morning on Thursday the 28th of September. What we hadn't factored into our plans was travelling to South Australia nearly all accommodation was taken by thousands of excited Adelaide Crows fans. Full of anticipation, because they knew the Grand Final was theirs, they packed the highway, wayside stops, MacDonald's Restaurants and all available motels, caravan park cabins, onsite vans – there was no room at the inn. We got the last hotel room at Great Western, home of Seppelts Great Western wines.

The Friday was even worse with the highway a steady stream of Crows fans who were ultimately destined to be bitterly disappointed. We stayed with friends in Nuriootpa; they were travelling with us up to Alice Springs in yet another Discovery 1. We were tempting the Gods of British Machinery even more.

The drive to Alice Springs was uneventful and we arrived after lunch on the Sunday. We were in time to see a little of that other funny "football" game in which a Melbourne team soundly defeated some cowboys from up north somewhere.

Over the next couple of days we did some socialising, Mal catching up with friends before finally completing his relocation to Victoria. For the interest of those who he has helped out, we had breakfast with Neil Sutton from Sutton Motors Land Rover. He arrived in his bush exploring Tdi Discovery 1. The vehicle is stripped of all interior lining, carpet, etc. Even the side widow glass has been replaced with thin sheet metal.

The trailers were carefully packed, the little Austin 7s were securely strapped down and the Discoverys given a quick look over and fuel up. We picked a UHF channel so we could stay in touch in case of problems. I'd even packed my satellite phone "just in case".

With the loads we travelled at about 85 to 90 kph most of the time. The Td5 auto handled the hills well but I was doing a lot of gear shuffling with the V8. We had planned to do shorter days on the way home but with everything going well our first day saw us in Coober Pedy in time for a splendid pizza dinner. The only issue we had was with the cover we had tied over one of the cars. A few kilometres out of Alice Springs it ripped apart. With the tangle of white cloth and rope it looked like a parachutist had crash-landed on the trailer.

From Coober Pedy we did a long day to Nuriootpa where the other Discovery 1 had arrived a couple of hours before us, also with a faultless run. The next leg was to Ballarat. The Western Highway was probably the most nerve wracking part of the journey with trucks overtaking us regularly. We got on the road at 5:45, negotiated the Melbourne traffic, over the Westgate, through the tunnel and back to Stratford by 11:00 a.m.

Both Discoverys had performed faultlessly. We had no issues with tyres, overheating, gearboxes, seals leaking oil, or any of the other calamities our non Land Rover owning friends had predicted. Fuel use, although high, was not excessive for the loads we were towing. It's nice when a plan works!

Greg Rose.



## Cooma Land Rover's 70th Anniversary Easter 2018.

Cooma events and accomodation are apparently booking out quickly. The text below is from the Cooma Committee. A celebration of 70 years of Land Rover Vehicles. Enthusiasts will flock to Cooma NSW to enjoy 4 full days of everything Land Rover whilst savouring the delights of the Snowy Mountains Region. Day trips through the beautiful region, camping, BBQ's and entertainment plus a formal Gala Dinner & Land Rover vehicle exhibitions and terrapod displays are just a few of the highlights on offer.

To attend any of the events in the Land Rover 70th program you must be registered - \$40 pp  
Bookings for camping at the event site and for the official functions are limited and will book out quickly.  
For all the information about the event go to [www.landover70thcooma.com](http://www.landover70thcooma.com)  
Cheers, Snowy Monaro Regional Council & Land Rover 70th Committee.

### Parks Victoria / LROCG Joint Project.

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

History.

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

Tasks.

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

On Site Inspection June 2017.

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

November 2017.

Monday the 20th, Tuesday the 21st and Wednesday the 22nd of November are the dates for the Horseyard Flat volunteer work.

Accommodation will be at Surveyors Creek camp. Cabins, hot showers, flushing toilets, dining area, kitchen, lounge, etc.

Meeting Point and Time, Licola Store, 9:00 Monday the 20th.

Tasks. Planting of young trees indigenous to the area in rehabilitation zones. Construction of three or four concrete fire rings. Assembly of four picnic table and seat sets. Some fencing. Erecting new signs. Rehabilitation of old fire scars. Grass cutting.

Finally.

Currently we have fifteen volunteers booked in. We can always use more people. It would be excellent to have some of our newer members come along. There will be more detailed information as the event gets closer. For more information or an offer to volunteer talk to Greg at a club meeting.

### Parks Victoria Volunteer Dates for 2018.

Over the past few years a feature of our club has been the volunteer work we undertake with Parks Victoria. We made a commitment to work with PV on two multi day activities per year. These ventures have been very successful. We have accomplished some great things and made lasting improvements to the Alpine National Park while having a fantastic time in the bush.

On behalf of the club I recently met with Parks Victoria Team Leader Sarah Noonan in Heyfield. These events have to be planned well in advance so that PV staff and budgets can be put in place.

The dates set for 2018 are:

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

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

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

A new feature of the volunteer work from now on will be the gradual implementation of ParkConnect so that our records are kept digitally rather than on paper as we have been doing. For further information on our work with Parks Victoria talk to Wayne Foon or myself at a club meeting. I would also like to have another club member or two who are able to attend some of the planning sessions and get to know how the system works. The downside is that the meetings take place on weekdays. Give it some thought.

Greg Rose.

For Sale ;

Land Rover Discovery 3 TDV6 S, 2006 (manufactured June 05), Auto, 7 seat, Zambezi Silver (body in excellent condition), Land Rover in headrest DVD dual players with wireless headphones, RACV battery (10 months old), Major (300,000) service done 11 months ago costing \$3000, new roof rails and side steps. Vehicle was running well, have had no issues until it would not start after stopping on way back from Melbourne. Mechanic not positive what is wrong, but has tried changing starter motor and that was not an the issue. As I'm in my mid seventies, I have decided to sell it as is and get something smaller, and thought I would see if anyone in the club would like it. Registered, 1CH-1GP, until 15 Jan 2018. \$8000 ono, located Westbury (near Moe).  
Contact Roger Watkin 0427 175 716



## Wildflowers Trip. Briagolong State Forest, Sunday the 22nd of October, 2017.

### Participants.

Greg and Lois Rose, Trip Leaders, Discovery 4, Ian and Jenny Webb, Discovery 4, Rod and Loris Catchpole, Discovery 3, Peter and Tom Johnson, Hilux, Ted and Shirley Allchin, Discovery 2, Shaun Johnson, Amy Johnson, Ben Johnson, Siobahn Walker, All New Discovery, Mal Trull, Tail End Charlie, Discovery 2.

At the second attempt, we managed to run the trip north of Stratford, to look at a rare species of boronia. The trip on the original date a month earlier was postponed due to forecast damaging winds in the area. A wise decision as gusts in excess of 120km per hour were recorded.

Weather conditions on second date were much better. The seven participating vehicles left Stratford shortly after ten. It was great to have Jenny and Ian Webb and Mal Trull on their first club trips. Mal was in his well set up Discovery 2 and Ian and Jenny using the trip to get some ideas for setting up their Discovery 4 for touring.

Our route took us through farming land with remnants of the red gum forests that were once home to the Briakoolong people. Via a series of forest roads we came to Insolvent Track and continued north to the wildflower colony at Mt Difficulty.

The boronia galbraithiae is also called aniseed boronia, for the scent produced if the leaves are crushed. The plant is very rare and only grows in two locations in the area with a total population of less than one thousand plants. The plant grows to approximately 800mm tall and has a pink bud which develops into a small white flower tinged with pink. This species favours altitudes of around 500 metres. This year the plants are showing signs of stress from the very dry winter and the spring flowering is not as extensive as in past seasons.

The flower colony site was our morning tea spot. From there onwards the Department of Environment, Land, Water and Planning crew from the Briagolong Work Centre had graded the track. The surface was smooth but the dust was very thick. Our convoy spread out and Shaun discovered that black was not a good vehicle colour in dusty conditions. The distance between vehicles in the hilly terrain with twisting tracks tested our UHF range too.

In keeping with the easy pace of the day we had a long picnic lunch break at Shadys Place picnic area off the Freestone Creek Road. The tall rocky cliff face running down to the opposite side of the creek made a great backdrop for some interesting conversations.

After lunch we continued along Freestone Creek Road. We even encountered a short section of bull dust. For Mal, recently moved back to Gippsland after many years in Alice Springs, this was like being back in Central Australia. The dusty conditions and stressed plants coupled with dry water courses and low water levels in major creeks point to a very bad fire season unless the area receives significant late spring rain.

Using Bullock Head and Tower Link Roads we arrived at Mt Moornapa. There is a major combined communication and fire observation tower at the summit. We had an extensive discussion about communication options at the car park. The talk by Greg, Shaun and Ted, covered satellite phones, UHF radios and appropriate antennas, HF radios, mobile phones, EPIRBs and GPS linked tracking and emergency devices.

Descending from Mt Moornapa via Bonus Spur Track allowed us to use low range for the first time. This prompted more conversation on the hill decent control in various vehicles and terrain response modes. It is useful to have Shaun along on these trips with his Land Rover Experience skills and expert advice.

Our convoy arrived safely back in Stratford around three thirty. None of the Land Rovers had embarrassed themselves in front of Peter's Toyota Hilux.

Thanks to all the folk who came along. It was a very pleasant stress free day in the bush. I'm sure the proprietors of various Gippsland car washes will be happy too, as we all try to wash off the dust.

Greg Rose.







Hoody says ;  
I have a few jokes about unemployed people but it doesn't matter, none of them work.  
I can't believe I got fired from the calendar factory, all I did was take a day off.  
Did you hear about the guy who got hit in the head with a can of soda ? He was lucky it was a soft drink.  
I'm reading a book about anti-gravity. It's impossible to put down.  
I wasn't originally going to get a brain transplant, but I changed my mind.  
Don't spell part backwards, it's a trap.  
ebay is so useless. I tried to look up lighters and all they had was 13,749 matches.

### The first military Range Rover

The Range Rover's potential for military application was identified at a very early stage in its development. In fact, engineering prototype number 3 (100/3), the first to have a production-style body, was modified with a mock-up military conversion as early as July 1970. At the same time, the Range Rover's unique capabilities were also noticed at Farnborough, when a demonstration of one of the Velar prototypes clearly impressed both pilots and ground crew. With a powerful 3.5 litre V8 engine, permanent four wheel drive and long travel coil sprung suspension, the Range Rover offered unparalleled off road ability and a 100 MPH top speed with which to reach airport accidents quicker than ever before. An order was soon placed with Rover to provide an ambulance and two fire tenders for assessment as airfield emergency vehicles. Production vehicle number 3 (chassis # 35500048A), finished in Sahara Dust, was taken from the line towards the end of August 1970 and sent to Wadham Stringer near Portsmouth for conversion to a rapid response medical vehicle. Wadham Stringer already had experience in the conversion of standard family saloons, such as the Austin 1800, to ambulance specification and a simple design for the standard 100 inch wheelbase Range Rover body configuration was drawn up. The conversion was straight forward and completed in less than two weeks. The rear bench seat was removed to enable a single stretcher to be situated along the near side of the compartment. The front passenger seat was rotated through 180 degrees so that a medic could sit rear-facing and attend to a patient on





the stretcher. An additional single seat was installed directly behind the driver to accommodate a second medical attendant. Finally, the vehicle was painted white and adorned with a simple roof pod upon which a blue beacon and two-tone siren was situated.

Upon completion during the first week of September, chassis number 48 was taken to a location on the new A3, which was still under construction, and amongst the lunar-like chalk cuttings, was photographed for Wadham-Stringer's archives. A few days later it was returned to Rover, where it was registered as ELA 830J under the ownership of the Ministry of Technology. By Monday 7th September, it was in service at the 1970 Farnborough Air Show, and until Thursday of that week it was used and photographed in order to assess its potential for the MOD.

Although the vehicle's on and off road capability was applauded, some concerns were voiced about the limited interior space offered by a standard Range Rover body. Subsequently, the Special Projects Department at Rover developed a ten inch extension to the Range Rover chassis design, and Wadham Stringer used this to build a new prototype ambulance (fitted to chassis number 35500010A) with a substantially larger two-stretcher body. This configuration eventually came into full production. Despite ELA's design being rejected, the vehicle itself was dispatched to the Government Sales Department on February 7th 1971, and then to the Ministry of Aviation on April 5th, who eventually sent it to the medical facility at Boscombe Down, Salisbury. At Boscombe Down, ELA was used for parachute recovery and airfield medical emergencies. Although it has been very difficult to obtain information about ELA during this period, it must have been a useful vehicle as it was kept on the fleet for fifteen years covering 130,136 miles during that time. Eventually, ELA's military career came to an end and she was sold at the Bristol and West Car Auction on April 15th 1985, to a company which specialised in corporate paint ball games. Within a few days, ELA had lost her gleaming white coach work to a professional camouflage make-over. Over the next few years, ELA was used to transport luggage from Bristol to a 1200 acre estate near Taunton where Combat Zone Ltd operated. Occasionally, ELA was used as an ambulance to transfer wounded combat players to the Musgrove Park Hospital, and on one occasion ELA was stopped by the police on the M5 and the driver was reprimanded for still having a blue beacon on the roof. A khaki sock was placed over the beacon and it remained there for several months!

After seven years with Combat Zone Ltd, ELA had gained numerous battle scars. However, it was whilst driving through a gateway on the estate, that ELA hit a pot-hole, broke her rear O/S spring and was eventually laid to rest in a nearby yard. Several months later, a nearby Land Rover enthusiast heard about a rough old Range Rover which might be for sale, and made enquiries. In May 1991, ELA was sold and transferred a few junctions up the M5 to Clevedon. At this time, ELA's fate swung precariously in the balance, as her new owner intended to cut and weld her into a hybrid trialer. By some luck, however, he soon realised the significance of her very low chassis number and decided not to take the gas torch to her after all. For the next four years, she remained untouched in a lock-up and was eventually, and with some reluctance, advertised for re-sale in the local free-paper.

By another stroke of luck, a trustee of the Dunsfold Land Rover Trust noticed the advert and drove through a cold January night of 1995 to view the vehicle. ELA was bought and towed away by a slightly older Velar sister (chassis # 35500016A) to a secure compound at the Dunsfold premises in Surrey. Three years later, in February 1998, I first set eyes on ELA. As an owner of a Range Rover Velar prototype, I had visited Brian and Phil Bashall at Dunsfold to buy a fire damaged prototype aluminium bonnet. However, upon seeing and recognising ELA 830J, I found myself imagining her rebuild, but soon dismissed the thought in view of her very advanced state of disrepair. During a second visit to Dunsfold, however, I could not resist the temptation, and with the encouragement of my wife (!), I bought ELA for restoration. On April 14th 1998, I towed ELA 143 miles back to her home town of Solihull after 28 years absence.

I have completely striped and rebuilt the rear chassis and steel body shell of ELA 830J. Rear cross member, sills, A posts, lower B posts, rear wheel arches, bulkhead toe board and chassis mounts have all been replaced. I am still researching ELA's history and if anyone can shed further light on her past (no matter how insignificant), I would be delighted to hear from you. I would also be very interested to hear if her two sister vehicles, the prototype fire tenders ELA 831/ 832 J (possibly chassis # 35500053 and 54), still exist. I also wonder if anyone can shed light on the fate of engineering prototype number 3 (chassis # 100 /3; A LHD RR originally finished in Lincoln Green) which was last seen in 1971 with camouflage paintwork and bearing the registration AGN 316G.

From the internet.



ELA 830J at the 2003 classic Car Show at the NEC Birmingham

## TDV6

### Land Rover 2.7 litre TDV6 engine

The 2.7 litre (2720 cc) V6 'Iion' engine is a member of the **Ford Duratorq** family of engines and was designed by Ford engineers at their Dunton and Whitley product development centres. It is called the **AJD-V6** by Jaguar, the **TDV6** by Land Rover and the **DT17** by PSA Peugeot-Citroën. In October 1999 Ford and PSA extended their diesel engine joint-venture to include this **Euro 4** rated V6 engine.

This V6 diesel engine utilizes a 60° V configuration. The Land Rover version has a single turbocharger of a larger capacity than the twin-turbo design. This is to improve the engine's low-speed torque range for off-road and towing applications. It is also fitted with a very large, engine driven cooling fan to support low speed, but high load driving such as those that may be encountered in desert conditions. Other changes made to the Land Rover version of the engine over the Ford/Jaguar/Peugeot versions include a deeper high-capacity sump with improved baffles to maintain oil pressure at extreme off-road angles and multi-layered external seals to keep out dust, mud and water. The engine is produced in Ford's Dagenham engine plant.

Details below are with regards to the **Discovery 3 version** of the TDV6 engine.

**Engine Codes:** 2.7 LR-TDV6

**Layout:** 6-cylinder, vee configuration

**Block/Head:** Compacted Graphite Iron (CGI) / Alloy

**Valves:** DOHC, 24 valve, Drive unknown as yet

**Capacity:** 2,720cc (166 cu. in)

**Bore x stroke:** 81mm x 88mm (3.19in x 3.46in)

**Compression ratio:** 18:1

**Fuel injection:** Common rail injection

**Induction:** Single Turbocharger

**Power:** 190 PS (187 hp/140 kW)

**Torque:** 325 lb ft (440 Nm) @1900rpm

**Production:** 2004-present

**Used in:** Land Rover Discovery 3, Range Rover Sport.

### Land Rover 3.0 litre TDV6 engine

In 2009 a larger capacity **Euro 5** rated version of the TDV6 turbocharged diesel engines were introduced in Jaguar Land Rover vehicles. The TDV6 Gen III is a 3-litre design. As with the previous TDV6 engine, the block is made from compact graphite iron. The common rail injection system includes 2000 bar rated injectors. Emission is reduced via common rail injection, exhaust gas recirculation, and diesel particulate filters.

The parallel sequential system uses only the larger variable geometry turbocharger when engine is running at low RPMs.

Once the engine has reached 2800 rpm, the smaller fixed turbocharger is used to push boosted air to the intake port of the larger turbocharger, before the boosted air from the smaller turbocharger is redirected to intercooler 300 milliseconds later, when the smaller turbocharger is fully operational.

Fuel injector includes a piezo crystal fitted nearer to the tip to reduce engine noise, and a metering mode to reduce oversupplying of fuel that increases unused fuel temperature and energy consumption.

The TDV6 Gen III is standard fitment in the Land Rover Discovery 4 and as the smallest diesel available in the Range Rover Sport. In Land Rover products the engine is badged as the 3.0 TDV6. Jaguar fit the AJD-V6 Gen III twin-turbo version to their Jaguar XF and Jaguar XJ models. As with the 2.7-litre engine the Land Rover variants feature a viscous-coupled cooling fan, larger and deeper oil sumps, improved dust and water sealing and a unique calibration of the engine's electronics to allow the use of low-quality fuels.

Details below are with regards to the **Discovery 4 version** of the 3.0 TDV6 engine.

**Engine Code:** 3.0 LR-TDV6 211PS

**Layout:** 6-cylinder, vee configuration

**Block/Head:** Compacted Graphite Iron (CGI) / Alloy

**Valves:** DOHC, 24 valve, Drive unknown as yet

**Capacity:** 2,993cc (182.6 cu. in)

**Bore x stroke:** 84mm x 90mm (3.30in x 3.54in)

**Compression ratio:** 16.1:1

**Fuel injection:** Common rail injection

**Induction:** Parallel sequential twin turbo

**Power:** 211 PS (208 hp/155 kW) @ 4000rpm

**Torque:** 384 lb ft (520 Nm) @2000rpm

**Production:** 2009-present

**Used in:** Land Rover Discovery 4, Range Rover Sport.

**Land Rover's new 3 litre SDV6 engine boosts the power further to 256PS (188Kw) @4000rpm and 600 Nm (433 lb ft) of torque at 2000 rpm.**





## LAND ROVER'S 70TH BIRTHDAY IN AUSTRALIA

COOMA SHOW GROUND, NSW.

Friday 30th March to Monday 2nd April, 2018

### SAVE THE DATE

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

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

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

Activities at the 70th will include:

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

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



A couple of pictures from Land Rover's 60th Anniversary Cooma 1998



A younger Eric Shingles & Wolfgang Laub proudly show off their trophies won at Cooma in 1988.