

# LAND ROVER OWNERS' CLUB

OF GIPPSLAND  
SEPTEMBER & OCTOBER 2021 NEWSLETTER



**GIPPSLAND LAND ROVER**

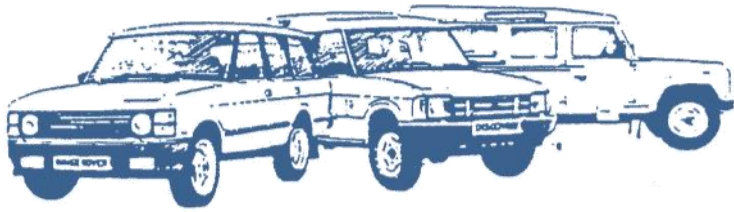
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**GIPPSLAND'S HOME OF LAND ROVER**

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# LAND ROVER OWNERS' CLUB OF GIPPSLAND

P.O. Box 554 Traralgon 3844 Telephone 03 51721100 Club website [lrocg.jimdo.com](http://lrocg.jimdo.com)

## LROCG LOCKDOWN PHOTO COMPETITION

Entry conditions and rules.

Each club member may enter one photo. (Family of 4 = 4 photos)

Each photo to be sent to [atharlow@aussiebroadband.com.au](mailto:atharlow@aussiebroadband.com.au)

Photos should be small enough in size to email.

If you don't have access to email you can post your photo or bring to a club meeting to be scanned.

Photos will be placed on the club web site for club members to review.

Club members may change their photo if they feel they can do better.

All photos will be published in the newsletter for voting.

All club members may vote once, selecting the best photo but may not vote for any family members' photo.

Photos should not be judged on quality but on content and enjoyment.

The photo should reflect something you're doing in lock down or if you're not in lockdown something you're doing on holiday.

The photo does not have to be Land Rover based.

Competition will run until 1<sup>st</sup> December 2021.

Judging to be done in December.

Winner to be announced at the Christmas meeting.

The winner must be a current financial member.

**1st prize, Free club membership for 22/23 year.**

**2nd prize, Donated from Land Rover Shop.**

We have had several entries into our lockdown photo competition, it's not too late to enter.

This link will take you to the current entries.

<https://lrocg.jimdo.com/2021-lockdown-photo-competition/>

**This month's cover; Greg & Lois Rose ascend Big Red in their Land Rover Defender**

### Land Rover Owners Club of Gippsland 2020-- 2021 Committee

President	Alan Harlow	0419 530 117
Vice President	Bob McKee	0407 963 176
Minute Secretary	Tonee Harlow	
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Editor	Eric Shingles	03 56232 501
Property Officer	Ross Howell	
4WD Vic Delegate	Greg Rose	0427 456 546
Webmaster	Alan Harlow	0419 530 117
Life Member's	Ray Massaro, Greg & Lois Rose.	



An abandoned series 2A Station Wagon that Alan & Tonee came across in Norseman WA.

I wonder if Alan's next trip might be with a tandem trailer to retrieve a Land Rover project ?

## LROCG NOVEMBER CLUB MEETING

Please note that the November Club meeting will be delayed (Melbourne Cup trip will be at Chiltern from Wednesday, 27 October till Thursday, 4 November) and will be **held on Monday, 8 November** (not 1 November) at Gippsland Land Rover commencing at 8.00pm. It will, of course, be subject to the Covid restrictions in place at that the time. Any pre meeting meal will also be subject to the same. No booking has been made at this stage but will be subject to further notice.



"COVID Four Wheel Driving"

## Tata Motors DVR surges 28%, Tata Motors 16% thus far in September

Tata Motors has said its electric vehicles (EV) have achieved a cumulative sales milestone of 10,000 units. Shares of Tata Motors and Tata Motors DVR continued their upward movement, having rallied up to 28 per cent thus far on the BSE in the month of September. In comparison, the S&P BSE Auto index has gained 7.4 per cent, while the S&P BSE Sensex is up 4.6 per cent so far in the current month. Shares of Tata Motors DVR hit an over three-year high of Rs 174.4 after they surged 8 per cent on the BSE in the intra-day trade on Monday, extending its 10 per cent gain in the past week. The stock was trading at its highest level since June 2018.

Differential Voting Rights (DVR) shares are shares that are permitted to be issued with differential voting and differential dividend rights.

Shares of Tata Motors, meanwhile, were up 5 per cent at Rs 333.30 in the intra-day trade today. The stock had hit a 52-week high of Rs 360.65 on June 15, 2021. The company on September 24 said its electric vehicles (EV) have achieved a cumulative sales milestone of 10,000 units. "The first 10,000 EVs have been led by the early adopters and with this encouragement Tata Motors has built a viable roadmap for the future and is committed to staying on course with making EVs mainstream," Tata Motors said in a press release.

## This Rare Land Rover Defender Might Be the Coolest Vintage 4x4 SUV on the Planet

Land Rover Defenders are having a major comeback. Between the new-generation Defender 90s and 110s and the folks rebuilding older models, Land Rover is as popular as ever. With that popularity comes the unearthing of the more obscure and rare models like this 1998 Land Rover Winter Water Wolf Defender 90 made for the Royal Marines. This special Defender is easily one of the coolest vintage 4x4 SUVs ever. But it is without a doubt the coolest car name of all time. This Land Rover Defender has the coolest car name ever. Not only does the Land Rover Water Winter Wolf Defender 90 have the coolest name it is also the coolest vintage 4x4 SUV. Unfortunately, they are rarer than hen's teeth. To be clear, that means really, really rare. So rare, in fact, that Land Rover only ever made 50 examples of this crazy Mil-spec Defender.

According to Silodrome, the name is not only super badass, but it's also describing what this Defender is all about. The Winter Water Wolf was designed for ultra-low temps and deep water crossing.

The Wolf was highly modified to be as tough and go-anywhere-able as possible. While the design worked for toughness, literally nothing was done to make it comfortable in any way, but such is anything mil-spec.

To build the toughest Defender ever made, the Winter Water Wolf got a reengineered chassis and suspension. It also needed a new heavy-duty suspension and an even beefier 300Tdi diesel engine. This engine was chosen because the electronics were simpler than the more modern Td5. This older engine was also something military mechanics had years of experience working on.

What makes the Land Rover Winter Water Wolf the coolest vintage 4x4 SUV?

The WWW was made to conquer extremely cold temperatures, especially when a water traverse is needed. The main

function was to drive it off a carrier and shuttle soldiers and equipment to the beach. The Winter Water Wolf can handle temperatures down to -46°C or -51°F.

As we mentioned, earlier this super-duty Land Rover Wolf is exceedingly rare, making this one currently for sale by Car and Classic in the U.K. with 700 original miles a unicorn. Military vehicles are often pretty rough when they are retired from service. This one seems to be nearly perfect inside and out. The Winter Water Wolf is so cool it hurts to know that only the very rich will ever have a chance to own one. However, given that the British Military had many versions of the Wolf, there is some hope in finding a regular one and pretending. The Wolf came in a wide variety of specs

The Wolf came in many different versions to best fit different missions. The British Ministry of Defense gave the Wolf several different names depending on the specification. There is the Truck Utility Light (TUL) HS and the Wolf 110 Truck Utility Medium (TUM) HS (HS stands for High Specification). However, Land Rover simply calls the vehicle the eXtra Duty (XD). While the Wolf was used in many British military installations, the coolest vintage 4x4 SUV, the Winter Water Wolf, was a rare sight, indeed.

With over 70 per cent market share (YTD FY22), Tata Motors crossed the 1,000 unit volume in August'21 and with a strong order book, the company's vision of creating a sustainable future in the automobile industry is being recognized and appreciated by all customers. Separately, Tata Motors last week said it will increase prices of its commercial vehicle range by around 2 per cent with effect from October 1, in order to offset the impact of rising input costs. The effective price hike, in the range of 2 per cent, will be implemented based on the model and the variant of the vehicle, the auto major said in a statement. "The continued rise in the cost of commodities, such as steel and precious metals, necessitates the company to pass on a part of it through increase in price of the products," it stated.

"Meanwhile, Jaguar Land Rover's (JLR) order book is strong at 110,000 units, but wholesales are unable to meet demand. April-June quarter (Q1FY22) wholesales (ex CJLR) were low at around 84,000 units, and July-September (Q2) guidance is lower at around 65,000 units. Management hopes for an improvement to 90,000 units in October-December (Q3) and a further increase in January-March (Q4), led by a pick-up in semiconductor supplies," according to analysts at Emkay Global Financial Services said in Q1 result update.

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## How does the new Defender square up against its predecessor

Other than their impressive off-road capabilities, almost everything is different between the old and the new Defenders. Following a continuous production run for 67 years, the Defender was discontinued in 2016 due to rising irrelevance and the costly EU emission standards. However, in

2020, Jaguar Land Rover released a new generation that differs significantly from the previous model. The main highlights include the platform it is based on, the overall design, and hybrid powertrain alternatives. The previous generations were also reputed for their spartan cabins and lack of technology. The new Defender adequately embraces technology and gets a new range of modern petrol and diesel engines from across the available range. Both the past and present Defenders were made to be off-roading SUVs, but there is no harm in comparing attributes to see where each excels better than the other.

The new Defender has an edge over the older generation considering the latter's styling has not changed since the early 1980s. The automaker did modernize the current model but retained the boxy proportions, so there is some nostalgia to hand over. There are other classical design cues like the spare wheel on the tailgate and the rounded headlights.

The older Defender also has more rugged-looking features like visible rivets and handles that appear bolted on. As it is an off-roader, one might argue the older model accomplishes its mission of looking tough. Though, it is also redundant as the design has been the same for the past 40 years, save for the 2020 offering.

The Defender was the vehicle of choice for unexplored or rough terrain. That is why it is the optimal option for the military and UN personnel in sensitive zones worldwide. Both of the models can climb a steep incline, though they handle it quite differently. The older version features a six-speed manual gearbox and a central locking differential, so both axles go at the same speed during off-roading. It is possible to engage or disengage the differential lock manually. The older Defender does gain credit with similar approach and departure angles of 47 degrees, but the new era SUV is set at 38 and 40 degrees, respectively. The break-over angle of the predecessor is 28 degrees, while that of the new model is 32 degrees.

Angle, departure, and break-over angles indicate the ability of the vehicle to get on or off steep obstacles, so higher numbers mean a better ability to negotiate according to its body shape. The ground clearance of the 2020 Land Rover is 11.5 inches, while the older model had a ride height of 12.3 inches.

Reviews also indicate the wading depth of the predecessor is 500mm, while the new Defender can go through almost twice the depth at 900mm. The new Defender has additional favorable features, including its eight-speed automatic transmission and sophisticated differential system. The driver only has to select auto terrain response, and the SUV will decide on the best settings. The new Defender also has the ClearSight Ground View that shows a view of the vehicle's underside on the touchscreen, which instructs on the best approach for the wheels.

The old Defender was notorious as well for having a basic interior. It is unsuited for the model year context of the 2020s, as the interior could easily match any 1980s SUV. Significant amounts of clunky plastic and basic instrumentation are mostly to blame. The old Defender did have an advantage



when it came to space, considering the cargo volume is 56.5 cubic feet. It was actually a truck that one could purchase without a hardcover and with front seating. The new model does have lower cargo availability with a full load of passengers at 34 cubic feet, but this changes to 78.8 cubic feet when the second row is folded down.

The new Defender has a lot of room up front, and it's possible to add another two seats in the back area to make it a seven-seater. The middle seats also have adequate space, which is not the case with the older version, and there is a sliding function that helps accommodate those taller passengers in the back. On the other hand, the new Land Rover Defender gives the full package that one would expect from a 2021 SUV, including premium wood trim and luxury stitching. It is possible to fold the seats down for both generations, though it is assumedly easier in the newer version.

The older generation defender had a variety of high-capacity engines. Between 1991 and 2007, the petrol alternative was a 3.5-liter V8 that generated 182 hp. There were two similar 2.5-liter TDI diesel engines as well that produced 113 and 122 horsepower. Before the discontinuation in 2016, though the Defender had a 2.2-liter diesel engine, producing 122



horsepower. This was linked to a six-speed manual gearbox, while the 2007 models had a five-speed manual transmission. It also had an anti-stall system that allowed the Defender to crawl over most terrain types without acceleration. There is significant diversity as well in the new generation Defender has two petrol and diesel engines each. The diesel options two include 2.0-liter SD4 engines producing 200 and 240 horsepower, respectively. Petrol engines include the 2.0-liter S14 and a 3.0-liter, mild-hybrid rated at 300 and 400 horsepower consecutively. Both models have a towing capacity of 3,500 kilograms. The new version has been said to feel significantly capable, though, and the mild-hybrid technology significantly boosts acceleration. The disparity in power is illustrated in the 0 to 60 mph time for both models. The older diesel-engine, Defender, does in it 14.7 seconds while the new model achieves the same in 5.8 seconds

The new Land Rover Defender is much more costly compared to the predecessor, considering the technological and comfort additions.

The revamped Land Rover looks a bit similar to the earlier version in terms of the boxy styling and the nostalgic tailgate. However, there are distinct differences that should be noted. Its off-roading is much more intelligent on account of the auto terrain selection and ClearSight Ground View systems. Not only is it much easier to take into the wild, but it is also much more powerful. The 2.2-liter diesel yields a disappoint-



ing 120 horsepower compared to the 400 given by the 3.0-liter hybrid engine. It does not stop there, as the new Defender adds something to every department, including the cabin and infotainment. It is not surprising then that it would have a much higher price tag than the last available Defender.

### **Range Rover 2022: Supply of large luxury SUV in Australia not affected by semi-conductor shortage**

The semi-conductor shortage that is strangling vehicle supply around the world is going to get worse before it gets better, according to a new report. And that's bad news for luxury car makers like Range Rover as high-specification models are hit more dramatically than the rest of the industry.

However, speaking to CarsGuide, a Land Rover Australia spokesperson said there is no issue with supply of its flagship Range Rover, despite the hangover of the 2020 UK pandemic shut down and the ongoing microchip shortage. Thanks to a recent period of good supply, due to a window of regular production between the COVID-19 lockdown and the increased semi-conductor shortage, the Range Rover is currently looking good on the sales charts.

Land Rover had sold 145 Range Rovers through to the end of August, a 5.8 per cent increase on the same period in 2020.

A single Range Rover can require up to 300 semi-conductors, to control everything from the powertrain to the power windows. But, as indicated by a Land Rover Australia spokesperson, the flagship Range Rover will avoid the supply issues that are likely to impact its rivals. That's because the semi-conductor shortage is about to hit hard and drag into 2022, and potentially beyond. According to industry analysts, LMC Automotive, the constraints of the microchip industry are about to hit more acutely, which is bad news for all car brands. As we approach the end of 2021, the impact of the semiconductor shortage on the auto industry has yet to peak, contra-

ry to initial expectations of this happening by the end of the second quarter," Jeff Schuster, president of LMC's Americas operation & global vehicle forecasting, told Forbes.

"Not only has the impact intensified in the last two months, but the hope of a return to pre-pandemic conditions and a full recovery in early 2022 has all but evaporated."

This is a major revelation for many in the industry who initially predicted that chip supply would return to normal by the middle of 2021. Now, according to the analysts at LMC, the shortage could remain until early 2023.

That's bad news for buyers of luxury vehicles who are likely facing another 12 months of delays and restrictions on local supply. The problem is the same around the world but Australia's remote location and relatively low volume and right-hand-drive market only exacerbate the problems car companies are facing.





## Land Rover Defender rivalling Ineos Grenadier 4X4 to come with hydrogen fuel-cell

British carmaker Ineos Automotive had unveiled its upcoming Grenadier SUV in June and the automaker has now confirmed that it is developing a hydrogen fuel cell demonstrator of its the 4x4 SUV. The hydrogen-powered car will begin on- and off-road testing by the end of 2022.

The automaker's Grenadier hydrogen fuel cell concept will use fuel cell technology from Hyundai Motor Company thanks to a partnership agreement signed in November last year. The initiative is a part of the company's aim to back hydrogen technology as a clean energy solution for its future vehicles.

The Ineos Grenadier looks like a traditional SUV from the outside, resembling the design of Land Rover Defender. It will come equipped with modern standards in terms of comfort and safety inside. The vehicle comes based on an all-new platform built from the ground up. It has been designed on purpose to meet the demands for a rugged, capable and comfortable go-anywhere working vehicle.

Notably, Ineos, one of the world's largest chemical companies, makes around 300,000 tons of hydrogen in a year as a by-product of other chemical manufacturing. Its subsidiary Inovyn specializes in electrolysis to produce hydrogen for things like power generation and transportation.

The company already produces and uses 400,000 tonnes of

low carbon hydrogen every year, which is equivalent to 2 billion litres of diesel. The company very well knows how to make, transport, store and use hydrogen which is an advantage in its quest to make hydrogen fuel-cell vehicles.

The company has also launched a major hydrogen advocacy campaign to draw attention to the benefits and applications of hydrogen. "Electric cars are ideal for city centres and short journeys. But hydrogen is much better for longer journeys and heavier load," said Sir Jim Ratcliffe, INEOS's founder and chairman.



## Jaguar Land Rover make tools in-house after £1.7m investment

Jaguar Land Rover has started to make its own press tools in-house for the first time following a £1.7m investment at its Halewood plant on Merseyside.

The tools are the first stage in the manufacture of car body panels during new vehicle production.

The parts had previously been made in Asia.

Press Parts Manager Niall Ford said the investment brought "a huge opportunity" for tool makers and apprentices to develop their skills.

He told BBC Radio Merseyside: "We bring in large coils of steel, and then we unwind them and cut them into individual pieces and then we stamp them into the sides of our cars

and the parts that go on the underside, so it's quite a critical part of the business."

He said: "The plant's been open 58 years and we've always had a very large press shop, but we've never actually made the press tools themselves that make the parts.

"It brings on a huge opportunity to develop tool-making skills, so it's great news for our apprentices and our tool makers."

Mr Ford said moving the skills in-house was a pivotal moment after those skills had previously "been moved out to Asia". "It's fantastic news for the plant and the press shop," he added. Jaguar Land Rover makes the Range Rover Evoque and Land Rover Discovery Sport at Halewood.

## Jaguar Land Rover Settles Patent Fight With Volkswagen Over SUV Tech

It was over a year ago when Jaguar Land Rover accuses the Volkswagen Group of using its patented off-road technology.

The Tata-owned company wanted a sales ban for the German group's SUVs, which include the Porsche Cayenne, Lamborghini Urus, VW Tiguan, and several Audi models like the brand's best-selling Q5.

This week, JLR and VW came up with a settlement according to Automotive News, though details of the settlement are yet to be made public at this point. The settlement apparently came just in time as JLR was about to begin a trial a week after. Bloomberg, however, noted that JLR can potentially earn up to \$200 million a year in licensing because of the alleged patent infringement.

To recall, JLR is accusing the VW Group of using the former's patented Terrain Response system that adjusts several vehicle settings at a press of a button (or twist of a knob). The system allows drivers to select a drive mode – Sand, Rock, Crawl, or Mud – that then optimizes the braking, engine, and gearbox parameters for that surface, boosting off-road performance.

This system is, of course, equipped in several Land Rover models, as well as the Jaguar F-Pace. JLR wanted the VW Group to stop selling its cars equipped with something similar as this is "Land Rover's feature and Land Rover's only." This isn't the first time that JLR fires a patent row on the VW Group. Land Rover filed a lawsuit against Bentley in 2018 for a similar issue with its upscale Bentayga. Bentley hasn't settled that case yet, so a trial is expected to happen in February.

A spokesperson from the VW Group declined to comment about the settlement, while JLR's spokesperson didn't provide any immediate statement.



## Land Rover Defender 2022: Australian popularity pushes rugged SUV to new highs But can it rival the BMW X5 and Mercedes-GLE on the sales charts?

Car companies are typically very good at estimating demand for models, especially long-running nameplates. But that's not the case for the Land Rover Defender – its exact popularity is difficult to gauge given NSW and Victoria's ongoing lockdown and restrictions.

Land Rover took a lot of heat reinventing the Defender. The first concept, the DC100, was so poorly received it was scrapped completely as hardcore enthusiasts derided plans to take the Defender mainstream.

Land Rover is seemingly vindicated though, with the new model that launched in 2020, now selling more than 200 per cent better than the original off-roader did five years ago. So far in 2021 (year-to-date to August), the Defender is the third best-selling large luxury SUV in the country, behind only the Mercedes-Benz GLE and BMW X5, and ahead of the Audi Q7, Lexus RX, Volvo XC90 and even the Range Rover Sport.

While the Defender is selling well, averaging more than 160 sales per month, Land Rover Australia has been constrained by the ongoing pandemic. However, a Land Rover Australia spokesperson told CarsGuide, the brand is closely monitoring demand for the new off-road SUV.

It's a remarkable change for a nameplate that only appealed to farmers, adventures and masochistic hipsters earlier this decade. At the start of last decade, Land Rover sold just 536 Defenders in 2011 and five years ago (2016) that number was down to just 410 as the market for a go-anywhere off-roader largely unchanged for 60 years began to thin.

The British brand spent the better part of a decade preparing

for the new Defender, firstly acknowledging that the previous generation had long since failed to meet modern safety expectations and then by previewing the future. The DC100 may have been widely panned, but it set the tone for the new-generation Defender.

The current sales are based on the four-door Defender 110 and two-door Defender 90, but Land Rover reportedly has big plans for a wider 'family' of models. A long-wheelbase Defender 130 has been spied testing in Europe and there have been reports of a sub-90 compact model to appeal to the urban crowd who want to look adventurous on the school run.

Of most interest to Australians, however, is the expected Defender-based ute. The company has teased plans for a dual-cab model that would give the brand a rival to the recently-launched Hyundai Santa Cruz and Ford Maverick in the emerging SUV-based ute market.



### 2022 Range Rover Sport

#### Why Australia can't get enough of the BMW X5 and Mercedes-Benz GLE rival - literally

The Range Rover Sport is enjoying a good year, taking the fight to the German trio of the Audi Q7, BMW X5 and Mercedes-Benz GLE that typically dominate the large luxury SUV segment.

While all carmakers were hit by supply problems during 2020 due to the coronavirus pandemic, the British brand was particularly impacted due to the early lockdown in the UK – its manufacturing home.

Land Rover has bounced back in the first half of 2021 though, with the Range Rover Sport luxury SUV finishing August on 1319 units, up 15.7 per cent on its 2020 sales record.

That also sees it outselling the Audi Q7 and locked in a title contest with the Land Rover Defender and Lexus RX for third place in the large SUV over \$70,000 segment; behind only the Mercedes-Benz GLE and BMW X5. However, Land Rover Australia, like most brands, is expecting the semi-conductor shortage to impact supply in the future.

A Land Rover Australia spokesperson told CarsGuide that the brand is delighted with how well the Range Rover Sport is performing this year, but indicated the pandemic could change the situation. "Like other automotive manufacturers, we are currently experiencing some COVID-19 supply chain disruption, including the global availability of semi-conductors," they said.

One of the reasons luxury brands like Land Rover are

particularly impacted is the number of semi-conductors used for each model. Industry analysts have suggested the semi-conductor shortage is expected to drag into 2022, so it's unclear when full production will resume for most brands.

For reference, the Range Rover Sport line-up kicks off in Australia at \$115,506 before on-road costs for the 183kW/600Nm 3.0-litre turbo-diesel-powered D250 SE.

The range features 14 variants, extending to the \$275,927 P575 SVR Carbon Edition powered by a 423kW/700Nm 5.0-litre supercharged petrol V8.





## The Melbourne company breathing new life into old four-wheel drives

Could old petrol and diesel drinking cars converted to electric vehicles be the future of classic motoring?

The automotive landscape is changing at an incredible rate. In the face of tighter restrictions around emissions and pollution, car manufacturers are turning to electric power for the future.

While petrol and diesel, used in an 'internal combustion engine', has been the rock on which the automotive industry has been built for well over a century, we're currently in the midst of an electric revolution.

New electric cars, from the likes of Tesla, Hyundai, Porsche and Mercedes-Benz are seen as the pinnacle of technology and modern motoring. But, in the face of this futuristic revolution, classic cars and four-wheel drives are becoming something of an accidental poster-child of the electric vehicle movement.

Classic and vintage Land Rovers are being drawn from paddocks and sheds around the world and are now being reimagined as electric vehicles for the modern era.

Jaunt Motors is one such outfit, based in the Melbourne suburb of Williamstown.

Founded by Marteen Burger and Dave Budge in 2018 – neither of whom had any automotive industry experience previously – the company is now booked out until mid-2023 on conversion projects. Now, Jaunt Motors is working hard to expand and streamline its production capacity.

Turning an old Land Rover into one of Jaunt's final products involves extensive restoring and reconditioning of the existing chassis and mechanicals, except for the engine, of course.

A 90kW/240Nm electric motor bolts onto the original gearbox, which means the capable four-wheel drive system remains intact.

Driving range between recharges starts at around 100 kilometres, but this can be extended to up to 400 kilometres in some instances.

Jaunt says old Land Rovers provide the perfect canvas for electrification.

"Aluminium panels means they've not rusted. A body-on-frame construction makes them easy to work on. They're built to carry heavy loads, meaning we can install a lot of batteries.

"There's an extensive parts network as many components remained un-



changed for 50 years. They're still affordable to purchase and available nationwide. And they have an iconic, nostalgic shape, that inspires adventure." Prices for a Jaunt Land Rover start from around \$120,000 for a more modern Defender, while the older Series model is more expensive at \$200,000. Jaunt's electric creations proved the perfect vehicle for David Jackson, who works in Melbourne's technology sector.

"I think the first thing was, I was looking for something with a bit of soul..." Mr Jackson explained. "There are so many bland, commoditised, vehicles on the road out there."

Jackson stumbled across Jaunt's first design, a short-wheelbase Land Rover named Juniper, and found exactly what he was looking for.

"The idea of something that was a bit different and had a bit of a story behind it... it was emotive and elegant and timeless, and so I really resonated with that."

While many drive an electric car for its zero tailpipe emissions and environmental impacts, Jackson was drawn to the silent running and smooth experience of driving his wife's electric car. "I love the serenity of driving it. It's so Zen to be in it," he said. "And I love the experience of electric, being able to charge at home, not having to go to a petrol station.

"When I chatted to Dave [at Jaunt] and understood the Jaunt story, that was what finally got me across the line.

"I just loved the idea of the re-use, all this aluminium and steel that would otherwise be just sitting around in a paddock going to waste. To bring that back to life just seemed like a really, really nice story to me, and so I liked that journey."

When Jackson finally takes delivery of his new-old Jaunt EV, he will use it for the short commute to work when the weather or his schedule precludes walking.

And while it might head off down the coast every once in a while – Jackson has opted for a longer-range battery pack – the Jaunt EV will spend the majority of its time on short journeys around town.

Jaunt's business model mirrors a growing trend around the world where classic and vintage cars – and old Land Rovers in particular – are becoming something of a poster child for the electrification movement.

The take up of electric cars in Australia remains a small portion of the overall new car market. But, it is growing. Last year to the end of September, Australians had bought 1225 new electric vehicles. That number has grown to 3568 this year, a representing an increase of 191 per cent. It should be noted these numbers exclude sales of Teslas, the American manufacturer not disclosing its sales to authorities. But, thanks to companies like Jaunt Motors and if other parts of the world are anything to go by, an electric automotive future might come to Australia sooner than you think. And it could be old cars – silently – showing the way.





## The Land Rovers used in SAS Australia

Ron Camier, past LROCG member, owner and operator of Mountain-Top Experience, and Latrobe Valley resident, sent this information in, to add to the story about the Land Rover's used in SAS Australia, which has been seen on TV on channel 7.

Three Mountain-Top Experience 300Tdi Defenders have now become TV stars! ... or just props? Channel 7's "SAS Australia" used three of our vehicles in filming series 2 and 3 of this popular reality TV show during April and May. However they were disguised by grey camo vinyl wrap and matt black paint on wheels and trim. These vehicles were selected be-

cause they are set up with comfortable seating for 8 passengers and were more reliable than the ex-Army Perenties used in series one. The locations were near the Blue Mountains in NSW, based around the derelict Glen Davis oil shale plant. I'm interested to check out where all the rock-battered windscreens and black sand came from!

Series 4 is being filmed in September-October around Wollongong. Incongruously, when the professional hire car drivers arrived in Morwell to take them to Melbourne for wrapping, the drivers were dressed in suits and ties, and were aghast at the prospect of having to use a clutch pedal!



## A Travel Guide to Land Rover Colours

Over the years, Land Rover has produced some iconic colors, whose names are legend among enthusiasts. Many of the colors in their palette over the years have been derived from the names of places, both in Britain and abroad. The origin of some of these names is obvious, but a few have some obscure tie to the place they're named after.

So, for all of those who ever wondered what Kinversand meant, what a Coniston was, or what the heck Arles Blue

was, we've put together a guide to likely meanings for these names. This is by no means a complete, or definitive list, and shouldn't be taken as any kind of official definition. To figure out the exact inspiration for decades worth of colors is likely impossible now, lost in a long string of recycled meeting minutes and former employees. But these names were chosen to evoke something related to a place that tied in with Land Rover's brand, and we think we figured out the connection for many of them.

Also, we have a plethora of the Land Rover OEM paint colors available in Paint Touch-Up Pens, if your looking to doctor those nicks or scratches!

**Blacks**

**Java Black:** One of Land Rover's most enduring colors, Java Black was seen on P38 and L322 Range Rovers, first-generation Range Rover Sports, Discovery 2s, LR3s, Freelanders, and LR2s. It's likely named after Java, the Indonesian island which is well known for its coffee production. Of course,

"java" is also common slang term for coffee, and it was particularly popular in the lexicon of the late 1990s when this color hit showrooms.

**Santorini Black:** A bit of an unusual choice perhaps, considering that most people equate the Greek island of Santorini with the blue and white buildings that line the hillside there. But it's also a volcanic island, and many of its formations are the result of these eruptions. The color may be inspired by the Black Beach, which is covered in black volcanic sand. The water on this beach is warmer than others in Santorini, due to the color retaining more heat and warming the sea.

**Sumatra Black:** An early 2010s color common on Range Rover L322s, Range Rover Sports, and Range Rover Evoques, Sumatra Black likely continues the caffeinated theme of Java Black. The island of Sumatra is the largest coffee producing region in Indonesia, producing both Arabica and Robusta beans.

#### Blues

**Aegean Blue:** A light blue from the late 1980s and early 1990s, this color draws a parallel to the clear waters of the Aegean Sea in Greece.

**Alaskan Blue:** A Range Rover Classic color, the inspiration here is the icy northern landscape of the 49th state.

**Arles Blue:** Another iconic NAS Defender color, Arles is a city in the south of France, on the Cote d'Azur, or "Coast of Azure." This color reflects both the name of the region, and its historical region of Provence, which has long been connected to a similar blue.

**Biarritz Blue:** This is a relatively rare color, but a particularly striking color on later Range Rover Classics. A bold blue, it refers to the Basque town of Biarritz in France, on the coast of the Bay of Biscay. Its deep blue waters are one of the best surfing spots in Europe.

**Buckingham Blue:** A deep blue, almost a navy blue, the only thing this can refer to is "The Big House" at Buckingham Palace. The Queen's London residence is heavily decorated in 19th-century blue lapis similar to this hue.

**Cairns Blue:** Seen on 2000s Range Rovers and Range Rover Sports, this rich blue likely refers to the city of Cairns in Australia, which is the gateway to the richly-colored Great Barrier Reef.

**Caspian Blue:** A moody, dark blue from late 1980s Range Rover Classics, it

hearkens to the Caspian Sea, the world's largest inland body of water in Central Asia. The salty sea is over four times as large as Lake Superior, the world's largest freshwater lake.

**Icelandic Blue:** Another end-of-run Discovery 2 color, this icy blue resembles the glaciers that cover 11% of Iceland's land surface.

**Monte Carlo Blue:** A somewhat rare, very bold Discovery 2 color, this reflects the bold lifestyle of the rich and famous in the city-state of Monaco, on the bright blue waters of the Mediterranean.

**Oslo Blue:** Another extremely popular color at the turn of the millennium, perhaps reflecting the blue water of the Oslofjord on the shores of which the Norwegian capital sits.

**Oxford Blue:** It doesn't get much more stereotypically British than this dark blue, seen on trucks in the late 1990s and early 2000s. It's a tribute to the University of Oxford, one of the two best universities in Britain alongside Cambridge. The two universities chose their respective blues -- Oxford a dark one, Cambridge a light one -- for competing against each other in boat races on the Thames.

**Plymouth Blue:** Plymouth is a British seaside town, in the southwestern county of Devon. Many Americans know it as the place that the Pilgrims left for America, and the town in Massachusetts they'd name after their port of departure. The Discovery was also released to the press here in 1989. The event was held on the Plymouth Hoy, a prominent hill in town which is the home of the iconic Eddystone Lighthouse, relocated from its original wave-swept offshore site.

#### Greens

**Aintree Green:** Aintree is a turf horse racing course, located near Liverpool. It's the home of the Grand National, probably the most popular horse races in the country and one that draws attention from even those who don't usually watch the sport.

**Ardennes Green:** The Ardennes are an area of forest in Belgium, Luxembourg, France, and Germany. The name likely refers to the plentiful trees here, but the region was cemented in history in World War II as the location of the Battle of the Bulge -- officially known to Allied forces at the time as the Ardennes Counteroffensive.

**Brooklands Green:** Brooklands was the world's first purpose-built motor racing

circuit, built in England in 1907. It was also one of Britain's first airports, and was the home of a Vickers-Armstrongs aircraft factory. The green is similar to British Racing Green, and likely the Brooklands name is intended to tie the Land Rover color to the classical "BRG." Appropriately, it's closely associated with the Range Rover Classic TWR edition, the sportiest Range Rover Classic available in North America.

**Coniston Green:** One of the archetypically NAS Defender 90 colors, and a cult classic on Discovery 1s, this light green resembles the slate taken out of the mines in Coniston, England. The Lake District town is home to a distinctive green slate, often used for tile, house numbers, and countertops.

**Eastnor Green:** Eastnor is a castle in Herefordshire, England, and one of Land Rover's spiritual homes as the location of their off-road test tracks. The color likely refers to this shared heritage, the forests of the estate, and maybe linking back to Land Rover's traditional green hues.

**Epsom Green:** Epsom is a market town in Surrey, England. It's notable for Epsom Salts, and the Epsom Derby, the most prestigious horse race in Britain, always attended by the Royal Family. The race is run on a turf course, which may have inspired this color name, a prolific color on Land Rovers in the early 2000s.

**Galway Green:** Galway is a city and county in western Ireland, one of the greenest parts of what's already a very verdant country.

**Giverny Green:** Another 2000s color, Giverny Green is almost certainly inspired by Claude Monet's house in Giverny, France. The gardens at Giverny inspired many of Monet's greatest works, including his Water Lilies series of hundreds of paintings, many taking a similar green hue to these Land Rovers.

**Keswick Green:** Though never offered in North America, this light green was a common color on 21st-century Defenders in the rest of the world. Its resemblance to the greens offered on 1940s Series Is has made it a common "throwback" color on restorations. Keswick itself is a town in Cumbria, England, in the beautiful green lands of the Lake District.

**Tonga Green:** Tonga is an island nation in Polynesia, comprised of 169 islands across 700,000 square miles of the Pacific. Many of these islands are heavily



forested, and the tropical tree canopy resembles this medium green from the 2000s.

**Vienna Green:** This light green is found mostly on late Discovery 2s. It may refer to the patina on the copper roofs of prominent buildings in Vienna, Austria. The Belvedere Palace, the Hofburg, and the Karlskirche all have roofs that have aged to a similar green.

#### Greys

**Corris Grey:** This grey resembles the slate that comes out of the mines at Corris, in Wales. The Aberllefenni Quarry here was the longest continually operated slate mine in the world until it closed in 2003.

**Orkney Grey:** Orkney grey evokes emotions about the Scottish islands of Orkney, an archipelago off the northeast coast. Orkney is home to some of the best-preserved neolithic sites in Britain, which are designated as a UNESCO World Heritage Site.

**Stornoway Grey:** This was a bit of a controversial color when it was introduced in 2007. Stornoway is the largest town in the Outer Hebrides in Scotland, on the island of Lewis and Harris. When it came out, a local councillor protested the name, feeling that naming a grey after the town made it sound like a depressing place, and would hurt tourists' image of it. Land Rover replied that it was one of their most popular colors, and felt that it made people around the world more aware of the town. The name stuck, and became an iconic Land Rover color of its era.



#### Gold and Tans

**Atacama Sand:** The Atacama is a desert plateau in Chile and Bolivia, and is the driest place on earth outside some small areas in Antarctica. It inspired a common color in the 2000s for LR3s and various Range Rovers, and is also where a Range Rover Classic proved itself on Top Gear's Bolivia special, besting a Toyota Land Cruiser and Suzuki Samurai and prompting Jeremy Clarkson to declare that "the most unre-

liable car in the world, is the most reliable car in the world."

**Ipanema Sand:** A common color on LR4s and the various Range Rover models in the 2010s, Ipanema Sand can only refer to one thing: the famous beach at Ipanema in Rio de Janeiro.

**Nazca Sand:** The Nazca Desert in Peru is home to Cerro Blanco, the highest sand dune in the world. It's also home to the Nazca Lines, Pre-Columbian geoglyphs carved into the soil there. This color was particularly popular on LR2s.

#### Reds and Oranges

**Kinversand:** One of the quirkiest and loudest Land Rover colors ever, this lasted only a few years at the beginning of the Discovery 2's run. It may refer to the escarpment at Kinver in England, near Staffordshire and Worcestershire. The Holy Austin Rock Houses were built into these cliffs and were occupied for centuries until they were abandoned in the 1960s.

**Portofino Red:** Portofino is a fishing village and resort town on the Italian Riviera, known for its brightly colored buildings along the waterfront. It has become synonymous with la dolce vita, the good life. This red, found mostly on NAS Defender 90s, could easily be a sample from a glass of red wine enjoyed on the waterfront here.

**Rioja Red:** A late 1990s color, most tied to later Discovery 1s, it harkens to the Rioja wine region in Spain, and its iconic red wine varietals.

**Rutland Red:** A bold red seen on Discovery 1s and 2s, it's likely named for the county in England, not the town in Vermont. The name Rutland is said to derive from "red land," with the soil full of red clay.

**Vesuvius:** This stunning orange, the flagship limited-edition launch color for the Range Rover Sport in 2006, is named after the infamous fiery volcano at Mount Vesuvius in Italy, whose eruption in AD 79 wiped out the city of Pompeii.

#### Silvers

**Altai Silver:** A pale silver, almost white, this was a color on Discovery 1 and Range Rover P38s. It refers to the snowy, high peaks of the Altai mountains in Russia.

**Aspen Silver:** An early Range Rover Classic color, Aspen Silver is one of the relatively few North American-focused color names. It harkens to the ski town of Aspen, Colorado, a haven of the wealthy adventure set that Land Rover

was trying to tap when they brought the Range Rover back to North America. However, it's likely actually named after the silver bark of the aspen tree. It just so happens the town was named after the tree, too.

**Blenheim Silver:** Blenheim Palace is the only non-royal palace in Britain, the home of the Dukes of Marlborough, and a UNESCO World Heritage Site. It's also the birthplace and ancestral home of Winston Churchill. It is packed with priceless art, but the color name may refer to the Silver Centerpiece in the palace's saloon. Made by London silversmith Garrad's in 1846, it depicts the 6th Duke of Marlborough in the aftermath of the Battle of Blenheim.

**Colorado Silver:** Continuing the Rockies theme, Colorado Silver, another early NAS Range Rover Classic color, likely refers to the historical mining activities in The Centennial State.

**Indus Silver:** A modern Land Rover color in 2020, it refers to the Indus River. One of the longest rivers in Asia, it flows from the Tibetan Plateau through Kashmir, flows the entire length of Pakistan, and exits into the Indian Ocean near Karachi. The river is a light shade of silvery blue in some of its higher elevations, and some of the riverbed along its journey also reflects this shade.

**Zermatt Silver:** Zermatt is a Swiss mountain town, home to the iconic Matterhorn, and this common color from the late 2000s and early 2010s brings to mind the snows and raw rocks of the Alps.

#### Whites

**Chamonix White:** Chamonix is a famous French ski resort, on the slopes of Mont Blanc. The white snows here were host to the first Winter Olympics in 1924.

[A Travel Guide to Land Rover Colors \(roverparts.com\)](http://roverparts.com)



# *Best Ever 4x4 - the World's most Versatile Vehicle*

## *The LR IIa Shorty*



### **RBz's reflections**

Richard is a member of the LROCV and friend of the LROCG

Want proof? Have a read of this blast-from-the-past trip report along the Zeka Creek Track which co-incidentally was done with Land Rovers. Only minor changes have been added to obscure the truth.

Trip Report Begins.

Yes, there was weather - usual stuff - clouds in the sky.

Heading the convoy was the first ever Land Rover, an 'S1' almost straight out of the 'Ark'. Actually more like the first one off that very early Solihull production line. It was a rare, beautiful and very beloved machine - so much so that it never got off the trailer being towed by a Range Rover Vogue the whole weekend.

The Range Rover Vogue had a paint job that must have doubled the original purchase price. It was a Pearl iridescent custom white colour. The mag wheels were 22" and each had 10" wide low-profile slicks. It also had the 8 dummy exhausts, beg your pardon, actually 6 dummies. Tinted windows all round so that no camera could peek inside and ID plates of the triple-flip type used in a recent billion dollar heist blockbuster movie. Its suspension was set

so high that it would only touch earth when it got really rough and fast - maybe just 10 times in a kilometre. Saving fuel that way makes electric cars look like mighty Kilowatt guzzlers (2 Power stations per kilometre). I could go on but you get what I mean. When we were moving, the Vogue-S1 combo was always in front.

Next in line was my LR IIa Shorty Aussie - ex-army. Yes, the IIa Shorty is the 'Best Ever' - modified by the best, our Army, and setup to go forever. In stock form with cutaway guards it could drive underwater even in crocodile infested waters. It could still drive up Ayers Rock if there were no restrictions. And it gives the owner/driver pleasures others will never know.

Detailing its Specification or Build is not the aim here. That would require countless volumes. And if I were to elaborate on not only the world's most versatile vehicle but also in OE form and describing the owner's customization (and how to stop oil leaks), it would be enough to overwhelm our National Library. Rather, a short description of the usual pleasures I had experienced on this trip will suffice.

Even though I had to concentrate on driving to avoid wandering from lane to lane, the smiles and waves from passing motorists on the freeway ushered in

a carnival atmosphere that kept me buoyant and focussed. Bar Treads accentuated the wander. Fumes from the hot box manifold (a left over thing from the northern hemisphere) didn't help and tried their best to run interference. The Bar Tread 'song' obviated the use of the horn. Indeed, it was so loud it prevented my falling asleep. Sleep deprivation be damned.

On the outskirts, where civilisation and the freeway petered out, the canvas roof came off - a pleasure hardtop owners never get to enjoy. Yet they are compensated by the noise of freeway travel not unlike that of an empty barrel. Some trade!

Now roofless, one passing Red Neck 4x4er yelled "Love your roll bars. Did your Mum make them?" I opened up the under-windscreen vents, enjoyed superior slip streaming and then passed him in a flash. "Your turn to eat my dust!" Unfortunately this was short lived as I was No 2 in the convoy.

I scribbled in my trip notes: 'Always be the Trip Leader to avoid the dust'. This is so true. When we stopped at the first river crossing for morning tea, so much dust had accumulated that when I flexed my arms, the skin cracked like the crust on an outback salt pan. I explained that away to enquiring others with "That is real, He-man 4x4ing".



But I'm getting ahead of myself. Before going off-road, we came to our first remote country town. Surprise! The town had traffic lights - Blood Red - Bloody Hell! Where were my brakes? I had neglected to adjust them pre-trip and had to crash down the gears to stop just past the lights next to the dog on the road. The feat was witnessed by the locals on the Pub's verandah. They all cheered. One even yelled "That's better than I can do in mine". This Town was our meeting place for the trip, the mandatory caffeine fix, Dump stop in the park and a top-up of fuel. Here my trusty Ila excelled. It needed so little fuel I got it for free (well almost compared to the others) and the dog was too embarrassed to sprinkle on my tyres causing the other co-drivers to stand guard at their machines the whole time.

On the track again, up towards the ridge, a screaming exercise but it was just too steep. Then a stall. Foot on the brake, in gear with handbrake on, the Ila hung there until the key-start once again fired up my Shorty. I backed it down gently and took a deep breath. Years ago I had the same experience when my young nephew was a passenger. Didn't roll it then, didn't roll it now. Practice is the key. And who needs power steering anyway?

Then another go for the ridge-line. With no roof and the windscreen down, I could see every stone, rock and blade of grass and picked my way faultlessly to the top. Three cheers for the Ila rang out in appreciation from the others, still slip-sliding away below but catching up fast.

Along the way we came across some interesting art work from days gone by. Convoy members figured Rosco must have been out in the bush for a long time.

Ahead lay a deep valley. Down, down we went into the land of the white Giants still slip-sliding away, until we got to a giant tree fallen asleep across the track, east to west. There again, the Ila triumphed - no roof, no roll bar, no height to speak of. Just the driver needing to duck as it went along and under, like the legendary Wilkes long ago had intended it to do. More cheers. If only that Red Neck could have seen this, the great feature of Mum's folded roll bar. No real need to mention it was roof supports only.

Our camp was another 1/2 hour up the



track but that tree meant a 4 hour detour for the others - up, back, and around the ridge. We said our 'so longs' intending to re-unite at the camp for dinner later on.

For my trusty Ila, it was an easy leisurely drive through the fabulous Aussie bush. Even had time to button the top back up for the coming night.

With a roast on my mind, I turned to the mighty Ila to provide a three course meal. No problem, for such a clever vehicle.

First, the roast was tied to the shovel fitting on the left fender top. Then the veggies were tied to the axe handle on the right fender top and a little later, the toast and eggs were fried on the passenger foot-well - sunny side up. And the coffee warmed up in the cargo area on the exhaust/muffler side.

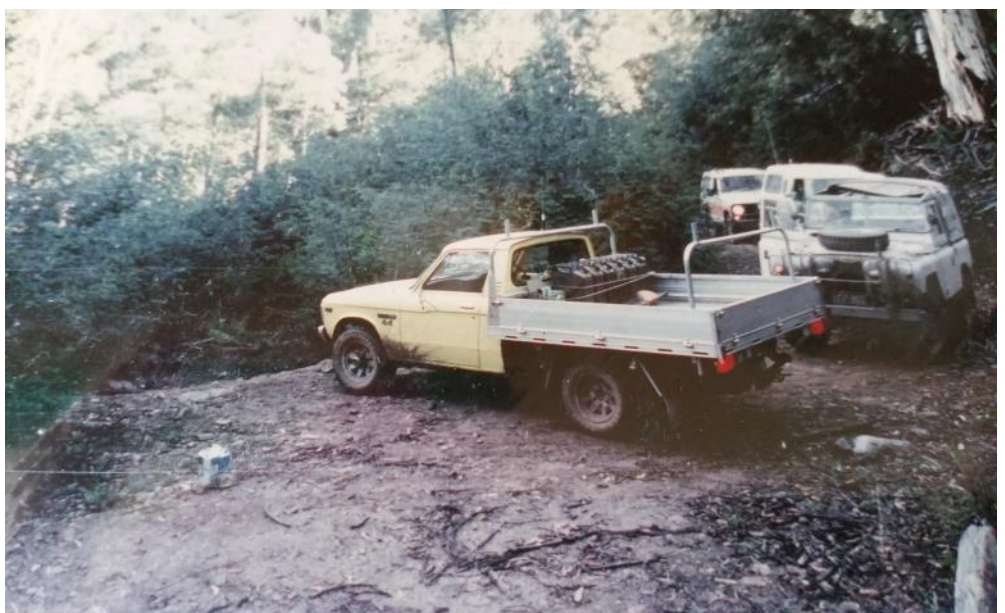
Good Land Rover owners don't drink alcohol and they get all their intoxication

from their ever-loving Ila joy. If they are not driving it, they are under it. Ask their wives. So when all were reunited in the camp and the meal and evening was done, it was easy for me to curl up as usual under the Ila to get a good night's sleep.

The next morning, awake, chirpy and refreshed after a very cold skinny dip in the river, it was back on the track again. A milk carton Track Marker at the Head of the Zeka Creek was all we needed to know we were headed in the right direction.

When suddenly, from a more recent incarnation of my earlier Ila (actually a model LR just one-year old at the time), the driver crackled over the radio: "HELP! - Nothing is working. I've come to a dead stop. Can't slip sideways, not even off the track".

My trusty Ila virtually drove over water and bush-bashed to him where I







confirmed that he was alright. Under such a dire circumstance, a tow by the Ila was called for up terrible terrain to the main road. A Flatbed was summoned. Like a cloud with a silver lining, the flatbed took this stricken Newby to the Dealer. You know the rest. Unfortunately, I found out soon enough that the Newby was not the only one with 'dire' consequences. My mighty Ila had sluggish performance, blown the Diff/Crown wheel, had a broken front leaf spring and suf-

fered a notorious broken back axle to boot. It was enough to make me cry. But reality kicked in. This is the Ila - 'The Best Ever'. Never shall it be unfixable in the Bush. So out came the tools, out came the Diff, out came the axle. Into the Knapsack went the Diff and axle and I hitch-hiked back to town. My trusty LR serviceman fixed it all up during the week and like a flash, I was back at the Ila fitting the Diff and axle the following weekend. Finally, I fashioned a tree branch to fix the spring. All's good now! On my slow way home, I stopped for some fishing and caught my dinner which I again cooked on the fender. Now on a full stomach, all was well that ends well. Home at last. On arrival, a letter was waiting for me. What! A vote of thanks? No - an infringement notice. Impossible! Everyone had passed me! On closer inspection, it was for going through a Red Light. Blah. Oh well, you can't win them all. It's the only proof I have that this all happened - apart from the repair bill. Now such a 'Best Ever 4x4 and the World's most Versatile Vehicle' deserves a medal or trophy and here it is, pictured. Broken axle, the blown exhaust valve and the broken springs all mounted on the tree branch used to 'field' fix it. Try and beat that with today's vehicles.

Trip Report ends.



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# *The Trip That Could Have Been A Disaster*

*By Greg Rose*



Sometimes the Land Rover Gods can be kind. In 2013 we did a trip to Alice Springs and on impulse decided to return via the Simpson Desert. As it turned out that could have been an expensive disaster, fortunately it wasn't.

In June of 2013, we sold our Jayco Eagle and agreed to tow it up to the buyer in Alice Springs. It was a great excuse for another trip to the Red Centre. We planned to drive from home in Stratford to Ouyen on the first day. On our way through Maffra, I changed down a gear in the Puma Defender 110 wagon and on releasing the clutch there was a mechanical clattering and rumble. Lois and I looked at each other with that raised eyebrows, what was that, sort of expression. I pulled over, switched off the engine, depressed the clutch a couple of times, started up and slowly drove through town being very careful with each gear change. Everything seemed to be O.K. By the time we got to the Latrobe Valley I had nearly convinced myself that it had been an odd one-off event. The remainder of the journey up to Alice Springs was uneventful. The biting cold wind most of the way meant that we didn't do much sightseeing.

After delivering the Jayco to its new owner we spent a couple of weeks in Alice Springs before heading home. The Stuart Highway had been very busy on the way up, so we decided to use the roads less travelled. Our route took us out past the Alice Springs airport to the Santa Teresa Road and onto what is now generally called Binns Track. We had first used that route in our Discovery 1 in 1993, before it became popular.

The weather had improved and we had sunny days as we wandered down the sandy road passing the Train Hills and Rodinga Range. At Highway Bore we set up camp with the roof top tent. The following morning, we stopped at Old Andado and had a look around the homestead. The famous outback identity, Molly Clark, had died the year before and the homestead and surrounds were looking very neglected. We had stayed with the legendary Molly when she ran Old Andado as a tourist venture in the early 1990s. I can still remember her sitting on the arm of a chair, eating chocolates and telling us stories of life at Old Andado in the early days,







driving the roads and tracks we travelled in four-wheel drives, in a Humber sedan. On that occasion we left Molly, after a runny porridge breakfast, and headed off on the Madigan Line across the Simpson Desert.

Mt Dare was our next overnight stop. We had planned to drive from there down to Oodnadatta and head home through the Flinders Ranges. Over dinner at the hotel, we decided to do a run across the French Line to Birdsville rather than our planned route. We already had a Desert Parks Pass, sand-flag, enough food, fuel and water. Having crossed the desert on previous occasions we knew what to expect. We were mistaken.

The French Line had obviously had significant traffic in the recent school holidays. The dunes were badly chopped up making travel quite uncomfortable. Defender owners will probably have experienced the moment your ear slams into the door pillar as the vehicle lurches from side to side. We had plenty of that and progress was quite slow. Our first camp after Mt Dare was Dalhousie Springs. It was crowded and one group, who played loud country music, risked being severely dealt with by the other campers. Further into the desert, camped near the French Line, Erabena Track intersection, the clouds that had been building up during the day finally started dropping rain. We hastily deployed the awning over the table, stove and chairs and ate our dinner to the sound of gentle rain on the canvas. Strange things happen in the Simpson. At a little after 1:00 a.m. we were woken by the



sound of a vehicle making heavy work of churning over the dunes. Looking out of the tent window we could see the beams of bright light from the headlights stabbing into the sky as the vehicle drove up dunes and then disappear as it went down the other side. We speculated on why anyone would be so intent on getting across the desert that they would be driving at night.

The next morning there was beautiful warm sunshine again. After we broke camp and got back on our way, we could clearly see the tracks of the mystery vehicle in the damp







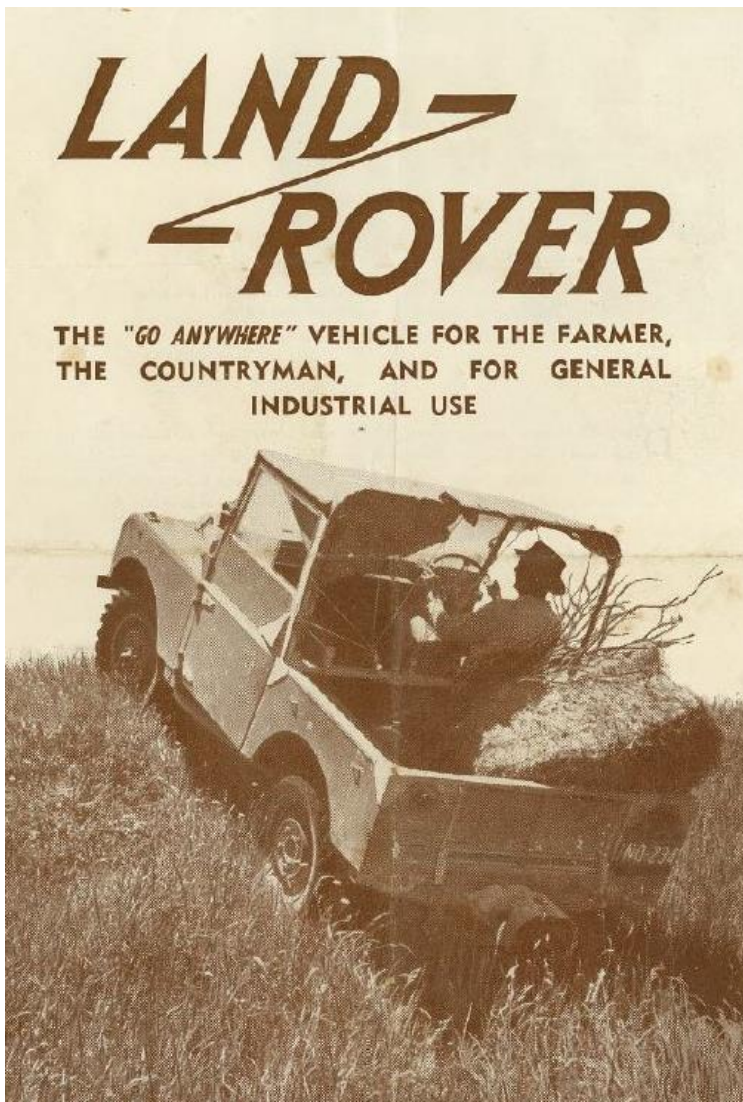
sand. After another camp, with a magnificent sunset, near where the K1 Line meets the QAA Line, we completed the crossing to arrive near dusk at Birdsville. Traffic across the desert had been light and we had no issues on any of the dunes. We spent a couple of days in Birdsville, had "The Big Breakfast" at the bakery and looked at the impressive MAN recovery vehicle at the Shell roadhouse. We had a chat to a mechanic at the roadhouse who told us about some of the recoveries and how much they cost. They had just recovered a Nissan Patrol with a failed clutch and the recovery bill was thousands of dollars.

Our journey home from Birdsville was leisurely and uneventful, no border permits required! In Melbourne we stopped to look at a camper trailer showroom. Leaving there I noticed a



slight change in the feel of the clutch. Then it seemed to be working normally again. Finally home, I drove into the driveway and parked under the carport. I decided to back up so that we had less distance to carry our luggage into the house. Depress clutch, engage reverse, release clutch. Bang! With a noise loud enough for Lois to hear it inside the house the clutch failed.

As I sat there, with the engine idling but having no drive, the thought hit me. What if that had happened in the middle of the Simpson Desert? We had been very fortunate.



Every twenty minute job is one broken bolt away from becoming a three day ordeal.  
 Don't let anyone look over your shoulder. They'll be in the right position to stab you in the back.  
 Never laugh at your wife's choices, you're one of them.  
 I just cannot believe I have to be an adult for the rest of my life.  
 Always read stuff that will make you look good if you die in the middle of it.  
 Never approach a bull from the front, a horse from the rear, or an idiot from any direction.  
 Women who carry a little extra weight live longer than men who mention it.  
 This whole 'Having a job' thing is really getting in the way of me living my best life  
 When everything's coming your way, you're in the wrong lane.  
 If you can't be kind, at least have the decency to be vague.



# *The things we did!*

*By Greg Rose*



I was recently looking through a folder, on my computer, of some of our old Land Rover photos. I had scanned them when we shifted house and we were “decluttering”. I guess that’s one of the things you do in lockdown, nostalgically go through old stuff. The photos date from the 1970s and were scanned from prints of shots that were taken using Kodachrome film, with a Nikon F camera. Quite vintage photography kit now.

Looking at some of the things we did it was a wonder we



survived. Long nights were frequently spent on repairs. If you remember those days, you will probably still have some Sidchrome Whitworth spanners hiding in a toolbox. I wonder how many felt axle oil seals we replaced. But, despite the constant repairs and clothing smelling of gear oil, we had a lot of fun.

If you wanted a bull bar or spare wheel carrier you made your own (or had a friend who could weld water pipe). These fabrications were not always successful. I remember attaching a rope from one of my bull bars to an old fruit tree, hoping to pull the rotten tree out of the ground. The fruit tree didn’t budge but the bull bar was seriously bent. It was quickly fixed by driving against the trunk of a tall eucalypt and pushing it back into shape. We made spare wheel carriers to get the spare off the bonnet. There were two reasons for this modification. One, to be able to see over the bonnet and,







two, to be able to open the bonnet without the weight of the spare threatening to cause serious back strain.

There were no Seasonal Closures, or closures due to fire or flood, so trips could be "interesting" and getting stuck was quite a regular occurrence. There were very few other 4x4s about so track damage was minimal. We were surprised if we met someone we didn't know on the tracks around Licola or Dargo. I remember the excitement of meeting a convoy of LROCV vehicles heading into Talbotville in the early seventies. We had never seen so many Land Rovers in one place.

Recovery techniques relied more on shovel power than winching. The closest we got to MaxTrax was using the old bit of carpet, that was on the floor in a futile attempt to reduce vehicle noise, for added traction. It never worked, either for noise suppression or traction. If you had a winch, you certainly didn't have a cable damper or rated recovery points. Front bumper mounted Dawn hand winches were popular, and hard work. Tirfor winches were popular, and hard work. Electric winches made from military surplus aircraft starter motors, were popular, and didn't work very often. P.T.O. powered capstan winches were rare, and worked very well, if you had the skill to correctly operate them.

The tyres we had were terrible, so traction, was minimal. We



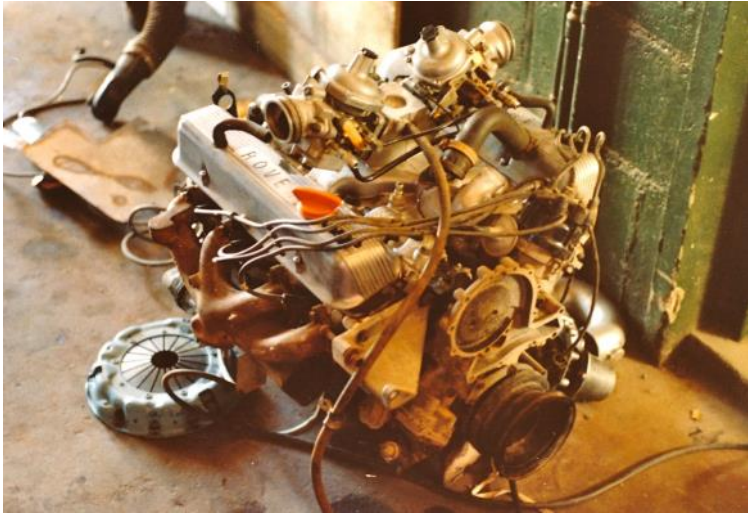
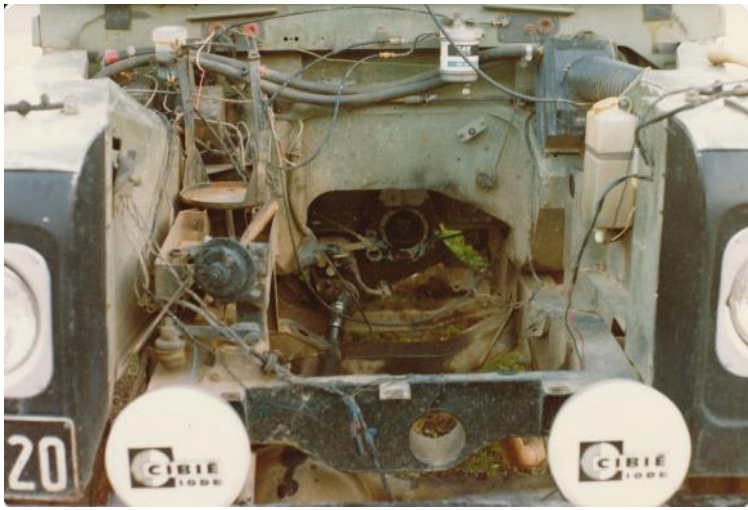
started with bar treads, often recaps, that used to hum loudly as you went down the road. Eventually we had tyres with a better tread pattern, but still often recaps as they were cheap. Nobody ever thought of "airing down", the sidewalls were so hard it probably wouldn't have made much difference.

It was common practice to fit more comfortable seats to your Land Rover. The seats were usually bought from a wrecker. Mine came from a Ford Escort and transformed the driving comfort. No engineer's certificate required.

We used to pull out the reliable but underpowered 4-cylinder







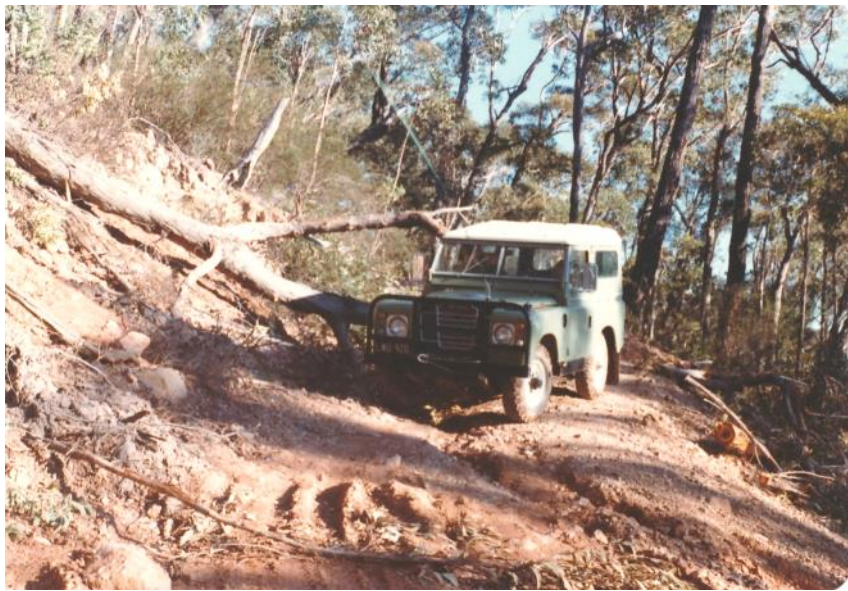
and the more powerful but unreliable 6-cylinder Land Rover engines and replace them with something designed to break axles and differentials. Holden red engines were common, often fitted with a camshaft designed to give more torque. We fitted a V8, from a written off Range Rover, to my long wheelbase hard top. No engineer's certificate was required, just a change of engine number on the registration. The engine was a brilliant kettle, it would boil on any long hill climb. The exhaust note however, was superb.

Fairey overdrives were the modification of choice for better highway driving and it provided another lever to play with. They were supposed to give better fuel economy but that didn't seem to work.

It's been interesting to look back at the photos and consider how far four-wheel drive technology and four wheel driving as a pastime, has come since we started tinkering in the 1970s. Tonight I'll probably have nightmares about my Series 3 short wheelbase. It had the terrifying habit of jumping out of gear and selecting neutral on steep descents. White knuckle stuff!









# Land Rover History

Researched by Eric Shingles



## Fifty years old. The Series III Land Rover

In August 1971, the Rover Company released a special leaflet;

“Advance Information – Confidential”  
“Series III”

“The basic design of the Land Rover has remained virtually unchanged during the twenty-three years this ubiquitous vehicle has been in existence,”

“Nevertheless, today’s Land-Rovers are very different from the first models that were produced, having undergone a process of progressive development to fit them for the ever-increasing demand made upon them by operators throughout the world.

“Further developments are shortly to be announced in a Series III version of the Land-Rover. Their object is to provide greater safety and refinement and an even higher degree of strength and reliability.

“Most of the changes apply to chassis components and do not affect the appearance of the vehicle.... We believe that the improvements detailed in this leaflet will be a valuable contribution to the continuing good name of the Land-Rover, and give even greater force to the title, ‘The World’s Most Versatile Vehicle’.”

The Series III models were released to the public in September 1971.

The changes from a late 2A to the Series III, were minor in the scheme of new models. The same engines, same wheelbases and the same body options. The mechanical changes were minor, the all-synchromesh gearbox, had in fact been introduced in the English market on late 2A station wagons. The ‘new’ heavy-duty clutch, which had been used in the diesel and six cylinder petrol engined 2A’s, was now standard across the Series 3 range. An alternator replaced the 2A’s dynamo. The 109’s got a heavy duty rear axle, said to be



30% tougher than the 2A’s, to put a stop to the reputation the 2A’s had for breaking axle shafts.

The other major changes were basically cosmetic, new door, bonnet and wind-screen hinges, and plastic grill were the most noticeable externally. We’ve all heard the story of the complaints from ‘outback Australia’ where Land Rover owners would take the steel mesh grill off their Land Rover and cook on it over a camp fire, something they couldn’t do with the Series 3’s plastic grill.

Another improvement was the interior. Full width black padded crash rails, top and bottom, across the firewall. An instrument cluster that was now in front of the driver. However, the Series 3 Half Ton’s instrument cluster remained in the middle of the dash, as did the Forward Control Land Rover’s, which were never known as Series 3’s, they remained as 2B’s till production of them ceased in 1972.

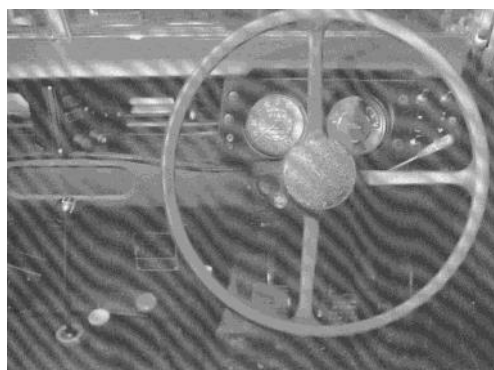
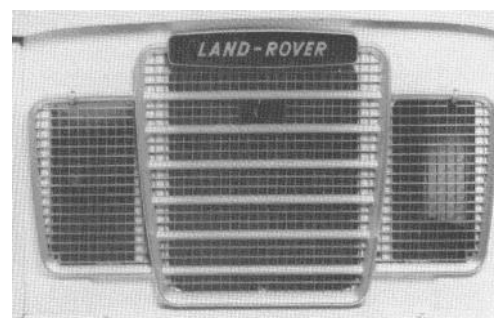
On June 17<sup>th</sup> 1976, the one millionth Land Rover, a 2 ¼ litre petrol 88” Station Wagon, came off the production line. An interesting clip to watch is this;

[https://www.youtube.com/watch?v=\\_dGkVtb6QD4&list=RDCMUChXQL4MqC4ihSVg3SFiszDg](https://www.youtube.com/watch?v=_dGkVtb6QD4&list=RDCMUChXQL4MqC4ihSVg3SFiszDg)

The Series 3 remained relatively unal-

tered though out the 1970’s. In 1979 the six cylinder engine models were replaced by the Stage 1 V8, then in 1981, we in Australia got the addition of the 3.9 litre Isuzu diesel engined Stage 1’s.

In 1983 when the One Ten Land Rover’s were announced, and again in 1984 when the Ninety was announced, the Series 3 remained in production, albeit in small numbers, till they built the last production line Series 3 in late 1985. Official figures from Land Rover estimate production numbers of Series 3 Land Rovers at over 250,000.

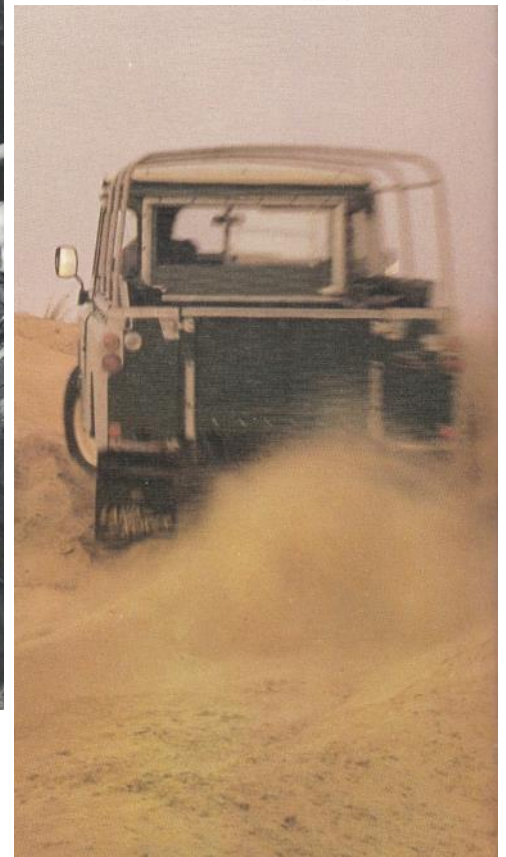




# Land Rover History



The millionth Land Rover comes off the assembly line at Solihull on June 17, 1976, with two veterans of the series perched on the wings. Mr David Kemp (left) has been building the vehicles since production started in 1948, and Mr Tom Barton, known in the factory as Mr Land Rover, helped with the original design.





## Some results of the recent Pickles on-line auction of x-army vehicles



1988 Land Rover 110, 4x4 cargo, showing 45,137 km's, 3.9 lt diesel engine, 4 spd gearbox, log book, \$41,250.



1991 Land Rover 110, 6x6, General Maintenance, PTO winch, showing 15,945 km's, p/steering, 3.9 lt turbo diesel engine, 4 spd gearbox, no log book, \$37,000.



2000 Mercedes Benz U2450L Unimog, 6 x 6, medium wrecker, showing 14 km's, 1714 engine hrs, log book, 5958cc 6-cyl turbo-charged intercooled OM 366 LA diesel engine, 177 kw @ 2600 rpm, 16 spd manual gearbox (in fwd & rev), part-time 6x6, diff' locks, portal axles with hub-reduction, disc brakes, driver operated central tyre inflation system, air conditioning, fitted with 1998 Palfinger P067 Crane, hydraulic under-lift towing system, multiple side storage units, front winch, rear work lights, main boom, May be incomplete and non-operational. As is, where is with faults, if any. No warranty or guarantee. Inspection is advised. \$150,500.



07/1985 Mack, RM6866 RS, 6X6 Cargo Crane Truck, showing 4,078 km's, Aircond, P/Steer, Air Start, Mack EM6-285 turbo Diesel engine, Mack Maxitorque 5 Speed Manual, \$101,500.



12/1986 Mercedes Benz Unimog U1700L cargo, showing 91,490 km's, OM352A turbo diesel engine, 8 x Forward Gears, 8 x Reverse Gears, \$33,750.