

LAND ROVER OWNERS' CLUB

OF GIPPSLAND
FEBRUARY / MARCH 2022 NEWSLETTER



GIPPSLAND LAND ROVER

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LAND ROVER OWNERS' CLUB OF GIPPSLAND

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A real heart warming story

I was having a drink and a chat with a bloke over a pint in my local last night.

I discovered he was worth around \$4 million, and he told me the amazing story of how he got so rich.

Basically when he left school he had little or no formal qualifications, but he was good with his hands and he knew how to sell.

He knew he was never going to make it in an office job, so it was nose to the grindstone time.

He left school at 15 and brought an old Series 1 Land Rover and spent the next few weeks fixing it up, he then sold it for profit. He then used the money to buy another and so on. He did this a lot over the next 35 years, buying, repairing, selling, and buying again.

He eventually moved onto Defenders in the 90's and then onto Range Rovers in the last 8 or 9 years.

Even during the real bad times, he plugged away. He worked long hours, as you do in the Land Rover trade, sometimes not seeing his wife and kids for days in pursuit of his goal.

Then his Uncle died and left him \$4 million.



OILEAK

A genuine photo I took out our windscreen on the M1 near Pakenham last week...

Alan says it's probably originally from a series 1 or a Defender.

Tonee Harlow

This month's cover; A Range Rover and Discovery cross one of the many rivers uncouted on the very first trip run by the LROCG

A man turned up to a fancy dress party with a women on his back, which led to the following conversation with another guest.

"What have you come as?" the other guest asked.

"A snail."

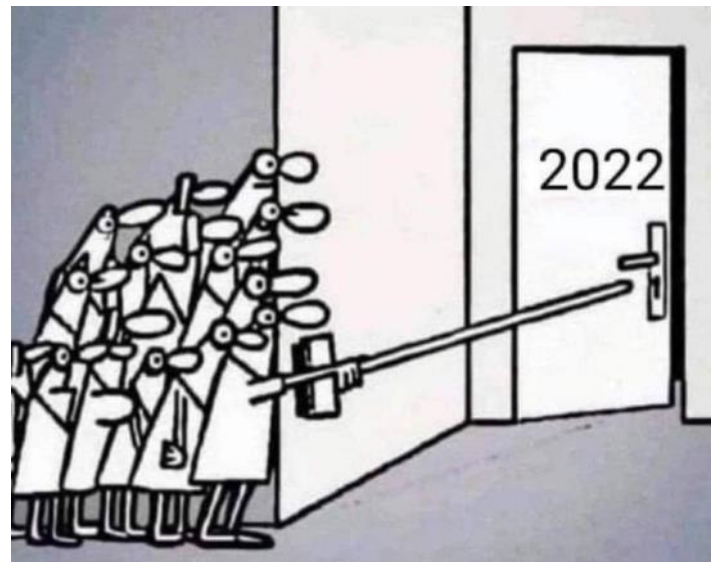
"Well, who is that on your back?"

"Oh, that's Michelle."

Land Rover Owners Club of Gippsland

2021-- 2022 Committee

President	Alan Harlow	0419 530 117
Vice President	Helen MacRae	
Minute Secretary	Tonee Harlow	
Treasurer	John Kerr	
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Secretary	Charlie Calafiore	03 5172 1100
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Editor	Eric Shingles	03 56232 501
Property Officer	Ross Howell	
4WD Vic Delegate	Neville Trimnell	
Webmaster	Alan Harlow	0419 530 117
Life Member's	Ray Massaro, Greg & Lois Rose.	



A recent sale at Pickles Auctions

As part of the ongoing sale of ex Defence Force Land Rover Perenties, the March sale held at Thurgoona contained this 1998 Land Rover 110, 4x4 Surveillance and Reconnaissance Vehicle SRV (SF). Army rego number 202098. There were 43 SRV's built, a small number were converted to SRV (SF). Most of them had a hard life in service, spending time in Afghanistan.

This SRV (SF) was showing 7,052 Kms. It didn't come with any log books, so no service history.

Like all 4x4 Perenties, it had the 3.9lt Isuzu naturally aspirated 4BD1 diesel engine, mated to the LT95 4 speed gearbox. Accessories were listed as, P/Steer, ROPS, PTO Winch, Air Compressor, Snorkel, Dual Fuel Tanks, Aux. Battery, Large Storage Boxes, Pintel Hitch, Dual Spare Wheels, Side & Rear Jerry Can Holders. May be incomplete and non-operational. As is, where is with faults, if any. No warranty or guarantee.

Amazingly, it made \$103,500, plus costs. And NO, the editor didn't buy it ! He would of liked it !



A couple of in-service pictures of SRV (SF) Perenties

Queen Elizabeth II

Queen Elizabeth II has become the first British monarch to achieve 70 years of reign. She ascended to the throne at age 25 on February 6, 1952, upon the untimely death of her 56 year old father, King George VI.



Prince William and Kate Middleton's 'tone deaf' use of Queen's Land Rover in Jamaica parade stirs controversy

Prince William and Kate Middleton have been strongly criticised for their use of the Queen's Land Rover during a military parade in Jamaica on Wednesday, with many slamming the decision as 'tone-deaf'.

The Duke and Duchess of Cambridge rode in the same open-top vehicle used by the Queen and Prince Philip on their royal tour of the Caribbean in 1953.

Prince William and Kate Middleton have completed the second leg of their Caribbean royal tour with a three-day stay in Jamaica, and have now moved on to their final destination of the Bahamas.

The week-long trip in celebration of the Queen's Platinum Jubilee marks the couple's first joint overseas engagement since March 2020. It's understood that the tour, which kicked off with a visit to Belize, aims to strengthen the ties between the British monarchy and its Commonwealth nations in light of Barbados's recent transition to a republic.

The last event of their stay in Jamaica saw the couple attend a commissioning parade for Caribbean officer cadets in Kingston on Wednesday.

Prince William, decked out in the tropical No. 1 uniform of the Blues and Royals, diligently inspected the newly qualified troops before ascending the podium to deliver a speech.

Kate then commenced the prize-giving ceremony of the parade, presenting the International Achievement Award and the Jamaica Military Commendation Medal for Excellence. The uplifting vibe of the event appears to have been overshadowed, however, by backlash from the public over the couple's questionable choice of transport.

William and Kate have been strongly condemned for perpetuating 'colonial' ideals after deciding to ride in the same Land Rover used by the Queen and the late Duke of Edinburgh during their trip to Jamaica in 1953. In the images released, William and Kate can be seen standing in the open-top vehicle while waving to spectators as they are driven slowly through the military parade.

The photos look strikingly similar to those of Her Majesty and Prince Philip, who also posed on the pristine Land Rover while visiting the Commonwealth country nearly seventy years ago.



Prince William and Kate Middle ride the Queen's Land Rover during a military parade in Jamaica



The Queen and the Duke of Edinburgh rode the same Land Rover for their trip to Jamaica in 1953

Editors note; I'm just saying, but I don't think they are the same Land Rover. What about you ?

Air Force denies importing Land Rover for Commander

The Sri Lanka Air Force has denied claims that a Land Rover Defender has been imported for the personal use of Air Force Commander, Air Marshal Sudarshana Pathirana.

Documents were leaked on social media indicating that the Air Force had imported the jeep and that it was to be used by the Air Force Commander.

While confirming that the jeep was imported, the Air Force however insisted that it was to be used by the Sri Lanka peacekeeping unit in Africa.

Sri Lanka Air Force Spokesperson Group Captain Dushan Wijesinghe told Daily Mirror that the vehicle was imported by following the approved procedure.

Documents posted on social media showed that the vehicle was imported under the Air Force Commander's name.

Group Captain Dushan Wijesinghe explained that all vehicles imported for the Air Force are imported under the name of the Air Force Commander, as is the normal procedure.

He said that the vehicle was imported to meet a requirement of the Sri Lankan troops in Central Africa.

Group Captain Dushan Wijesinghe also said that once the vehicle is assessed by the relevant officials in Central Africa, the UN will pay for the vehicle in US Dollars.

"We are bringing in much needed forex by procuring equipment for the UN peacekeeping operations," the Air Force Spokesman said.

He said that the procurement is approved by all the relevant government agencies in Sri Lanka and is very transparent.

The Land Rover Defender Celebrates James Bond's 60th Birthday

James Bond and Land Rover have certain things like class and unmatched capabilities in common. Perhaps that's why the Land Rover Defender is celebrating the 60th anniversary of the James Bond 007 franchise.

There is a special edition of the Land Rover Defender that's shaken, not stirred. Alright, we will do our best to stay away from corny James Bond 007 related jokes and puns. We're just pretty excited to see the Bond-themed off-roader.

Best of all, the special Defender isn't just for show. According to Motor Trend, it will participate in the 2022 Bowler Defender Challenge at the end of the month. Mark Higgens, the 007 stunt driver, will be behind the wheel.

So, the 007 Defender gets to live up to its name with an experienced Bond driver! Claire Williams, former deputy team principal of the Williams F1 team, will help Higgens prepare for the rally.

Higgens has an impressive background as a three-time British Rally Champion, plus he has been a stunt driver in four Bond movies. You may have seen him driving in Quantum of Solace, Skyfall, Spectre, and No Time to Die.

Just like James Bond, the 007 Land Rover Defender features sophisticated styling. It has black and gold stickers with the 007 60th logo on the roof and sides. Each of the 25 James Bond film titles are listed on the hood and tailgate. Land Rover vehicles have been featured in the 007 films for about 40 years. Dr.No, the first 007 movie, was released on October 5, 1962, and Land Rover is a proud British partner.

The Defender is equipped with a full roll cage, enhanced engine and transmission cooling, a sports exhaust, and a new rear roof spoiler to dominate the rally. Plus, the Bond Defender rides on enhanced 18-inch wheels wrapped in all-terrain tires and a unique suspension de-

sign. The sub frame is modified and features new springs for increased stiffness.

The Bowler Defender Challenge will take place across the UK. It's a feeder series for global rally-raid competitions like the Dakar. The Bond Defender will only race in North Wales on March 26.

The James Bond 007 Land Rover Defender 90 is equipped with the turbocharged 2.0-liter four-cylinder engine that cranks out 296 hp and 295 lb-ft of power. This is pretty stout, but it's only the entry-level engine.

We wonder why the Bond Defender doesn't have the 5.0-liter V8 engine with 518 hp and 461 lb-ft of torque. With this engine, the Defender can accelerate from 0 to 60 mph in about 4.9 seconds. It has a top speed of 149 mph!

The optional 3.0-liter V6 engine provides 395 hp and 406 lb-ft of torque. We're sure Land Rover has its reasons for using the standard engine. The rally will be fun to watch either way.

We will try not to see other competitors as evil Bond villains that need to be taken out to save the world! Also, we will keep you updated on the rally results and where the Bond Defender travels next.



2022 Land Rover Defender 90 V8 Adds Power and Character

Look, I'm totally on board with increasing efficiency through engine downsizing and electrification, but there's something about a big, burly V8 in a big, blocky SUV that just feels right. A V8 engine doesn't just boost power, it adds personality. And in an SUV as characterful as the two-door Land Rover Defender 90, that's a very good thing indeed. The 2022 Defender's V8 is the same 5.0-liter supercharged lump you'll find across the Land Rover range. Here, it makes 518 horsepower and 625 pound-feet of torque, increases of 123 hp and 219 lb.-ft. compared to the Defender's 3.0-liter mild-hybrid I6. This added power helps shave almost a full second off the D90's 0-to-60-mph acceleration time -- 4.9 seconds, down from 5.7 -- and that's despite a nearly 400-pound weight increase over an I6-powered Defender 90 X, too.

Point the Defender's nose down a straight stretch of road, nail the throttle and try not to laugh. Beyond the sheer thrill of launching an SUV this heavy this quickly, the V8's exhaust pops and burbles when you lift off the throttle -- a small reminder, perhaps, that this is the same engine Jaguar uses in

the F-Type sports car. Careful, though: The EPA estimates the Defender 90 V8 will return a measly 15 mpg city, 19 mpg highway and 16 mpg combined, and habitually stomping on the gas pedal will keep you from coming anywhere near those figures. Ask me how I know.



Land Rover added a Dynamic mode to the Defender V8's Terrain Response system that stiffens the adaptive dampers and improves throttle response. V8 models also get an electronic limited-slip rear differential and larger antiroll bars, but don't for a moment think this turns the Defender into a corner-carver. With its tall proportions and short wheelbase, the 170.2-inch-long Defender 90 is tippy to say the least, though the standard Continental CrossContact all-season tires offer respectable amounts of grip.

Those all-seasons wrap 22-inch wheels, behind which you'll find 14.9-inch front and 14.3-inch rear brake rotors (with teal calipers!), allowing you to better manage the V8's extra force. This wheel-and-tire package obviously doesn't lend itself to the sort of all-terrain capability typically associated with the Defender, but considering this SUV is more of a fashion statement than anything else these days, I don't think that's a problem.



Besides, if you want to venture off-road, Land Rover offers a smaller 20-inch wheel option with off-road tires for a mere \$350. This'll let you explore the Defender 90's full go-anywhere capabilities, especially with the standard air suspension that can raise to a maximum ground clearance of 11.4 inches. Combined with approach, departure and breakover angles of 37.5 degrees, 40.0 degrees and 31.0 degrees, respectively, there aren't many SUVs that can touch the Defender 90's off-road chops. The added torque from the V8 only improves that prowess. Can't seem to get over that hill? Floor the damn thing.

The smaller wheels and tires are one of the Defender 90 V8's only add-ons; this thing basically comes fully loaded right from the start. An available Country Pack (\$2,200) gets you mud flaps and underbody protection, and the Extended Black Exterior Pack (\$1,200) darkens much of the outside trim. V8 models are boringly limited to just three colors -- white, black or gray -- and the test car pictured here is the Defender V8 Carpathian Edition, which only comes in a matte gray and gloss black two-tone color scheme.

Interior options are similarly limited, where the only choice you have to make is whether you want black or tan upholstery. V8 models get a steering wheel trimmed in Dinamica suede, which I personally hate because it'll be gross after a few months of use. Meanwhile, the 10-inch touchscreen houses Land Rover's new hit-or-miss Pivi Pro infotainment system, something you'll find in other Defenders. There are

plenty of storage cubbies throughout the cabin, the seats are super comfortable and the rear bench isn't tough to access in this two-door Defender 90 configuration. If you're hauling people on the regular, you can get the four-door Defender 110 with the V8, as well.

Because the V8 is the Defender's top spec, it comes with Land Rover's best suite of driver-assistance technologies. Full-speed adaptive cruise control, automatic emergency braking, a 3D surround-view camera system, blind-spot monitoring, lane-keeping assist, traffic sign recognition -- it's all here. Then again, with a base price of \$105,750 including \$1,350 for destination, I'd expect nothing less.

The restricted configurability is a big bummer, especially on an SUV that's so personality-driven. It's even more glaring when you consider all the colors and options available on the Defender's closest rival, the Mercedes-Benz G-Class. Yes, the G-Wagen costs tens of thousands of dollars more, but it also exudes coolness in a way the Defender can't quite match. If money's no object, I'd have a hard time picking the Land Rover over the Mercedes simply because I can spec a G however the heck I want.

Still, there are a bunch of reasons to like the Defender -- it's more capable than pretty much any other SUV, and it's equally at home on rocky trails or in mall parking lots. The V8 option only enhances the experience, and the six-figure asking price is appropriate. After all, it's hard to put a price on character, something the Defender 90 V8 offers in spades.



UK production suffers weakest February since 2009

UK car production fell 41% in February, the lowest level for the month since 2009.

UK car production last month was 41 percent lower than a year earlier, reflecting ongoing disruption from chip shortages and Honda's closure of a car plant in July, the Society of Motor Manufacturers and Traders (SMMT) said in a statement.

About 61,657 cars were made in Britain in February, the lowest number for the time of year since February 2009 and down from 105,008 a year earlier.

British car production in 2021 sank to the lowest since 1956, due to the growing impact of semiconductor shortages, and is half its level of five years ago.

"The sector entered 2022 hopeful for recovery, but that recovery has not yet begun, and urgent action is now needed to help mitigate spiralling energy costs and ensure the sector remains globally competitive," SMMT CEO Mike Hawes said in the statement.

Automakers were also affected by the conflict between Russia and Ukraine, which were sources for electric wiring and for aluminium, palladium and nickel used in batteries, the

SMMT said.

A quarter of cars produced in February were either hybrid or full-electric vehicles.

Britain's government has said the sale of new gasoline and diesel-powered cars and vans will be banned from 2030 as part of efforts to reduce greenhouse gas emissions.



Next-Gen Range Rover Sport SVR Caught Testing On Nurburgring With New V8

With the new Land Rover Range Rover now being available for orders in many regions around the world — including the United States where it starts at \$101,000 — the British automaker is focusing its attention towards the performance derivatives of the luxury SUV. A new prototype was recently caught on camera testing around the Nurburgring and it looks to be a trial car for the upcoming Range Rover Sport SVR. Or, simply put, the top dog in the new Range Rover family.

This is not exactly a sports car by any means — performance SUVs are not made for the track, though this one looks very composed, lapping the famous German track. There's relatively little body roll and knowing the weight of this vehicle is probably somewhere around 5,200 pounds (2,358 kilograms) or more, its cornering abilities look very impressive. After all, the Range Rover Sport SVR needs to be as good as a BMW X5 M or a Porsche Cayenne Turbo, for example.

Speaking of the performance SUV from Bavaria, the new SVR will reportedly rely on the same 4.4-liter twin-turbo V8 that powers the X5 M. This information hasn't been confirmed officially by Land Rover, though the prototype in this video strongly suggests the information is correct. Judging by the engine sound, this is likely not the 5.0-liter super-

charged V8 of its predecessor. Admittedly, the exhaust sound is not as dramatic as on the previous Range Rover Sport SVR, though there should be healthy improvements in terms of performance.

According to a recent report, the BMW-sourced V8 will deliver somewhere around 600 horsepower (447 kilowatts), making the new SVR slightly more powerful than its predecessor. The 0-62 miles per hour (0-100 kilometers per hour) acceleration could be improved by as much as 0.7 seconds to 4.0 seconds in the new model. A maximum speed of 180 mph (290 kph) is expected.



2022 Land Rover Defender Buyers Guide

Here's our guide to navigating the variants and options on offer with the 2022 Drive Car of the Year Best Upper Large SUV.

The 2022 Land Rover Defender is our winner as the best Upper Large SUV in the 2022 Drive Car of the Year awards, beating two legends in the process. This year's tough field included the reigning champion – Nissan Patrol – and the next step in the Land Cruiser story – the 300-Series. Replacing a legend is never easy, for the design or engi-

neering team. And yet, the new Land Rover Defender both builds on the illustrious nameplate while pointing a razor-sharp focus into the future.

Its styling is bold, but its ability both on and off-road is without peer. No other 4WD in this category can match Defender's on-road manners and competence, with its off-road prowess and capability.

Defender is unique in this segment in that it can be had as either a SWB three-door, or a LWB five-door, in addition to

the choice of petrol or diesel engines. The entry level Defender 90 P300 starts from \$80,540 before on-road costs. There's plenty to dissect in the Defender range, with the most expensive P525 V8 starting from an eye-watering \$220,530 before on-road costs. In total, there are 15 different Defender variants for buyers to choose from.

Defender offers a variety of engines too – from a 2.0-litre turbocharged petrol four-cylinder to 3.0-litre turbocharged petrol inline six-cylinder, and the range-topping 5.0-litre supercharged petrol V8.

The 3.0-litre diesel inline six-cylinder engine comes in two states of tune making either 183kW and 570Nm or 221kW and 650Nm.

Choosing the Defender that is right for you, will in most circumstances, depend on the usage case. If you're considering crossing the Simpson Desert or heading to Cape York, then the entry-level SWB or LWB Defender with no options added, is the smart way to go.

That's the other part of the Defender story, the options list is long and detailed. Buyers need to study it carefully, and we'd always advise choosing the options you 'need' rather than

the options you 'want'. And yes, there's a big difference between the two. Our pick of the range though, for its all-round practicality and value, is the Defender 110 P300, which starts from just under \$80,000 before on-road costs and leaves you room to move with the options list. If diesel is more your style, go for the 110 SE D300, which starts from \$99,980 before on-road costs.



Australian price confirmed for Land Rover's ultra-luxe Bentley rival

Australian pricing is now available for the 2022 Range Rover SV – an ultra-luxe set of models that sits at the pinnacle of the new L460-gen Range Rover.

Available in short and long wheelbase versions, the Range Rover SV SWB will set well-heeled customers back \$341,300 before on-road costs for the mild-hybrid six-cylinder turbo-diesel D350 variant.

To get a twin-turbo petrol V8 model in SV specification, customers will need to pay \$347,900 before on-road costs for the SWB P530 SV while the long wheelbase commands a substantial \$43,900 premium at \$391,800.

The Special Vehicle Operations SV is highly configurable, with 1.6 million possible options available to configure the car exactly how you want it.

The 'entry' level D350 SV is powered by a 258kW/700Nm 3.0-litre turbo-diesel straight six engine that is mated to an eight-speed automatic transmission.



Two higher spec 'P530' variants in Australia are powered by a twin-turbo 4.4-litre V8 engine that produces 390kW of power and 750Nm of torque.

Range Rover 2022: prices in Australia

All prices listed are before on-road costs.

- Range Rover D300 SE SWB: \$220,200
- Range Rover D350 HSE SWB: \$241,400
- Range Rover D350 First Edition SWB: \$298,800
- Range Rover P400 SE SWB: \$225,500
- Range Rover PHEV P440e SWB: \$229,200
- Range Rover P530 HSE SWB: \$259,500
- Range Rover PHEV P510e HSE SWB: \$262,400
- Range Rover P530 First Edition SWB: \$312,500
- Range Rover D350 SV SWB: \$341,300
- Range Rover P530 SV SWB: \$347,900
- Range Rover P530 SV LWB: \$391,800



Land Rover Owners' Club of Gippsland

Minutes for the LROCG Ordinary Meeting, held on Monday 7th February 2022.

Meeting held at Gippsland Land Rover, Traralgon. Meeting started at: 8.05 pm.

Welcome & thanks by Alan Harlow.

Alan welcomed everyone and asked if anyone would like to update the Club on Rods situation. This was done by several members. Rod has a very positive outlook.

The loss of David's and Craig's father late last year and his involvement with the club was remembered.

Attending; Graham Shaw-Wash, Ian Blake, Charlie Calafiore, Tonee Harlow, Alan Harlow, Terry Heskey, Sue Howell, Ross Howell, Brian Johnson, Heather Kerr, John Kerr, Helen MacRae, Alan MacRae, Annette Fleming, Bob McKee, Colette Parniak, Jan Parniak, Lois Rose, Greg Rose.

Apologies: Ted Allchin, Shirley Allchin, Rod Catchpole, Loris Catchpole, Eric Shingles, Mal Trull, Liz Trimnell, Neville Trimnell.

Confirmation of December Meeting Minutes:

Motion; That the December club minutes be accepted as true and correct:

Moved by. Helen MacRae. Seconded by Jan Parniak.

Passed.

Business arising from the minutes of the previous meeting. Nil.

Correspondence:

In:

All emails received have been sent onto members.

Out:

Input from Bob McKee re Club member drive in Express newspaper –see general business.

Treasurer's Report: John Kerr

Questions of Treasurer;

There are 5 calendar's left: Charlie to take one.

We have a 4 member credit with FWD Vic.

Currently paid for 40 members and only 36 joined.

Motion; The Treasurer's report be received and approved,

Moved by: John Kerr, Seconded by: Alan MacRae, Passed.

Publicity Officer's Report: Charlie Calafiore.

Stock still hard to come by, so no display vehicles.

New Range Rover sales going well 10 sold at approx. \$300K.

Jaguar sponsorship of Melbourne FC and Ash Barty have been very good investments.

The semi conductor shortage is still holding up supply of new cars world wide.

Ad blue crisis averted with increase in local production.

Trade-ins are getting value and a new car order can take up to 12 months for delivery.

Editor's Report: Eric Shingles.

Hope you liked the Newsletter, always looking for more stuff.

Webmaster's Report: Alan Harlow.

The web site is up to date.

	Nov	Dec	Jan
Visitors	79	33	9
Pages	177	109	56

Winner of photo competition was Colette Parniak. The prize is free membership of LROCG for 22/23

Second place was John Kerr, A prize from Charlie's shop.

FWD Vic Delegate's Report: Neville Trimnell

No meetings to report on.

FWD Vic Regional Representative; Greg Rose

Regional Representative Update.

Reminder for any new members of what Four Wheel Drive Victoria Regional Representative is. Link between Four Wheel Drive Victoria and the Land Managers. My designation is FWDV Regional Representative, Southern Alpine National Park. Effectively the same area as the Parks Victoria Foothills and Southern Alps Team (Heyfield, Dargo and Sale offices) and State Forest, managed from Dargo and Heyfield, under Department of Environment Land water and Planning. This is not a club position but rather one directly from FWDV and accountable to Wayne Hevey the CEO of FWDV. Not to be confused with Delegate to FWDV.

Friday the 3rd of December.

Travel with Mike Dower, Parks Victoria Area Chief Ranger.

Purpose: meet with the deer cull operation aerial shooting team, discuss and observe their operations; meet with the wild dog trapping contractor; survey the conditions at the top of Dingo Hill, Kelly Lane and walk along Shaw Creek; put up deer control advisory notices on four wheel drive tracks.

Thursday the 3rd and Friday the 4th of February.

Overnighter with Parks Victoria and executive members of the National Trail executive. National Trail is used by horse riders, cyclists and walkers, extending 5330km from Cooktown to Healesville.

Looking at: upgrades to the Howitt Road; work required at Howitt Hut; alternative routes for horse trail riders from Howitt Hut to Butcher Country Track to avoid using the Howitt Road; issues maintaining the Dry River section of the trail.

Wednesday the 9th and Thursday the 10th of February.

Overnighter at Wonnangatta with Parks Victoria, Four Wheel Drive Victoria CEO and some board members, engineers from SMEC (consultants on Victoria's Great Outdoors projects), DELWP roading manager.

Looking at: upgrades to the Wonnangatta Iconic Drive, road and track network, upgrades to associated camping facilities,

discussion on the proposal to build a replica of part of the original Wonnangatta Homestead to use as an interpretive centre in the valley.

LROCG / PV Liaison. Volunteering With Parks Victoria.

Suggestions from Parks Victoria.

A single day activity doing a general clean-up, in and around McMichaels Hut on Kelly Lane. We would operate independently and not require the presence of a PV Ranger.

Mowing, brush cutting, rubbish removal, cover any new fire scars, re-oil the picnic table and benches that we built 11th and 12th March 2021.

Weekend working bee at Howitt Hut. LROCG, Macalister 4x4 Club, National Trail volunteers, High Country Huts Association, Parks Victoria Rangers and a contractor with

machinery. Attempt to get all work in and around the hut completed before the winter so big push on one weekend. Camping at the hut.

A reminder that to engage in any work with, or sanctioned by Parks Victoria, volunteers need to be registered with Park Connect (there are alternatives if you do not have an email address), fully paid up members of LROCG, fully vaccinated and able to show proof of vaccination and have a current Working With Children card. Note that this last point is a statutory requirement and fully supported by Four Wheel Drive Victoria.

Property officer Report; Ross Howell
No change.

Events Coordinator's Report: David Murray.

Past Events.

Coffee meeting for January cancelled due to covid.

Future Events.

* February Coffee Get Together, Jan Parniak

Location: Vault, Church St. Morwell, The Date and Time;
Friday 18th February at 10am

* February 20th. Navigation trip,

Meeting at dealership @ 8:30 am.

Bring morning tea, lunch will be at local pub at end of trip.

Bring pen, clipboard and medical form.

* February 27th to March 1st.; Camping at Macalister River Camp site.

28th Burgoyne track east of Licola Rd, leaving camp at 10 am, day tripper's welcome.

1st Burgoyne track west of Licola Rd, leaving camp at 10 am day, trippers welcome.

Both trips are about 2.5 hours and have some challenging parts.

Bring medical form and fire wood plus all your living needs.

* March 16th. (Wednesday) McMichaels Hut work.

One day clean up. Need medical forms and working with Children card.

Details at March meeting.

* November; Melbourne Cup trip.

Due to Rods health, he and Loris can no longer organize the cup week trip and so the club needs someone to organise future trips.

Some suggestion's were;

Have a picnic in a local park on Cup Day.

Have a social trip away at another time...off peak as many places are difficult for group access over the Cup long weekend.

Go to Jindabyne , a site Rod had wished to go to in the past. Allocate each part of the trip organization to different individuals.

Eg; Book site

Each day to a different couple or individual.

For 2022 the club will run the Melbourne club trip, but the organization is to be shared between members attending. Greg Rose will do a reccy next week on tracks as he will be up that way.

Alan Harlow to enquire with caravan park as to availability.

Technical Matters:

*Alan had the main battery replaced with a LR 4 part, and the process required reprograming to let the alternator know a new battery was fitted. The charge rate is apparently adjusted for new batteries.

* Ross and Sue reported on being caught in flood water at Appletree Creek, Qld. while towing their caravan with the defender.

General Business.

Meeting date

The Italian Australian Club is not open for dinner on Monday evening's. Their location and food is good, and currently superior to alternative venues that are open on a Monday evening.

Consideration be given to changing the meeting day of the week so that we can continue to use the current venue. Our winter booking numbers are quite small, so we need to use a venue that has the flexibility to cater for our club's varying needs.

Members decided to not change the meeting date and to have the next (March) pre-meeting dinner at the Morwell Bowling club.

Membership.

The average (and median) age of the club's members is quite high meaning that in a not too distant future, we may struggle to continue as a functioning club.

A membership drive is needed: all suggestions welcomed.

Express advert; Bob put forward two club ad's for review and Greg under took to write another two.

Congratulations to past members Wayne and Sharna Foon on the birth of their baby, Cedar Darby.

PS from Greg after the meeting:

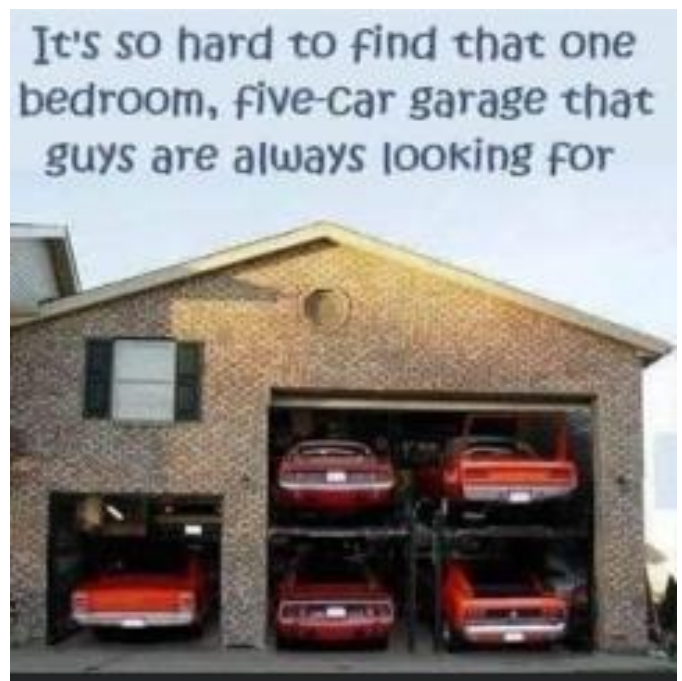
Sarah Noonan PV is going to set up a citizen science project for our club. It is looking at snow gums to find possible traces of a beetle species that ring bark and ultimately kill the trees. Mike Dower and I found some last week. Once we've found signs we enter the data on a dedicated application on an iPad.

Meeting closed at 10:10 pm.

Next Meeting:

Monday 7th March at Gippsland Land Rover, at 8pm
Pre meeting meal from 6pm at Morwell Bowling Club, Hazelwood Rd, Morwell.

Meeting and pre-meeting dinner numbers are dependent on Covid 19 restrictions.



Land Rover Owners' Club of Gippsland

Minutes for the LROCG Ordinary Meeting, held on Monday 7th March 2022.

Meeting held at Gippsland Land Rover, Traralgon. Meeting started at: 8.20 pm.

Welcome & thanks by Alan Harlow.

Alan welcomed everyone and reported that Rod was doing well.

Nice to see Shirli's daughter and ex member Linden.

Attending; Ted Allchin, Shirley Allchin, Graham Shaw-Wash, Ian Blake, Christine Croft, Philip Croft, Tonee Harlow, Alan Harlow, Sue Howell, Ross Howell, John Jennings, Brian Johnson, Heather Kerr, John Kerr, Alan MacRae, Bob McKee, Colette Parniak, Jan Parniak, Lois Rose, Greg Rose, Les Warburton, Mal Trull.

Apologies: Charlie Calafiore, Loris Catchpole, Rod Catchpole, Helen MacRae, Annette Fleming, Harley Murray, David Murray, Krystal Murray, Eric Shingles, Liz Trimnell, Neville Trimnell.

Visitor; Linden Roberts.

Confirmation of February Meeting Minutes:

Motion; That the February Club minutes be accepted as true and correct:

Moved by Bob McKee, Seconded by Greg Rose. Passed
Business arising from the minutes of the previous meeting.
Nil

Correspondence:

Out:

- All emails received have been sent onto members.

In:

- Nil

Treasurer's Report: John Kerr

Questions of Treasurer;

Sponsorship to inner Wheel for Cord Blood Research Walk 15th March.

Motion; The Treasurer's report be received and approved,
Moved by John Kerr, Seconded by Jan Parniak. Passed.

Publicity Officer's Report: Charlie Calafiore.

Nil

Editor's Report: Eric Shingles.

Hope you liked the Newsletter, always looking for more stuff.

Webmaster's Report: Alan Harlow.

The web site is up to date.

Navigation trip report and photos on Web site from Tuesday.

	Dec	Jan	Feb
Visitors	33	9	11
Pages	109	56	38

FWDV Delegate's Report: Neville Trimnell

No meetings to report on.

FWDVP Regional Representatives Report. Greg Rose

Wonnangatta Survey with Four Wheel Drive Victoria. 9th and 10th of February.

Greg, as FWDV Regional Representative, Southern Alpine National Park, was invited, along with the FWDV president, a

board member, Projects Officer and CEO, to visit Wonnangatta Valley with representatives from Parks Victoria, DELWP and a surveyor from the planning contractors. Improvements to Howitt Road, access tracks to Wonnangatta Valley and the track network within the valley, were discussed. Upgrades to toilets in the valley were discussed, specifically building of a new all abilities toilet at The Elms camping area. Data collected by the surveyor has been included in a brief for engineers that will form the basis for contracts to be advertised, probably later this year. Election promise Great Victoria Outdoors money will fund this work.

Property officer Report; Ross Howell

No change.

Past Events.

* Coffee meeting for February. Jan Parniak.

At the Vault in Morwell

Small group of 11 members.

* February 20th, Navigation trip, Alan & Tonee Harlow

Report given by Alan & Helen

Photos and report on club Web site.

Alan MacRae and Wash gave a report on the day which was complementary and encouraged others to attend if run again.

* February 27th to March 1st. Camping at Macalister River Camp site. Cancelled due to weather. Alan Harlow

Events Coordinator's Report: David Murray.

Future Events.

* March Coffee Get Together; Location: Swift Café at Morwell arts centre. Date and Time; Friday 18th March at 10am

* Wednesday the 16th of March for McMichaels Hut work.

Volunteer Trip with Parks Victoria. Greg Rose

A single day activity doing a general clean-up, in and around McMichaels Hut on Kelly Lane. Mowing, brush cutting, rubbish removal, cover any new fire scars, re-oil the picnic table and benches that we built 11th and 12th March 2021. Need medical

forms and working with Children card. Meet at Licola parking area at 9:00 a.m. List of participants for this day closes at tonight's meeting, in order for Wayne Foon Parks Victoria Ranger Heyfield, who will accompany us, to list volunteers on Park Connect. Proof of vaccination and Working With Children to be shown to Greg at the meeting or at the meeting place.

* November Melbourne Cup trip. 27/10/22-3/11/22 7 nights. Morwell to Jindabyne is 490km which is 5.75hrs driving time in car. Morwell to Cann River is 294km and 2.5hrs driving time in car. Cann River to Jindabyne is 194km and 2.25hrs driving time in car.

Possible over night at Cann River free camp on the 26th.

Jindabyne Holiday Park 0264562249 jindabyne@nrmaparksandresorts.com.au

Caravan park booked 7 van powered sites 1-7 and one camp site 63. \$316 for powered van and \$169 for tent no power.

Individuals to confirm site and deposit Booking #56007

Site details:

Full Name:

Address:

Mobile:

Email address:

Equipment Size i.e. caravan size:
 Number of Adults:
 Number of children:
 Pets Y / N
 Greg Rose did a reccy on area.

Individual roles.	Responsible
Booking site and group contact.	Alan & Tonee
Organising Melbourne cup sweep.	Alan & Tonee
Quiz Tuesday	John Kerr
Melbourne cup food co-ordinator.	Heather Kerr & Colette Parniak
Ordering chooks and salads from Woolworths	Heather Kerr & Colette Parniak
Friday trip to Yarrangobilly caves	Alan Harlow
Saturday Park Run 5km (can walk)	Wash
Saturday breakfast booking	Jan Parniak
Saturday short local outing.	TBC
Saturday tea at Jindabyne Hotel motel bistro.	Sue Howell
Sunday trip	TBC
Monday coffee booking free day.	Sue Howell
Tuesday site preparation.	Group
Wednesday trip?	TBC

Possible trips
 Wild Brumby Schapps Distillery for tastings and coffee.
 Mt Kosciuszko (Daily fee per vehicle \$17 Concession available on line)
 Murray Gorge.
 Thredbo village.
 Charlottes Pass: Chalet with coffee shop.

Technical Matters:

Mal has sold his Gold Discovery to grandson and has started a fund for its upkeep.

General Business.

* Wonnangatta Homestead Hut Build. Greg Rose.
 The proposal to build a "replica" hut at the site of the Wonnangatta Homestead, has been updated and is now progressing through management levels of Parks Victoria. With change of personnel, Covid, etc., progress had stalled but it is now active again. This proposal was a joint community groups initiative.
 Greg at Alan's request told the story of the toilet cassette being replaced by a helicopter.
 * Alan McRae related the use of an easel he rediscovered while preparing for a conference, of the Age of Discovery used at 4WDV show several years ago.
 * All calendars now sold thanks to John Jennings.
 * Covid rules to be checked before next meeting to see what if any rules now apply when we conduct meetings at the dealership. On recommendation from Heather, Alan will check with Charlie.

Meeting closed at 9.27 pm.

Next Meeting:

Monday 4th April at Gippsland Land Rover, Traralgon, @ 8pm.
 Pre meeting meal from 6pm at Morwell RSL, cnr Tarwin and George St.
 Meeting and pre-meeting dinner numbers are dependent on Covid 19 restrictions.



Inner Wheel Club walk

At the November meeting the members passed a motion to sponsor Helen MacRae and Tonee Harlow in their Inner Wheel Club walk to raise funds for Cord Blood Research. Helen wrote an article for LROCG newsletter at that time detailing the relationship between Inner Wheel and this very worthwhile research.
 On the morning of Tuesday March 15th, the walk took place in Traralgon, covering approximately 4.5 kilometres.

We would like to sincerely thank the LROCG for helping us in our ongoing support of this very worthwhile, lifesaving cause.

Helen and Tonee.

Camp Host

Four Wheel Drive Victoria are looking for clubs to host Camp Hosts over the next two upcoming public holidays, Easter (15/4/22-18/4/22) and Anzac Day (23/4/22-25/4/22). It is a great opportunity for your club to be able to assist and volunteer with Parks Vic/DELWP as well as recruit potential new members whilst you are out talking to campers.

If your Club has an area they would be interested in hosting a Camp Host at, please let the office know. Otherwise, if you like an new area suggested for your Club to base at during the Camp Host, the office can assist here as well. There are many opportunities to hold a Camp Host that are sure to suit your Club.

Regards,
 Daniel Whitby – Projects Officer
 Four Wheel Drive Victoria

We'll be there

Tonee, Alan, Jan and Colette are heading to Wyperfeld. If you would like to Camp Host, pick a camp area and give FWDV a call.

Regards
 Alan Harlow.



LROCG Navigation Activity

By Helen and Alan MacRae

A sincere thank you to Alan and Tonee Harlow for once again putting in countless hours to organise this fun day out, which was held on Sunday, February the 20th.

Ross and Sue, Wash and Bruce (Wash's brother), Lois and Greg, and Alan and Helen met Alan and Tonee at Gippsland Land Rover with pen and clip board in hand, ready for another secret fact finding mission.

Setting off at 10 minute intervals we started by crossing the railway line onto Bank Street where our first answer was to be found. Alan and Helen had to back track because they missed it. The first one! Knowing Alan H is very particular about answers we made sure we covered everything in detail. Not 16 caravans in storage, but 15 caravans and 1 motorhome.

It didn't take long to determine that we were heading in a southerly direction having travelled first towards Loy Yang and then towards Traralgon South which we went around by being diverted onto a sandy track. We drove along the edge of the Traralgon South Flora and Fauna Reserve, an area of 843 Hectares, seeking out the names of all the tracks along the way.

Back onto bitumen we drove past the recently rebuilt Callignee Hall and CFA and then onto Mt Tassie where a difficult question tricked us all. We had to give the name of a compass plaque placed on top of the cairn. Apparently, it is called a toposcope. From here we travelled down through a lush valley sided by tall tree ferns and stopped at the





Tarra Visitors Centre for morning tea.

Following morning tea we set off again. This is where navigation plans and directions came unstuck. Those who knew the area didn't really read the directions but took off in the direction they knew they had to go; to Cyathea Falls. Two couples studiously read their instructions and, due to a slight error on the sheet, back tracked until they had that feeling that all was not right. After consultation they were back on track, and we all headed in the same direction.

Eventually we all ended up on Grand Ridge Rd seeking out historical information, flowers, and needing to take note of warnings and signs while being vigilant about other vehicles. Back onto the sealed Monash Way we travelled towards Boolarra where our final questions were centred around the Old Mill Site.



With all the hard work done we drove into the Boolarra Hotel where we enjoyed our lunch and were joined by Wash's sister and brother-in-law. Wash's family were visiting to celebrate his 70th Birthday so we wished him a very Happy Birthday.

Meanwhile Alan marked our answers. Alan and Helen had the greatest number of points and won a box of chocolates which they shared around the table, and the privilege of writing the report.

Thank you again Alan and Tonee.



CAMPING TIPS

When using a public campground, a tuba placed on your picnic table will keep the campsites on either side vacant. A two-man pup tent does not include two men or a pup. The guitar of the noisy teenager at the next campsite makes excellent kindling. Lint from your navel makes a handy fire starter - Warning: Remove lint from navel before applying the match.

Top 10 Reasons Farm Land Rovers Are Never Stolen

10. They have a range of about 20 miles before they over-heat, breakdown or run out of fuel.
9. Only the owner knows how to operate the door to get in or out.
8. It is a difficult to drive fast with all the fencing tools, grease rags, ropes, chains, syringes, buckets, boots and loose papers in the cab.
7. It takes too long to start and the smoke coming up through the rusted-out floorboard clouds your vision.
6. The Border Collie on the toolbox looks mean.
5. They're too easy to spot. The description might go something like this: The driver's side door is red, the passenger side door is green, the right front mudguard is yellow, etc.
4. The large round bale in the back makes it hard to see if you're being chased. You could use the mirrors if they weren't cracked and covered with duct tape.
3. Top speed is only about 45 mph.
2. Who wants a truck that needs a year's worth of maintenance, uni-joints, \$3,000 in body work, tail-lights and a wind-screen.
1. It is hard to commit a crime with everyone waving at you.

Volunteer Day At McMichaels Hut

By Greg Rose, LROCG / Parks Victoria Liaison



Trip Leaders; Greg Rose for LROCG and Wayne Foon for Parks Victoria.

Participants; Ellen, Parks Victoria Ranger, Heyfield, Land Rover Owners Club of Gippsland members, Bob McKee, Lois Rose, Ian Blake, Alan MacRae and Mal Trull.

Date, Wednesday the 16th of March 2022.

In light drizzle, the participants for the day met at Licola and were on the way up to Kelly Lane by 9:15. We made steady progress up the hills into the Alpine National Park with Wayne and Ellen from Parks Victoria leading in the Mercedes G Wagon, towing a trailer loaded with the equipment we would need. Driving over the wooden bridge that crosses Shaw Creek our convoy of six vehicles, (2 Discovery 4s, a Land Rover Hardtop, an Isuzu MUX, a Land Cruiser 200 Series and the G wagon), bumped and splashed its way along Kelly Lane. Recent rain had scoured out the track making it a little slower to travel than normal.

On reaching McMichaels Hut we took time to have a tea or coffee, then a safety briefing, before unloading all the gear from the trailer. The serenity was soon broken, with brush cutters and mowers spluttering into life in the higher altitude air, then settling into a noisy rhythm as the long grass was brought under control. I felt totally out gunned using my battery powered Stihl brush cutter.

Ian Blake, our experienced fencer, set to work removing a damaged bollard near the hut and replacing it with a new one. Ian then moved to an area where the bollards and fencing we had previously erected, had been breached. The gap was filled with new posts. This area had been partitioned off to protect fragile plant species.

Lois, armed with a long grabber, gloves and a large bin bag



picked up rubbish, often of an unpleasant nature, from around the hut and along the tracks.

After some brush cutting, I walked upstream from the hut, following a set of wheel tracks where someone had been driving through the grass and low scrub. The faint tracks took me to a beautiful section of the creek with cascading water and lichen covered rocks. This informal track has been noted and some sort of deterrent sign or bollards will be erected to stop, what is just one set of tracks, becoming a major management issue.

We had our lunch break in the hut to escape the heavier drizzle that had set in. The conversation ranged through topics like; getting bogged, recovering bogged vehicles, the merits of various Gippsland and online camping stores, 12 volt ovens, Thai food and food memories from a 1950s childhood. The latter showed our age and was a revelation to Wayne and Ellen.

Lunch concluded, we packed up and headed off to Kelly Hut. There was very little to do at the hut. Some rubbish was collected. Wayne explained the complex process of restoring and saving the hut. Due to its heritage status great care is taken to make the repairs fit in with the historic character of the hut.

Our work for the day was complete. We had achieved our goals. Wayne thanked the club for once again, contributing to the welfare and upkeep of the Alpine National Park. We exited Kelly Lane at the northern end and made our ways home.

Our club is now in its 11th year of working with Parks Victoria in some of the most beautiful parts of our state. Thankyou from me, as the club co-ordinator of these volunteer day, to all those who attended.

Thanks also to Wayne and the whole Parks Victoria Foothills and Southern Alps Team, who spend considerable time planning the activities for us and keeping us safe in the Park.



Land Rover History



Researched by Rob Weigl (LROCV Member)

In 'Land Rover History' in the last LROCV newsletter, mention was made of the 6-247 Perkins engined Land Rover. Here is the full article that appeared in *Overlander* magazine, August 1980.

PERKING UP THE LAND-ROVER

Leyland Australia has been experimenting with a Perkins-engined Land-Rover for the local market.

Following on from the launch of the brilliant new V8 Land-Rover, Leyland Australia may be about to strike another body-blow at Toyota's dominance of the Australian 4WD market with a new diesel model.

For overlanders and farmers alike, the company's existing 2.25L four-cylinder engine is just too slow for comfort. But a 6.247 Perkins engined Land-Rover – an experimental version of which *Overlander* recently drove in the Victorian Alps – would be a different kettle of fish.

The Japanese-made six-cylinder 6.247 produces 74.5 kW at 3600 rpm and 220 Nm torque at 2500 rpm, compared with 46.2 kW at 4000 rpm and 139 Nm at 2500 rpm for the Land-Rover motor.

This sort of performance could have proved devastating to the Land-Rover's rather fragile transmission, so it wasn't until the V8 Land-Rover was created that Leyland decided to play with a Perkins.

The V8 is fitted with the Range Rover's much stronger running gear which Leyland was satisfied was robust enough to cope with the Perkins engine's output.

Surprisingly, since the parent companies of both Leyland and Perkins are British, the initiative was taken in Australia. Last December, Leyland gave Perkins Engines Australia Pty Ltd of Dandenong, Victoria, a V8 hardtop for developmental conversion.

The man appointed to head up the conversion team was Perkins' applications engineer Bill Smith.

Mr Smith, a former Land-Rover Owners Club member, accompanied his baby on the Leyland Australia organised four-wheel-drive test weekend in the Alps.

"Land-Rover owners were putting Perkins engines in their vehicles 25 years ago," he confided.

Perkins had already produced a 6.247 kit for Land Cruisers, about 200 of which have been sold since last July through the company's dealer network.

The Land-Rover conversion took some months to develop



Phenomenal engine braking makes Perkins/Land-Rover a dream to drive in mountainous country.

and, as Bill Smith stresses, is not a production design. Two major variations: the new bellhousing is made from 6mm steel plate, rather than aluminium alloy; and there is no steel-to-steel clearance between the engine sump and the front differential (the clearance is provided by the engine mounting rubbers). "There are several ways of overcoming this," says Mr Smith. "But they're up to Leyland. We're engine, not chassis makers."

Otherwise, the conversion has been engineered to alter as few Land-Rover components as possible. The transmission sits in exactly the same spot as in the V8; the original clutch and clutch mechanism have been retained. Perkins' exhaust manifold has been mated to the Land-Rover exhaust pipe and muffler.

The radiator is, however, a one-off; it is 50mm taller than the V8's, and is cooled by a six-blade steel fan.

The paper air filter is not a Land-Rover part, but is the same as is fitted to Perkins engined Leyland Terrier trucks. This improves parts availability.

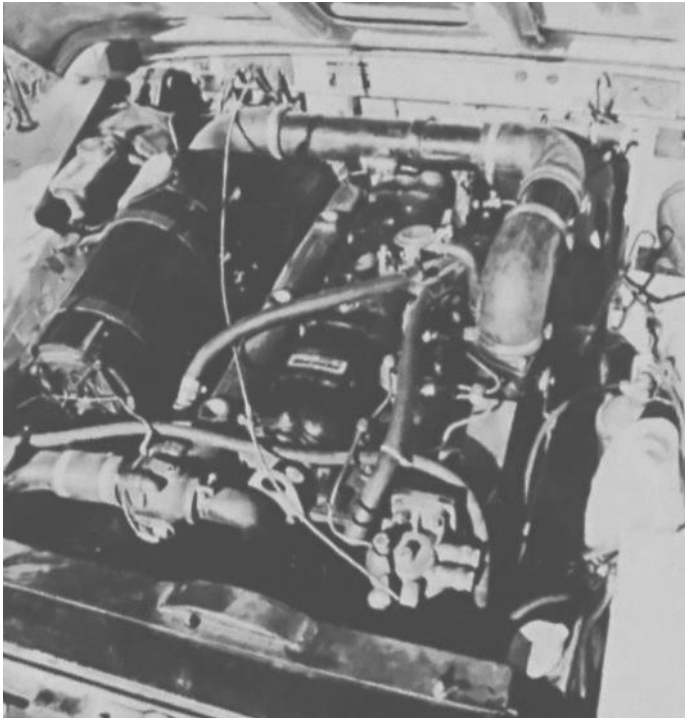
Because of the conditions under which the Land-Rover is likely to be used, Perkins has mounted a water trap in the fuel line, ahead of the fuel filter.

A new alternator with vacuum pump is connected to a VD0 diesel tacho redlined at 3600 rpm. "We like tachos," beams Mr Smith.

Modified linkage on the original throttle cable actuates the injector pump, while the cut-out switch is connected to the choke cable.

In the bush, the 6.247 Land-Rover proved to be a superbly tractable vehicle. It was possible to climb most of the extremely steep fire-trails in the Alps in high range, although we

Land Rover History



had to change back to low range on a few occasions. Engine braking was superb. The 6.247 Land-Rover would take off uphill in second low and seemed enormously powerful in low range. Towing another vehicle out of trouble was child's play to the Land-Rover, which has a first low ratio of 47.83:1.

With the full-time 4WD transmission, however, it was impossible to avoid drive-line snatch when changing gear in low range. On the open road, the Perkins Land-Rover is capable of cruising at 100km/h all day. It has a top speed of around 110km/h. Despite being very tight, it returned 12.0L/100km (23.4 mpg) on the way out to Dargo; expect better when the engine is run in. (Our test vehicle was shod with 6-ply Olympic Steeltrek radials).

While Land-Rover Ltd in the UK is said to be watching developments with interest, local Leyland spokesmen suggest it will never go into production.

Neat engine installation has been engineered to alter as few Land-Rover components as possible.

‘The Fuel Saver’
Overdrive Units specially designed for Land Rover & Range Rover

ROVERDRIVE By Fairey
Saves Fuel, Improves Performance & Versatility

Features:-

- Significant Fuel Savings
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- Increased Versatility with more available gear ratios

- Precision Engineered with no complex Electric or Hydraulic connections
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Available through Leyland Branches and Distributors or your nearest Land Rover dealer.

CENTREBOARD PRODUCTIONS 92-7221

1979 advertisement for the Fairey Overdrive to suit Land Rover and Range Rover's

IN A LAND ROVER, WHO NEEDS A ROAD?

By Alex Markovich

An extract from 'Popular Science' February 1961. It also appeared in LROCV Review October 1965 & December/January 2022.

The scratched and mud-spatted Land Rover inched its way up the 65 degree slope, the steel cable on its winch groaning. For miles in all directions stretched the almost impassable Darien jungle swamp of Panama and Columbia. Suddenly, near the crest of the hill, the vehicle somersaulted backward and crashed upright against a tree 70 feet below. A pin has sheared in the winch. Thanks to seat belts and the sturdiness of the vehicle's body, the driver was unhurt. The engine restarted on the first try, and within minutes the expedition was off again to complete the first crossing of Central America by motor vehicle.

Nearly a third-way around the world in Holland, a freight-yard foreman was puzzled when a newly bought Land Rover burned out its heavy-duty clutch in a few weeks. The car had been bought for towing two or three unladen 10 ton railroad cars at a time. He investigated, and found that one eager-beaver driver had been towing four and five at a time. In fact, the driver boaster, he'd once hitched up and moved four empty cars and one fully loaded one – about 150 tons. Nearly every Land Rover owner has some similar tale to tell. Land Rovers have been sat on by confused elephants and charged by enraged rhinos. They've plowed through quicksand, floorboard-deep water, Sahara sands, and arctic snow. Hardly an area remains in the world that hasn't been crossed by the plucky four-wheel-drive vehicles. Consequently, when I went to pick up our Land Rover my curiosity was tinged with awe. Would the car really live up to its reputation?

A JEEP WITH A BRITISH ACCENT

I took delivery of the stubby little station wagon in Long Island City, NY. It was fully eight inches shorter than a VW, though much higher. All the aluminium and galvanized-steel body panels were squared off to cut tooling costs and eliminate needless overhang.

The interior was strictly practical; no niceties such as door upholstery, head liner, or floor mats. Leg room was scant, even for my five-foot-eight frame.

The four-cylinder, 77-hp engine started instantly. I pushed the four-speed floor stick into first and rolled away. I soon

found that second gear, like first, isn't synchronized and requires double-clutching. Additional ratios are provided by a transfer box; in effect, eight forward and two reverse speeds are available.

Riding the parkway leading upstate was a pleasant surprise. Though built for the roughest terrain, the Land Rover was docile on the smooth pavement. Steering was quick and easy. The heavy chassis and light body resulted in a low center of gravity, so the vehicle cornered well. A major annoyance, however, was the noisy drive train – at 40 the whine made normal conversation almost impossible.

There's a touch of larceny in all of us. Approaching a parkway toll station, I had a fleeting thought of cutting off cross-country. I fought off the impulse.

OFF-THE-ROAD TEST

Farther upstate I left the road to give the Land Rover a real workout. I pulled the transfer-box lever back into low, automatically putting the car into four-wheel drive, and charged up a 45 degree slope without benefit of a winch. I drove down the other side of the hill with the body leaning nearly 30 degrees.

At the foot of the hill was a shallow stream. I drove into it, following the rocky bottom a few hundred feet, and emerged on the other side. By this time the little car had given me a sense of exuberant power. I felt unstoppable. I barreled into a clump of trees, gaily weaving in and out among the saplings. After a few hours I grudgingly got back onto the parkway and headed home to get a woman's opinion.

My wife approached the car with unconcealed misgiving. She thought that it looked like a shrunken Brink's truck. One problem immediately became evident: the lack of a doorstep on the smaller-wheelbase model makes entry difficult for women in skirts. I had to give my wife's bottom a boost to get her in with some semblance of modesty. She probably didn't like the stiff suspension either, but the drive-train noise drowned out absolutely all complaint.

Women just don't seem to understand what a terribly practical vehicle the Land Rover is.

