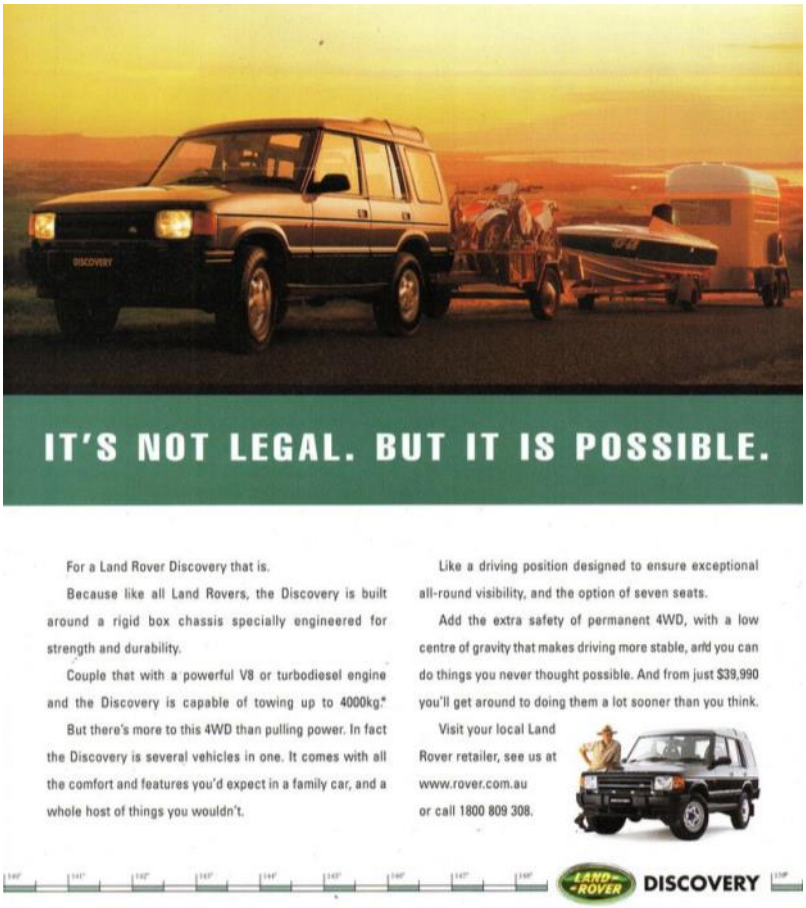
LAND ROVER OWNERS' CLUB

OF GIPPSLAND

MAY 2022 NEWSLETTER

LAND ROVER OWNERS' CLUB OF GIPPSLAND

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



Land Rover Owners Club of Gippsland Meetings

During the winter months, a high number of our members head to warmer environs. Because of the high number of absentee members/committee it was decided at the May Club Meeting that the monthly General Meetings be suspended until Monday 5th of September 2022.

Social coffee/dinner meetings to be continued as arranged for those interested.

Club business will continue to be addressed electronically on an as needed basis.

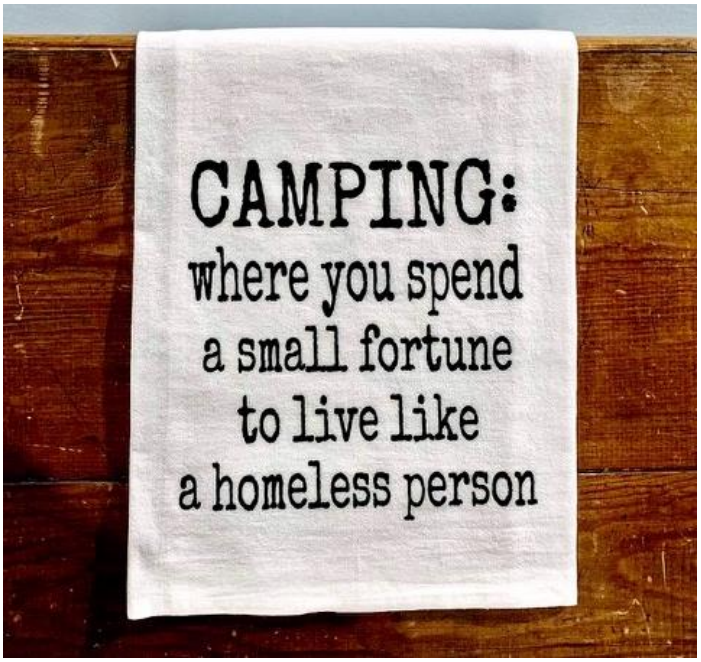
For Sale;
I have been contacted by a fellow who has three Range Rovers that he wishes to sell. One is a L322 and the other two are 38A's, All are registered. He is an older gent, and as such is downsizing many vehicles from his car collection. More details soon. In the meantime, you can contact the editor.

This month's cover; A Greg Rose photo of a Defender on an early LROCG trip

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	
Publicity Officer	Charlie Calafiore	03 5172 1100
Secretary	Charlie Calafiore	03 5172 1100
Events CoOrdinator	David Murray	AH)0438 369 110
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.



Land Rover Defender 130 is set to go on sale in Australia

Land Rover Australia has confirmed the new long-wheelbase Defender 130 will go on sale in Australia from $124,150 before on-road costs.

Two models will be available for buyers, the Defender 130 SE D300 from $124,150, and the Defender 130 SE P400 from $131,650, coming standard with Land Rover's five-year, unlimited-kilometre warranty.

Land Rover has been enjoying huge sales success with the Defender since it landed in dealerships last year. Now the British brand will be hoping to find even more customers with the biggest version of the off-roader to date: the Land Rover 130. The model has not been confirmed yet for Australia, although we anticipate it will be announced for our market this year. Here's what to expect.

The 130 takes the already-substantial 110 edition of the Defender and adds an extra 340mm beyond the B-pillars, making it 5358mm long – that's more than 10cm longer than the seven-seat version of the latest Range Rover.

Land Rover claims that this extended rear overhang doesn't impact on the Defender's off-road ability; it retains approach and departure angles of 37.5 degrees and 28.5 degrees respectively, and has a maximum wading depth of 900mm.

But the longer body frees up so much additional space in the cabin that engineers have been able to install a third seat in the last row. That means there is now the possibility of a two-three-three seating layout, making the car an eight-seater and taking it beyond the capacity of the seven-seat 110.

Land Rover clearly believes the additional capacity will be a key selling point; the car will be an eight-seater by default, and the removal of the third row to make it a five-seater will be offered as a no-cost option.

The Defender 130 will be available with a choice of at least three powertrains in Europe but only two in Australia.

Australia will get the D300 and P400, both in SE trim. The P400 produces 294kW and 550Nm torque at 2000-5000rpm, good for a 0-100km/h in 6.6 seconds.

The diesel D300 3.0-litre six-cylinder develops 221kW and 650Nm torque at 1500-2500rpm. The 0-100km/h dash is finished in 7.5 seconds for the D300.

Inside, the Defender 130 gets the larger 11.4-inch Pivi Pro touchscreen infotainment system that was introduced on the higher-end 90 and 110 V8 models, as well as standard air purification. Other features include Smart Voice Guidance, which reduces the amount of instructions required in familiar surroundings, and what3words location functionality.

There's also the option for the third row of seats to be heated, and those in the sixth, seventh and eighth seats also get padded armrests and USB-C charging ports. Up to five of the eight seats (the outer seats in the second and third rows, along with the front passenger seat) can feature Isofix mounting points.

The extra rear overhang gives the Defender 130 some impressive-looking outright practicality figures. Eight-seat versions have 389 litres of boot space with all three rows in place, and this extends to almost 2300 litres with the second and third rows folded into the floor. The ultimate capacity is slightly higher in the five-seat version, which can carry up to 2516 litres.

Order for buyers in Australia open on August 1 2022.

UK battles to keep Jaguar Land Rover's planned EV production

Britain is locked in a battle to hold on to production of Jaguar Land Rover's future range of electric vehicles as concerns grow that the UK is falling behind in the race to build vital large-scale battery factories.

The company, which is owned by the Indian conglomerate Tata, said it continued to "explore all options" for battery supply amid reports it could build electric cars in eastern Europe.

Bloomberg reported that JLR was considering buying batteries from Sweden's Northvolt AB or China's SVOLT Energy Technology for a range of electric cars that it may assemble in Slovakia.

The firm is also in talks with the UK government over funding for the construction of a battery plant, or "gigafactory", to ensure a local source of batteries.

This follows JLR's commitment last year to make the Jaguar brand electric-only by 2025, as well as a pledge to abandon petrol vehicles entirely in the next decade. It currently has just one pure electric model, the I-Pace, built in Austria.

The company said it would "retain our plant and assembly facilities in the home UK market and around the world" as part of its strategy. "We continue to explore all options around the supply of batteries. No decisions have been made yet," a spokesperson said.

As part of JLR's switch to electric, the company – which employs 30,000 people in the UK – has previously said it would keep all of its main factories located in the West Midlands.

The firm also has manufacturing sites in Slovakia and Austria and other facilities in Brazil and Asia.

Battery factories are seen as crucial for the future prospects of the UK automotive industry as it moves away from the production of international combustion engine vehicles.

The global battery supply has been dominated by Asian manufacturers – especially in China, Japan and South Korea – although Europe and the US have been racing to catch up.

Batteries are by some margin the most expensive part of an electric vehicle, but until now the development of UK factories has been sluggish.

China's Envision is expanding a plant in Sunderland next to Nissan's car factory, and the UK startup Britishvolt has been raising funds for a gigafactory near Blyth, Northumberland.

The UK government announced a £100m investment in Britishvolt at the start of the year as part of its automotive transformation fund. It has also held talks with six car manufacturers about building gigafactories.

Attracting other investment has proved difficult in recent years, which Mike Hawes, the chief executive of the Society of Motor Manufacturers and Traders (SMMT), said was not helped by Brexit.

"Europe is playing catchup with Asia," he said. "The uncertainty of Brexit and what was going to happen for five years made the UK very difficult to invest in because by definition you didn't know what the trading conditions were going to be so you didn't know what the longevity of the viability of manufacturing was going to be."

Trade unions are concerned that the slow development of battery plants in the UK could move car industry jobs abroad.

Des Quinn, a Unite national officer, said: "The government needs to wake up and smell the coffee about the fact that without new gigafactories and a supply chain for electric vehicles there's going to be mass unemployment and economic damage from 2028 onwards."

A spokesperson at the Department for Business, Energy and Industrial Strategy declined to comment on reports about JLR's plans, but said it regularly speaks to companies in the industry.

They added: "The UK continues to be one of the best locations in the world for automotive manufacturing thanks to a major investment programme to electrify our supply chain, create jobs and secure a competitive future for the sector."

Jaguar Land Rover Celebrates the Queen's Platinum Jubilee

Jaguar Land Rover is joining Her Majesty the Queen's Jubilee celebrations, with 26 of its cars in the Platinum Jubilee Pageant on Sunday June 5. To further commemorate the Queen's 70 years of dedicated service, Land Rover is giving the British Red Cross a new Defender 130 to support its operations in the UK.

Land Rover engineers will work with representatives from the charity, of which the Queen is a patron, to adapt the Defender 130 before it goes into service. Land Rover has supported the International Federation of Red Cross and Red Crescent Societies since 1954.

''We are delighted to be receiving the Defender 130 and look forward to working with the team at Land Rover to modify this over the coming months. As the longest version of this vehicle ever produced, we will be able to utilise the increased capacity to incorporate new and unique features that will better support our emergency response and ambulance support work. The vehicle's off-road capabilities will give us the freedom to access remote areas and reach people affected by emergencies and disasters across the UK, said Chris Davies, Head of Crisis Response.

The Queen's Platinum Jubilee Pageant is a celebration of the creativity and ingenuity of the people of the UK and Commonwealth during the 70 years of her reign. Two of Her Majesty's beloved Land

Rover Defenders will take part, along with three Jaguar and Land Rover vehicles from James Bond films, and a collection of rare Jaguar convertibles including a bespoke 1965 Series 1 E-type Roadster. The one-off renovation features a comprehensive list of enhancements carried out by the expert technicians at Jaguar Classic Works, and metallic blue paintwork inspired by the Union flag.

''It is a true honour for our vehicles to play a part in this momentous occasion to mark Her Majesty's Platinum Jubilee. As the UK's longest reigning monarch, Head of the Commonwealth, patron of more than 600 charities as well as a mother, grandmother and great grandmother, the Queen is a remarkable role model and we are delighted to celebrate with her today, said Chris Thorp, Chief of Staff at Jaguar Land Rover

Other Jaguar and Land Rover vehicles of note participating in the pageant include the first Land Rover the world ever saw, unveiled at the 1948 Amsterdam Motor Show. In a celebration of Jaguar's move towards an all-electric future, the parade will feature an F-PACE Electric Hybrid in a bespoke livery designed with drumming sensation Nandi Bushell and an all-electric I-PACE from the E-Trophy racing series.

The vibrant and colourful procession will cover a 3km route taking in The Mall and Buckingham Palace, echoing the route of the Coronation 70 years ago. It will feature more than 10,000 volunteers and creatives celebrating each of the Queen's seven decades on the throne through a carnival of art, music, theatre and dance. The Jaguars and Land Rovers will feature throughout the parade with notable brand fans and cultural icons aboard, from Bear Grylls to Dame Joan Collins.

Land Rover received its first Royal Warrant in 1951 from King George VI, who had tried one of the company's very early models in prototype form. In the same year Daimler, which became part of Jaguar in 1960, also received a Royal Warrant from HM The Queen – who was to become The Queen Mother.

Jaguar Land Rover today holds the Royal Warrant as 'Manufacturers of Motor Vehicles, 'By Appointment' from all three current grantors: HM The Queen, and HRH The Prince of Wales. Furthermore, during the lifetime of HM Queen Elizabeth The Queen Mother, Land Rover enjoyed the rare distinction of simultaneous Appointment to all four grantors.

New Defender is Land Rover's big success

The new Land Rover Defender is the goose that lays golden eggs.

Of all the success stories that have rolled out of Land Rover's HQ in recent years, the new Defender has to be the greatest of the lot. It's not only a fantastic piece of industrial design and a hugely impressive example of British engineering, early signs are that the plant in Slovakia is building them brilliantly, too.

So it's no surprise that – especially in times of parts shortages – Land Rover cannot build them fast enough. The queue for new Defenders goes around the block a few times, while Land Rover and its dealers are rubbing their hands due to healthy margins on the car.

We've no doubt that the latest version, the three-row Defender 130, will be a sales success, too. Although I have to admit to spluttering when a colleague told me it's 100mm longer than a long-wheelbase Range Rover, can cost well over $150,000 and weighs 2.5 tonnes. It's a big car in terms of size and financial impact.

We were always told that there would be a Defender family, and there are even more offspring on their way. JLR's Special Vehicle Operations division hasn't launched a Defender yet, so expect hot SVR and extreme off-road SVX versions. Then there's the much-rumoured Defender 130 ute, which could be another money-spinner, especially in the truck-crazy US.

Whether the Defender 130 is just a bit too big for Australian tastes is yet to be seen (don't forget you can already buy the Defender 110 with seven seats over three rows). But as someone who's lucky enough to have one on his drive at the moment, I can report that it is every bit as brilliant to live with as you might expect – it's a very clever car.

That queue means buying one is the biggest problem – but does anything else out there have the Defender's appeal? Not really. Which is why the used market for them has also gone crazy. You'll struggle to find one for less than it cost new. The only sad thing about the Defender's success? Anyone remember the Discovery? No, me neither.

Land Rover Owners' Club of Gippsland General Meeting

Minutes of meeting held on Monday 2nd May 2022.
Meeting held at Gippsland Land Rover, Traralgon.

Meeting started at 8:00 pm.

Welcome & thanks by Alan Harlow.
Alan welcomed everyone.

Attending; Ian Blake, Alan Harlow, Tonee Harlow, Terry Heskey, Ross Howell, Sue Howell, John Jennings, John Kerr, Heather Kerr, Alan MacRae, Helen MacRae, Jan Parniak, Colette Parniak, Neville Trimnell, Liz Trimnell

Apologies: Ted Allchin, Shirley Allchin, Graham Shaw-Wash, Charlie Calafiore, Bob McKee, Annette Fleming, Greg Rose, Lois Rose, Eric Shingles

Visitors; Nil

Confirmation of Meeting Minutes:
Motion, that the April club minutes be accepted as true and correct:
Moved by John Kerr, Seconded by Colette Parniak, Passed.
Business arising from the minutes of the previous meeting.
Nil

Correspondence:
Out:
All emails received from FWDV have been sent onto members.
In:
Various emails from FWDV, all sent on to members.
Email from the organising committee re the Land Rover 75th anniversary in Easter 2023 in Cooma NSW.
Email to Craig Murray re Aberfeldy track historic area clean up – do we wish to continue this role. Club does not wish to continue with this project due to the physical nature of the work.

Treasurer's Report: John Kerr
Questions of Treasurer; Nil
Motion, that the Treasurer's report be received and approved,
Moved by John Kerr, Seconded by Neville Trimnell, Passed.

Publicity Officer's Report: Charlie Calafiore.
New V8 Defender in show room to checkout value around $260,000

Editor's Report: Eric Shingles.
Hope you liked the Newsletter always looking for more stuff.
Thanks to those contributing.

Webmaster's Report: Alan Harlow.
The web site is up to date.

	Visitors	Pages
Feb	11	38
March	24	92
April	5	7

FWDV Delegate's Report: Neville Trimnell
No meetings to report on. Plans to move to different premises.

FWDVP Regional Representatives; Greg Rose
One thing that members could be reminded of is that Kelly Lane and King Spur (into Mayford and Long Spur) tracks will be closed on Monday. Sometimes, in dry years, as Regional Representative for FWDV, I am able to negotiate a longer opening time for these sensitive tracks. This is such a wet season that they need to be shut on their normal date. All other tracks that are subject to Seasonal Closure will be shut after the Queens Birthday long weekend as usual. Wayne Foon and I will be doing a run into the Alpine National Park on Monday and closing Kelly Lane as we go.

Property officer Report; Ross Howell
No change.

Past Events..
* April Camp Hosting Wyperfeld, Alan Harlow.
Alan, Tonee, Jan & Colette hosted at the Wonga camp ground over Easter. Great time had by all with the weather ranging from warm and sunny to cool and wet. Passed the time helping campers, walking and 4x4 driving, sitting under countless stars around a camp fire and sharing great company.
* Roof of Victoria, Friday April 15 till Monday April 18. Craig Murray. Great time had by all. Small crew on wet roads. Craig's Land Rover got bogged but with right gear he was able to recover himself.

Events Coordinator's Report: David Murray.
Future Events.
* May Coffee Get Together, Location:20/20 café Moe, Date: 13th May 10.00am.
* 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
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, $4 per car
Alan Harlow	Saturday Park Run 5km (can walk)
Wash	Saturday breakfast booking
Jan Parniak	Saturday short local outing.
TBC	Saturday tea at Banjo Patterson pub bistro.
Sue Howell	Sunday trip. dry 4WD track.

Alan MacRae	Monday coffee booking free day.
Sue Howell	Tuesday site preparation.
Group	Wednesday trip Jacks lookout
Ross Howell	Possible trips

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

Confirmed attending;
Alan & Tonee Harlow
Jan & Colette Parniak
Alan & Helen MacRae
John & Heather Kerr
Ross & Sue Howell
Wash
Ian Blake
Neville & Liz Trimnell

Note others still wishing to come are most welcome. You need only call the caravan park and make a booking. Remember to tell them your part of LROCG and would like to be close to the rest of the group if possible.
* November Howitt Hut; Greg Rose
Trip Leaders: Greg Rose for LROCG. Wayne Foon, Parks Victoria ranger, Foothills and Southern Alps Team, Heyfield.
Dates: Wednesday the 16th, Thursday the 17th and Friday the 18th of November 2022.
Meeting Place and Time: Licola store car parking area. There are toilets and mobile phone reception at this location. 9:00 a.m. Wednesday the 16th of November. We should be back at this location by mid afternoon on Friday the 18th.
Location: Howitt Hut. Grid reference in UTM/ WGS84 bands notation, 55H 473181E 5879392N. In Latitude and Longitude degrees, 37.23167degrees south 146.69766 degrees east. From Licola travel up Tamboritha Road to Arbuckle Junction, turn onto Howitt Road and continue 33 km to Howitt Hut access track. It is a slow journey from Licola to Howitt Hut, especially the last 33km.
Accommodation: Camping at Howitt Hut camping area. Due to the nature of the road and the size of the camping area, it is not suitable for full sized caravans. Camper trailers are suitable as are swags or tents for camping. It is high altitude camping so be prepared for chilly nights. There is a long drop toilet at the hut.

Technical Matters: Nil

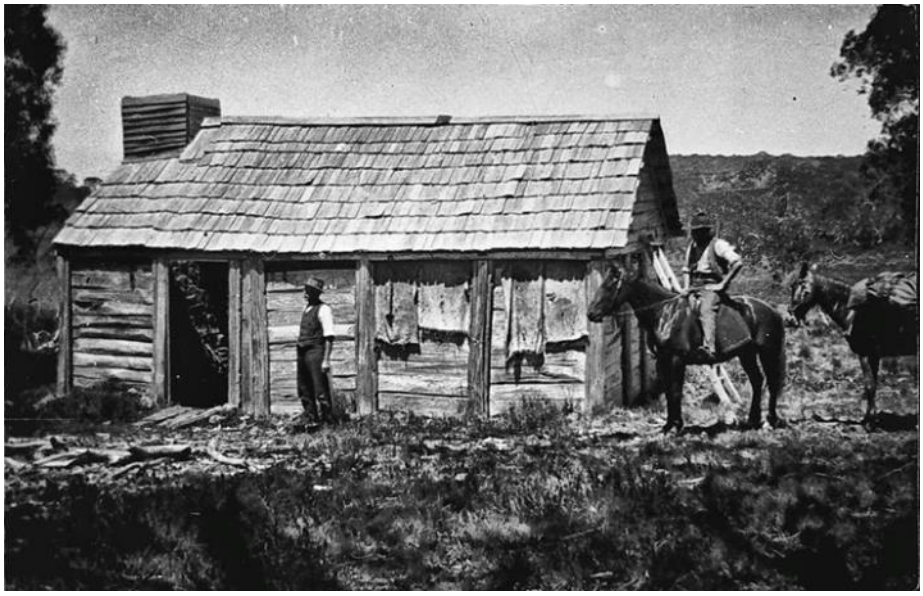
General Business.
* Discussion on should we have a hiatus during winter with respect to club meetings.
Motion; Owing to the high number of absentee members/ committee it is moved that the Club monthly general meetings be suspended until Monday 5th of September 2022. Social coffee/dinner meetings to be continued as arranged by those interested. Club business will continue to be addressed electronically on a needs basis.
Moved by Helen MacRae, Seconded by Jan Parniak, Passed.
* The AGM is to be held at the Christmas meeting as it has been for the last few years as the turn out is good.
* Club fees to be set at the start of the financial year by the committee.

Meeting closed at 8.52 pm.

Next Meeting:
Monday 5th September at Gippsland Land Rover, Traralgon at 8pm.
Pre meeting meal from 6pm at location TBC.
Meeting and pre-meeting dinner numbers are dependent on Covid 19 restrictions.

Poor old Grandad's passed away, cut off in his prime,
He never had a day off crook, gone before his time.
We found him in the dunny, collapsed there on the seat,
A startled look upon his face, his trousers around his feet.
The doctor said his heart was good, fit as any trout,
The Constable he had his say, 'foul play' was not ruled out.
There were theories at the inquest, of snakebite without trace,
Of red-backs quietly creeping and death from outer space.
No-one had a clue at all, the Judge was in some doubt,
When Dad was called to have his say as to how it came about.
'I reckon I can clear it up,' said Dad with trembling breath,
'You see it's quite a story, but it could explain his death.
This here exploration mob had been looking at our soil,
And they reckoned that our farm was just the place for oil.
So they came and put a bore down and said they'd make some trials,
They drilled a hole as deep as hell, they said about three miles.
Well, they never found a trace of oil and off they went, post haste,
And I couldn't see a hole like that go to flamin' waste.
So I moved the dunny over it, real smart move I thought,
I'd never have to dig again, I'd never be 'caught short'.
The day I moved the dunny, it looked a proper sight,
But I didn't dream poor Granddad would pass away that night.
Now I reckon what has happened, poor Granddad didn't know,
The dunny was re-located when that night he had to go.
And you'll probably be wondering how poor Granddad did his dash,
Well, he always used to hold his breath, until he heard the splash!'

Land Rover Owners Club of Gippsland / Parks Victoria November Volunteer Days



We, as a club, participate in a minimum of two volunteer activities with Parks Victoria each year. This year we have worked with Parks Victoria rangers Wayne and Ellen, at McMichaels and Kelly Hut in March. Our next volunteer activity will be in November, undertaking some work at Howitt Hut.

Howitt Hut, just off the Howitt Road north of Licola, is one of the most iconic huts in the High Country. William Bryce had the lease to Wonnangatta Station and many of the plains in the area, including Howitt Plain, from 1870 to 1914. The hut was built around 1899. Originally it was constructed of drop slab walls. In the 1920s and 1930s the hut was given a corrugated iron covering over the timber roof. Since then, many repairs and modifications have been made to the hut. In the summer of 2016 / 2017, the Victorian High Country Huts Association did extensive repairs including replacing posts, rebuilding the chimney and repairing the fireplace. Our club has undertaken minor repair work and clean-ups at the hut on a few occasions.

The activity will be over three days. You only do what you feel comfortable with. This is our eleventh year of volunteer work with Parks Victoria. During that time, we have built up an excellent relationship with the Foothills and Southern Alps Team and we always have a great time.

Below are the details I have at this stage for our volunteer work in November.

Trip Leaders:
Greg Rose for LROCG. Wayne Foon, Parks Victoria ranger, Foothills and Southern Alps Team, Heyfield.

Dates:
Wednesday the 16th, Thursday the 17th and Friday the 18th of November 2022.

Meeting Place and Time:
Licola store car parking area. There are toilets and mobile phone reception at this location.
9:00 a.m. Wednesday the 16th of November. We should be back at this location by mid afternoon on Friday the 18th.

Location:
Howitt Hut. Grid reference in UTM/WGS84 bands notation, 55H 473181E 5879392N. In Latitude and Longitude degrees, 37.23167degrees south 146.69766 degrees east. From Licola travel up Tamboritha Road to Arbuckle Junction, turn onto Howitt Road and continue 33 km to Howitt Hut access track. It is a slow journey from Licola to Howitt Hut, especially the last 33km.

Accommodation:
Camping at Howitt Hut camping area. Due to the nature of the road and the size of the camping area, it is not suitable for full sized caravans. Camper trailers are suitable as are swags or tents for camping. It is high altitude camping so be prepared for chilly nights. There is a long drop toilet at the hut.

Food and drink:
Wednesday. Snacks for morning and afternoon, lunch, drinks and something to bar-b-que for the evening meal. There will be a large bar-b-que plate please bring some salads and dessert to share. Bread, sauces, etc. will be provided.
Thursday. Breakfast, snacks for morning and afternoon, drinks, lunch. Parks Victoria will provide the evening meal.
Friday. Breakfast, snacks, drinks, lunch.

Water. Bring your own water for drinking, cooking, washing, etc. It is O.K. to bring some “refreshing beverages” to accompany dinners.

Clothing:
Four seasons clothing including wet weather gear. Sun hat, leather gloves, boots (preferably steel capped), eye protection. Gaiters if you have them.

Medications, personal details forms, etc.:
Sunscreen. Any medications you would normally take. Two personal details forms to be used in a medical emergency. In sealed envelopes with your name on the envelope. One to be given to the trip leader, one kept in your vehicle.

Your Vehicle:
Must be in good roadworthy condition with good tyres including the spare. You should have a first aid kit, fire extinguisher and basic recovery gear and tools in your vehicle. A UHF radio is important for convoy communication. Plenty of fuel.

Communication:
We will not have mobile phone coverage. The trip leader will have a satellite phone for emergency use. The Parks Victoria vehicle will have trunk radio.

Our Tasks:
Have not been finalised at this stage but will be in keeping with our skill sets and ability.

Important:
You must be registered on Park Connect and have uploaded your Working With Children Check to your Park Connect profile.
We will also adhere to any public health advice regarding Covid that is in place at the time.

What Else:
Bring a camera. The spring wildflowers should be out and the views are spectacular.

If you think you will be able to come along, please let me know as soon as possible. Greg Rose email gro13624@bigpond.net.au
If you have any questions, contact me or Wayne Foon at the Heyfield Parks Victoria office.

Adding Working With Children To Your Park Connect Profile

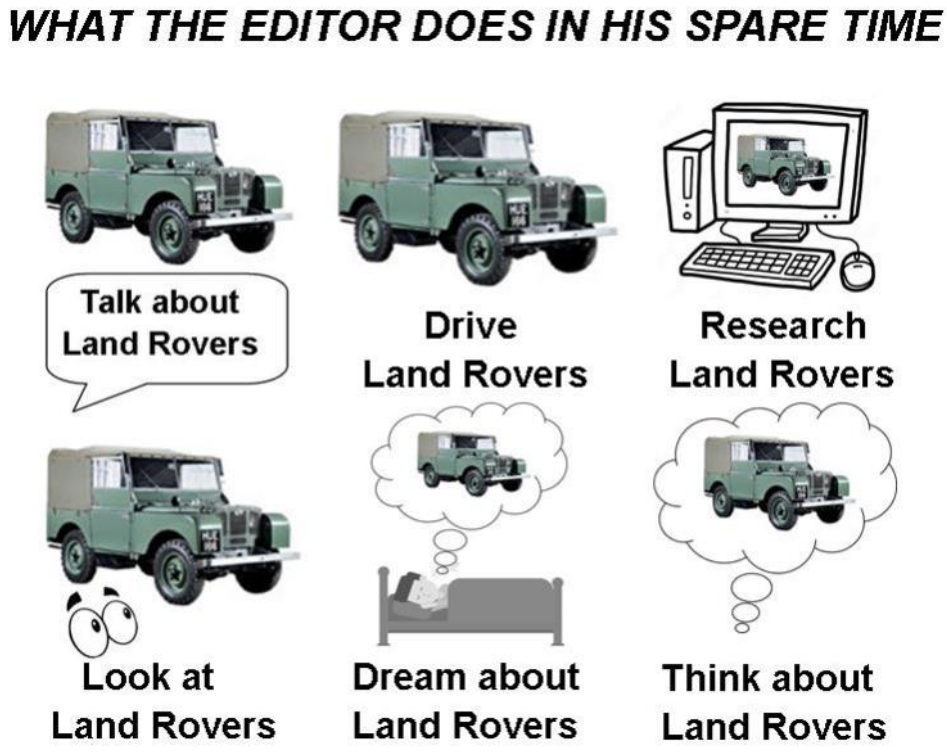
By Greg Rose.

You will be aware that Working With Children Check accreditation is required by all club members wishing to continue volunteering with Parks Victoria. This has been in many newsletters, emails and discussed at meetings. The Working With Children Check is free and easy to get. You now have to have that added to your list of accreditations in your Park Connect profile. If you have worked with PV, you will have one of these. Wayne Foon put many of us on when the system started. He has added people as required since then. I have written a dot point set of steps to help members update their profile with the required information.

Google, Park Connect Login.
When you login to Park Connect with your email address and password, you will see your name and a drop-down menu arrow at the top right of the home page.
Click on that and select “Accreditations” from the menu. In the Accreditations page you will see your current accreditations and a click box for “Add”.
Click on Add and a form entitled “Add accredited skill” will appear.
Go to “Accreditation type” scroll through the drop-down menu and select “Working with children”, it’s the second last option.
Under “Provider name” in the second box type in Victorian Government.
In the third box type in your card number.
In the fourth box put your card expiry date using the format “DD/MM/YYYY” for example, 09/11/2026.
You will see at a request, “Upload Accreditation skills” above the submit box. You will need to upload a photo file of your Working With Children Check card. I simply had a jpeg of my card, taken with my phone, on my computer desktop and used that method by optioning “Choose File” from my desktop.
Once all the steps are complete click “Submit”.
The accreditation was added to my list in about 5 seconds.

If you have any difficulty, I’m sure the Parks Victoria folk will be able to assist you. Wayne Foon, Parks Victoria Heyfield, has indicated that he is willing to come along to a meeting and answer any questions and assist getting information added to your Park Connect profile.

Neighbourhood Watch in Australia



Roof of Victoria

By Gerry Mak

This was a joint trip between the Land Rover Owners Club of Victoria and the Land Rover Owners Club of Gippsland, held over Easter, April 15-17 2022.

Trip Participants were:

Craig Murray (leader) & Vivian Lee	1991 Perentie
Gerry Mak	2002 Toyota Hilux

Day 1 - Friday

Around midday we headed north out of Omeo on the Omeo highway and onto the Omeo Valley Road. The turnoff onto the Hinnomungie Connection Road soon saw us soaking up 360 degree views of the Omeo Valley with cameras clicking away. A few kilometres further we were treated to the rare sight of the usually barren Omeo Lake living up to its name. Next were Whites Road, Lake Omeo Road and Benambra Limestone Road to the junction of Beloka road, where we aired down. From here we headed up Beloka road to Heanys Lane to see the two still definable chimneys as literally the last stand of the Pendergast homestead, the oldest continuous family land title in Victoria. The short detour back to Beloka Road was soon followed by a roadside view of Fantail falls. We then turned on to Buenba Road and camped near Buenba gap.

Day 2 - Saturday

We headed back down Buenba Road to Mount Hope Road, then onto Buckwong Track, ending up along the Misery Trail. We took a detour off the Misery Trail to look at Long Plain

Hut, courtesy of some booked campers, as the Hut is not open to the public. Lunch was at Mount Pendergast. From there we headed along the Benambra Limestone Road onto the Nunniong Road. Both Gerry and Craig had wondered about the source of the Tambo River, and it was along the Nunniong Road that a map and GPS reading indicated we were within a short distance of the source. The steep descent, dense bush and lateness in the afternoon precluded a trek down and back in search of the exact point at which the Tambo River begins its journey to the ocean.

The day ended somewhat unexpectedly. We had turned off the Nunniong Road onto an unnamed track but confirmed by Google Maps as the correct route to Muphy Hut. Some early warning signs of challenging mud sections resulted in one vehicle taking on a reconnaissance role, during which it sank up to its rear axle on a deceptively passable line. Recovery tracks were unable to provide the necessary traction. Winch recovery by using the front winch to the nearest tree was not possible, even with extension straps, as it was too far away. The second vehicle could manoeuvre behind the stuck vehicle on solid ground before the muddy section, but the rescue vehicle winch would pull its companion backwards into an even deeper mud hole, as revealed by using a spade as a dipstick. The solution was that worked was for the rescue vehicle to stay on safe ground but move to the same side of the obstacle as the embedded vehicle. From there the rescuing front winch cable was attached to an extension cable, stretched across the soft mud terrain to a tree, and then at 90 degrees back to the rear recovery point that barely protruded above the mud. This recovery angle ensured the vehicle emerged from the mud sideways and thus safely to the point where it regained traction. After packing away our recovery gear we backtracked along the Nunniong Road, turning east onto the Nunniong Plains Track to pitch our tents.

Day 3 – Sunday

We retraced our steps back to Nunniong Road and joined the Bentleys Plain Road to Moscow Villa and finally onto Ensay via the Bentleys Plain and Little River roads, which took us to Ensay. There we aired down, had lunch and reflected on what had been a most enjoyable trip.

Some Pictures, From Greg Rose, Of Some Early LROCG Trips

History of Restoration - R860987

By Bob Atkins

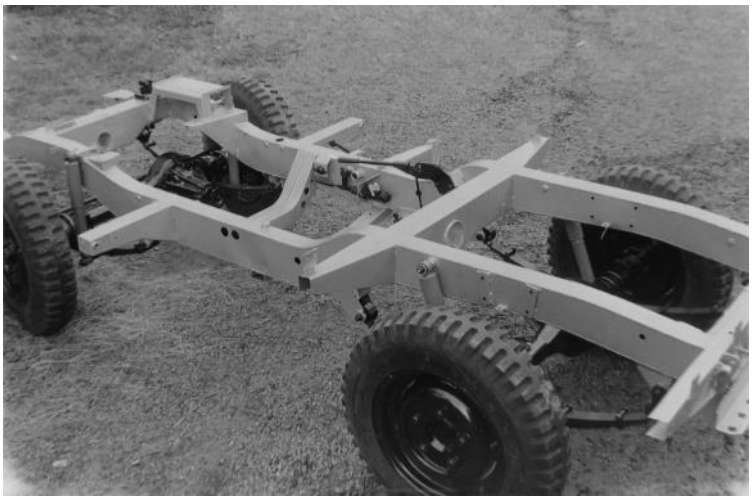
What follows is an article from my colleague Bob Atkins, who in the early 1980s restored a 1948 Land Rover from the first "batch" sold in Victoria through Regent Motors.
I believe this may have been the earliest concourse restoration of a 1948 Land Rover anywhere in Australia.
This vehicle is one of only 9 still known to exist, of the 25 vehicles in total which came to Victoria out of the "first 1500" production.
It may be an interesting read for Club members who are involved in reconstruction of early Land Rovers and need some encouragement!
Regards, Anthony Maeder.

History of restoration

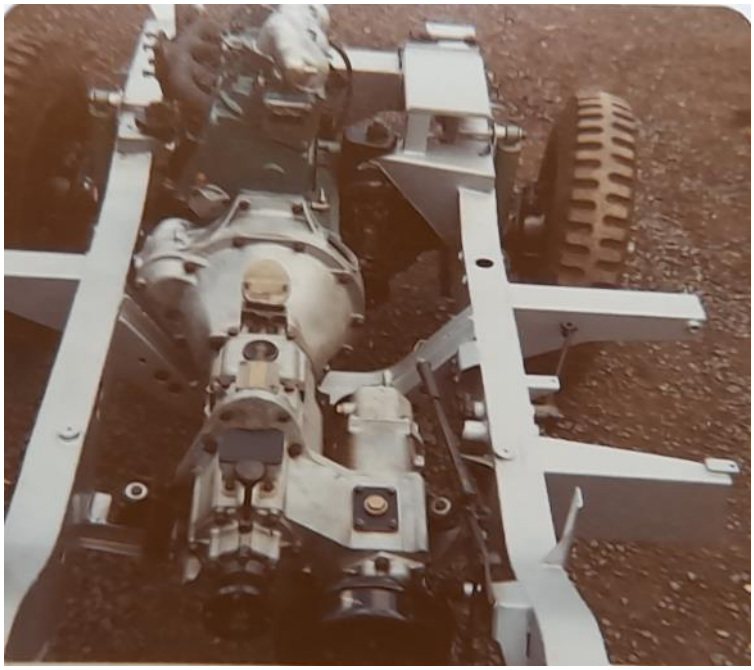
1948 Land Rover, number R860987

About 50 years ago a work mate of mine bought a 107” Land Rover and proceeded to modify it and produce a shorter wheel base with a utility style body. He was a keen river fisherman and started to explore the Victorian bush tracks with his modified Land Rover, his adventures left a few of us at work envious. I really wanted to be part of these adventures and bought an ex-Forestry Commission vehicle, and two other workmates bought an 86” Land Rover and a Haflinger. I eventually bought an 80” Land Rover, I didn’t know it when I bought it but it was a factory built welder. I wondered why the centre seat was missing and had the belt tensioning fittings on the chassis.
This vehicle roused my interest in the early history of Land Rover and I decided I really wanted to find one to restore to original condition. Not for bush bashing but for the pleasure of having one in a totally restored state with all the extras they had as options.
I found one by advertising in “The Melbourne Trading Post”. I wrote, “Wanted 1948 Land Rover”. I only had one reply, an Irish fellow in Geelong. I asked him how could he be certain it was a 1948 and I got the indignant reply in a strong Irish accent, “It says so under the bonnet”. At that stage I didn’t know about this and later on I saw the same plate on a 1949 Land Rover with the 1948 machined off. I bought it for $400 plus he wanted a 4WD transmission to put under a Transit van as well, I just happened to know where there was one for sale, a Jeep C J 5 I think.
The next step was to start finding parts. Unfortunately, the original motor had been taken to the tip and a Holden grey motor fitted. It ran perfectly and was sold to help offset the high purchase cost! At that time 80” Land Rovers in poor condition could be bought for about two or three hundred dollars. I was given the name of a man in Moe who had a shed full of Land Rover parts. He supplied me with an early motor with the bolt on water jacket cover plates, and over a number of visits also supplied a capstan winch, a governor and eventually a set of Dunlop T28 tyres one of which had never been on the road. This deal took over twelve months to prize them out of him, at the end price of new tyres. Dunlop T28 directional tyres were made for ground driven farm machinery and were not available then. The belt pulley I swapped for a water tank with a local farmer. The capstan guide rollers and mounting for them plus new mudguards came from a Land Rover wreckers in Footscray. The drive shaft for the belt pulley was a modified Rover 90 tail shaft. I never managed to get an oil cooler, the mountings for it are on the chassis and I have noticed them on 1949 models as well. The tyres were eventually fitted up on the bolt-together split rims that took a lot of searching to find a full set.

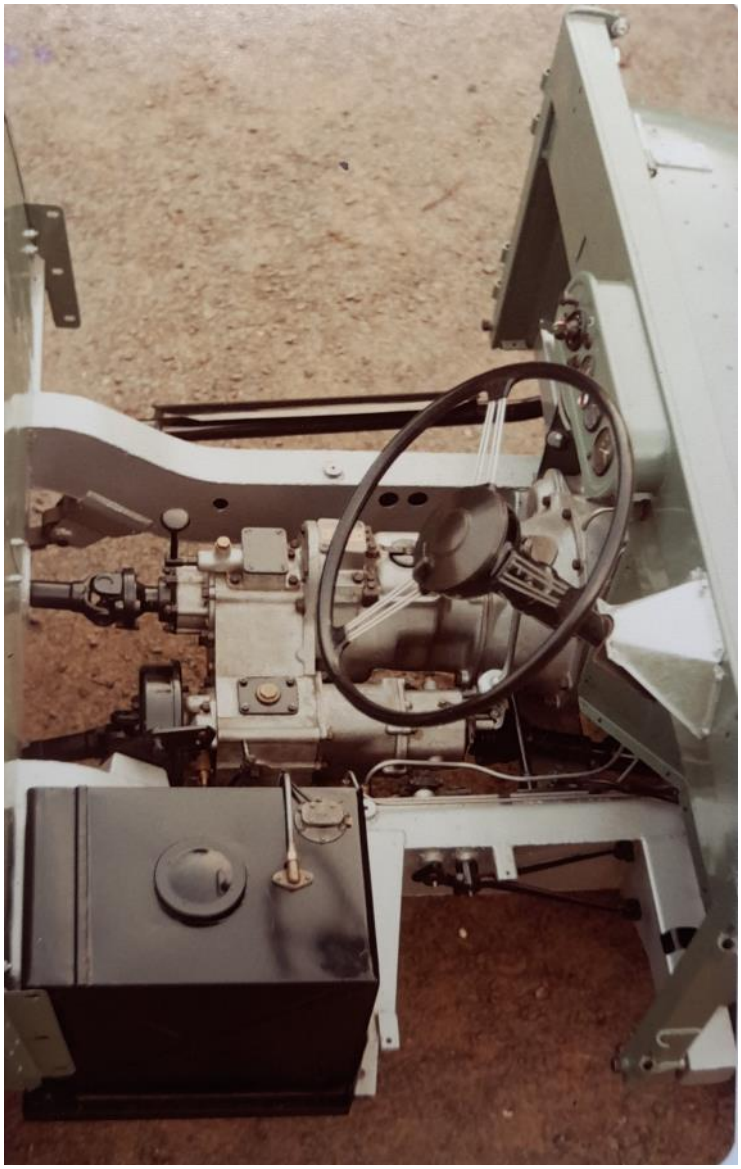
During the time I spent chasing up parts I had stripped the vehicle to a pile of parts ready for restoration. I started with the chassis. I hung it vertical and hit it all over with a rubber tyre mallet, this dislodged a lot of mud and rust particles from inside. To minimise any future rusting, I sprayed fish oil through every hole until it ran out the other end. Next I had the chassis sand blasted and I spray painted it as soon as possible before any rust formed.
The paint I used was a two-part silver Acran. The original silver paint was gone except from where I removed parts. The pre-production vehicles shown at the Amsterdam motor show had a hot dipped galvanised chassis. From my knowledge of galvanising, I believe the drain holes were inadequate and there was a lot of Zinc trapping plus there is a risk of distortion caused by the heat of the Zinc stress relieving the welds, hence the painting to make the production ones look the same but far more practical for manufacture. For all the small galvanised parts I made a steel frame and wired every part I could into it. The longer parts went loose as I didn't think they were at risk of being lost. The frame makes it easy for the galvanising process and to end up with a better job.
In the meantime I had been told that I could order personalised number plates from the Motor Registration Branch. I went in and paid my $28 for LR-048 and had them attached to a small Toyota utility I was driving at the time.
I then started on the mechanical work. I dismantled the two part transfer box extension to the front drive shaft. It has the roller one-way clutch that gives the constant four wheel drive, but only in forward gears. To engage four-wheel-drive in reverse, you have to pull the ring in a recess on the floor, this engages a dog clutch to lock up the roller clutch. The point where the rollers lock on the cams develop grooves, that will eventually cause it to fail when they get deep enough. I set the clutch cams up in a tool and cutter grinder and carefully (and only just} ground the grooves out. I think this constant four-wheel-drive was discontinued in 1950. I found it worked very well on the few occasions I drove off road. I would imagine it was scrapped in the Land Rover as a cost saving. The same design roller clutch was used in early Rover cars to allow them to roll with no engine braking! You had the option of overriding this with the same dog clutch as fitted to the Land Rover.
The front and rear differentials appear to be the same as the one used in the P2 or P3 sedan cars with a greater ratio, 4.88 to 1. The main bearing on the pinion shaft is a double row ball race. These were worn to the point where there was too much play in them but the ball tracks were unmarked. The outer elements of the bearings were removable so I surface ground a small amount off them to tighten them to the point where there was a small amount of preload on



The beginning of the reassembly



The unused hydraulic reservoir mounting on the chassis ready for the future change.



PTO fitted. This vehicle had the hydraulic reservoir mounted on the firewall.

reassembly.
The gearbox had some broken springs in the synchromesh and had a broken bronze mainshaft spacer bush. This fault causes 2nd gear to disengage when you lift your foot off the accelerator.
The steering relay on the front cross member is peculiar to 1948 in its internal design compared to later models. It has the spindle on ball bearings and only one spring loaded split fibre cone for damping.
The unusual gear stick mounting is to the floor and not to the gearbox, with packing washers to adjust the engagement of the gearstick with the gearbox. It all fitted back without having to alter the packing washers between it and the floor.
The clutch was the old design with the adjustable fingers. I replaced it with the later diaphragm type that went straight in.
The front and rear drive shafts were replaced by reworking ones in good condition from old Rover cars.
The brakes were “Girling Hydrostatic”, in my opinion a design that was never going to work properly. They had a spring in the centre of the shoe forcing a bump in the centre of the riveted and woven lining. This bump would depress when the brakes were applied and return when the brakes are released, causing the majority of the shoe to clear the drum. That’s the theory. Because the brake backplate had no adjuster on it, I modified the brake shoes to incorporate the self-adjusting Girling system that was on the front brakes of a Mk7 Jaguar I was driving at the time. They worked perfectly with no external adjustor showing on the backplate as per original.
The speedometer was never going to work again in its present state and by a stroke of luck I found an old instrument panel in the rubbish skip at work. The speedometer had a tripmeter that I cut off, leaving me with a near identical mechanism that went straight into the Land Rover case.
Everything I did on this restoration I did myself (if possible) to minimise cost, so when it came to the radiator I also decided to do it myself. I took the top tank off, cleaned all the blocked core tubes and flushed the core out. I tidied up the dents in the top tank as best I could then soldered it back on. I was surprised to find it didn’t leak; this was my first attempt at radiator work.
The springs were rebuilt using the originals plus material from a Triumph Herald transverse rear spring that had the same size material.
The bodywork accounted for the greatest amount of time spent on this restoration. The panel behind the grille was badly cracked and had been modified to take the later model headlights, so this was scrapped. I made a heavy wooden mould to form a new panel into and quite a lot of hours later I

The automatic brake adjustor assembly in place

Engine complete

Capstan and guide roller mounted

Getting close to test drive

The Land Rover shield and the concourse trophies displayed

had one that looked pretty right.
The doors were in a sad state and a new pair of replica doors were made, even with the spot welds in the same places and the same number of welds.
Then came the panel work, paint and refitting the newly galvanised capping's and other parts. I had managed to obtain a box of roundhead aluminium rivets. I made riveting tools to keep the correct shape of the rivets when fitting them.
The reassembly was very rewarding to see all the work finally going together like a big Meccano Set.
I didn't manage to find the correct two spoke steering wheel or make the door tops but I have recently seen the vehicle and they have now been fitted by the current owner.
When my restoration was nearly finished a good friend of mine sent pictures and a description of my progress to Tony Hutchings, the founder of "The Land Rover Register 1947/1951" with the result Tony awarded my restoration "Rebuild of the year" and sent me a miniature trophy, a Land Rover 1947/1951 shield. I was also awarded a Concourse de Excellence trophy by the Rover Car Club of Australia.
I was approached by one of the Melbourne Land Rover dealers at one of the shows at which I displayed my Land Rover. He said "If you ever want to sell your Land Rover come and see me" and eventually I did sell it to him some years later.
The highlight event was the 40th anniversary of Land Rover held in Cooma as it was where so many early Land Rovers were used in the construction of the Snowy Mountains Hydro Electric Scheme. I had a trailer made for towing the Land Rover to Cooma but Tony Hutchings, who was to be my passenger for the event, thought the right

The capstan winch at work

Ready to lead the grand parade through Cooma in 1988

At Cooma, for the 40th Anniversary of Land Rover, January 1988

thing to do was to drive it there. I'm sure he didn't know how long it would take having been used to distances in the UK. The event all went very well with my Land Rover being the earliest there, so it was placed at the head of the grand parade through Cooma.

Prior to Cooma I had been in the UK in 1988. I had stayed with Tony Hutchings and his lovely wife plus three very frisky dogs (or was it four? It felt like four!). Tony told me all about the 40th anniversary event held in Wales, which was partly the inspiration for the Australian version. Tony gave me one of the left-over kits from the UK event, and the stickers from it are still on the vehicle to this day.

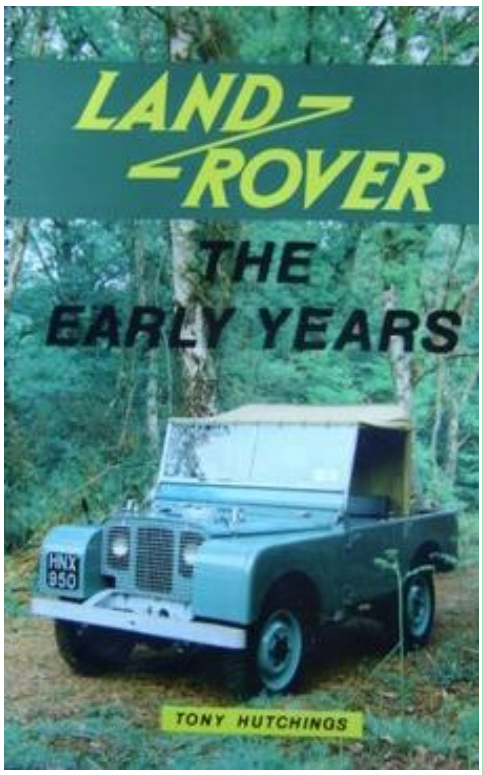
Land Rover number R860987 is possibly the first in Australia to be restored to concourse condition.

Like all my projects the Land Rover was another "Been there done that" and was sold after a number of years.

Bob Atkins.
22 March 2022

LR 048 and Anthony Maeder's vehicle., on show at the Bendigo Swap Meet

1947 Pre-production Land Rover R04, which Tony Hutchings restored, is now owned and displayed at The National Motor Museum - Beaulieu, in the UK.



LAND ROVER - THE EARLY YEARS
By Tony Hutchings. If you can find a copy, this is a great book to have. A concise study of the first six years of testing the worlds finest utilitarian vehicle. Over 100 drawings, photos and four large fold-out sheets of general arrangement drawings of the 1947-1953 Land-Rovers.

Land Rover History

By Rob Weigl (Rob is a LROCV member)

The Australian Land Rover "Six"

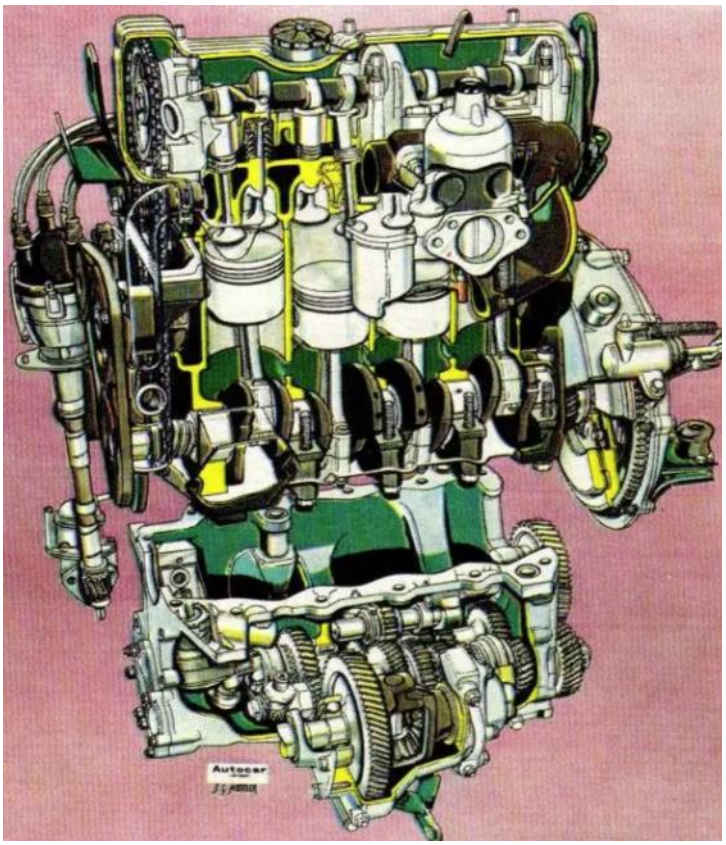
And no, I don't mean Holden conversions

While April marked 55 years since Rover's "Six" 2.6 lt motor was first installed in a normal control Land Rover (see the previous edition of Review #617), there is another 2.6 lt six that was developed and tested in Sydney 50 years ago, before being fitted to Cape Town Land Rovers. Just how the British designed E6 transformed into the South African R6 is a story as convoluted and tortured as the British Motor Corporation (BMC) dynamics of the day.

It was back in mid-1965 that brilliantly gifted BMC Technical Director, Alec Issigonis (father of the Morris Minor, the Mini and others) began work on a new car, codenamed ADO14, which was also to feature a new engine. The project to develop the motors, designated E-series, were given their own project codes of ADO32 for the 4-cylinder and ADO25 for the E6 6-cylinder variant.

The E-series was set to be launched in a range of cars, to be known as the Austin Maxi. Initially designed to take on Ford's Cortina in volume sales, however, soon after the design parameters changed to make the new car a showcase for BMC technology. Issigonis was up for the challenge – he described himself as "a man who designed whole cars" - his "cell development" model of design meant he oversaw a whole range of new car projects simultaneously, surrounding himself with teams of trusted engineers working on each new model. For the Maxi, a new "D-cell" team was created to lead the project.

Issigonis was fixated on making the six-cylinder variant as compact as possible for installation in an east-west configuration. Like the 1952-54 Siamese-bore 2.0 lt engine fitted to Land Rovers, the block bore spacings were unevenly spaced, with no water jacket between cylinders. This design constraint seemingly limited the swept volume of the companion four to no more than 1500 cc without stroking the engine.



E Series cutaway

As the Maxi and other future models were planned for front-wheel drive, Issigonis located the 5-speed transmission in the sump. The extra fifth gear was a novel concept for the time as it eliminated the need for a separate overdrive unit with associated driver and mechanical complexity. Packaging it this way, made for a compact, if quite tall, installation across the front of the engine bay. Other technical features included overhead camshafts (OHC) for smoother running and more precise valve timing to meet stringent anti-pollution measures coming out of America, and a five-bearing counter-balanced crankshaft.

Initially planned for four different capacities, only a 1.5 lt four and a 2.2 lt six made it to production. The four-cylinder engine first fired up on a test bed in March 1966, followed by the six-cylinder in July. By September, Austin and Morris mules were road testing the new engines. Real world results proved the four needed more torque, but it took until October the next year before a 1.7 lt and a 1.8 lt unit were developed. Limitations increasing the bore, meant the extra capacity was made by lengthening the stroke - this proved quite an engineering challenge due to the transmission-in-sump gearbox internals.

Existing BMC engine plants were stretched to full production capacity, so a new state-of-the-art facility was built during 1967. Requiring a workforce of only around 1100, it featured five assembly tracks and conveyor systems feeding machined major components and semi-automated assembly of cylinder heads. The engine and transmission units would be tested on an overhead balcony before being assembled elsewhere as a complete power unit. Road-testing of production-built engines at high speed on German autobahns began in November 1967 and would last until February 1969.

Eventually the E-series engine made its debut in the Austin Maxi hatchback with the underwhelming 1.5 lt in April 1969, a year after British Leyland Motor Corporation was formed. The more powerful 1.7 lt didn't reach the market until December of 1970. As far as the E6 2.2 lt was concerned, it first saw light, not in Britain, but in the Australian developed Austin Tasman/Kimberley X6 seen here in December 1970. The six was noted as being remarkably smooth and refined. So how did a transverse 2.2 lt become a 2.6 lt longitudinal six?

Meanwhile, in Australia, the BMC management team were looking boldly towards their future. In December 1966, led by David Beech as Engineering Director, a small team was set up to work on a long-term future model strategy. Determined to crack the domestic family car market, BMC offered better finished, well equipped, if staid, models compared to Ford or Holden, yet they could not break their family car segment domination. However, the rising threat from Japan was targeting their existing small car range.

By the middle of the following year the Future Model Policy report concluded that to meet identified market demand from 1973 – 1983 a two-model policy was needed. Crucially, it observed a significant departure from adapting UK designs for Australian conditions to the outright development of models suited to the Australian market. For the company to remain viable, a combined output of 70,000 cars per annum (double the then current production) was needed.

Land Rover History

The policy called for:
> Model A (medium car) launched in mid-1973 from $2,200 and to be Ford Cortina sized with a 1.8 – 2.0 lt engine, placed north-south with front-wheel drive
> Model B (the larger family size) launched in mid-1974 from $2,600 and to be Ford Falcon sized with a 3.5 - 4 lt engine, also north-south with front-wheel drive.

The decision to go front-wheel drive was seen as being more flexible in development and allowed some degree of common componentry between the two.

It was highlighted that for a 1973 release date, design work would need to begin by October of 1967. October came and went, and the Australian outpost saw nothing in the UK portfolio that was suitable as a basis for a home-grown design. It was decided not to send the report to the UK until a profitability study could be conducted showing the likelihood of even further reduced market share if UK models were sent

down under. Until such time that the study was completed, initial design work began on the basis that the Australian proposal would be accepted!

The planning continued with four technical features to be further explored:

Front-wheel drive
Independent rear suspension
Space saving power unit with an integrated transmission
Hydrolastic suspension.

As these additional features had an attributed weight penalty, the use of a light alloy engine would somewhat negate this. It also had further benefits of reduced mass through other components requiring less strength, reduced machining costs and a lower scrappage rate due to larger castings.
In March 1968 it was arranged for Lord Donald Stokes to visit Australia to consider the proposal, and then Beech would return to the UK to present the policy. Work would continue until approval was sought, but Stokes had his hands full with the impending merger, so a formal Design Study was prepared to be sent over to the UK with Beech leading a delegation.
The May 1968 merger of Leyland and British Motor Holdings, which was more of a takeover by Leyland, meant there was access to a greater range of existing models from Rover, Standard and Triumph. The facts were that there was nothing in the new portfolio that would suit the Australian policy. It also meant that the Australian board now had to convince an entirely new head office to back the proposal.
To proceed with the Model B concept, an Austin 1800 was widened and fitted with a Rover 3.5 lt V8. A Repco-Brabham flat plane crankshaft was fitted which took the capacity out to 4.2 lt. Originally Model A was to come out first in 1973, followed by Model B in 1974/75, however marketing felt that the forthcoming Austin Tasman/Kimberley range identified more with Model B, and would need to be replaced sooner.
Still with no approval by November 1968, developmental work on the two models had to proceed at minimal cost – mainly design aspects at the expense of experimental manufacturing. The Future Product Policy document was redrawn to align with the new roll out strategy. To assist, Model A was to feature the E6 2.2 lt initially, before a locally designed alloy V6 based on the Rover V8 could be installed in 1973.
By now Beech was becoming desperate – he agreed to take the UK Marina in the interim and continue developing an indigenous Model B. This would then allow the Australian team to buy some more time to create Model A after the successful introduction of the larger car.
By March 1969 there was still no visit from the senior UK team, and still no decision on Model B. The next month a timing schedule had been drawn up, allowing for a tight 40-month programme for Job 1 by January 1973, if given the formal go ahead in September. By this time, the front-wheel drive V8 mule testing had almost been completed. Despite the advantages of this layout, the complexities of the design meant it was abandoned in favour of a conventional V8/rear-wheel drive layout. This was made on the basis that a lower cost per vehicle could be achieved by buying in proprietary transmissions and differentials and reducing engineering lead time.
Finally, in November 1969 Model B was given the go ahead with the Rover 4.4 V8 from the still-born Rover P8 project, a victim of the takeover by Leyland. The pressure was now on the Styling team and the body tooling team in the UK, who were working with the Australian engineering outfit, to deliver on time and under budget.
The official announcement by Lord Stokes, of what was now known internally as the P.76 large car, was made public at the beginning of 1970. The promised $20 million would be spent on designing and developing a “high performing and robust…Italian styled” six-cylinder car especially for Australian conditions by 1973. It further went on to say that later in 1970 a “big six-cylinder passenger car of advanced specifications would go on sale” – this would be the world-debut of the E6 engine in 2.2 lt form.

The first Mechanical Engineered Prototypes (MEP) were being cobbled together in September – the E6 2.2 lt engine, transmission and rear differential were fitted into a HT Kingswood bodyshell. These were road tested to prove mechanical/drive line functions before the next stage of refinement testing. The existing six-cylinder was found to be underpowered in 2.2 lt form. Increasing the capacity by using the pistons and connecting rods from the 1.7 lt four resulted in a 2.6 lt swept volume - the conversion was aided by removing the complex transmission located in the sump. Due to a lack of staff developing the long stroke crankshaft, development was delayed – the first completed motor wasn’t set to run on the dynamometer until January 1971.

Progress was slowly being made. It was here that Ray Hapgood joined the P76 engineering team for his fine skills and having a “great aptitude for stress, load and weight computations" – ten years later he would go on to lead

Land Rover History

Project Perentie, and develop the unique six-wheel drive rear suspension and drive train that proved most successful.

On the sales front, production of the new Austin Tasman/ Kimberley X6 range had begun in readiness for a November launch – fitted with the 2.2 lt in east-west front-wheel drive form – this was the range which would be sold up until the point that P76 was ready to hit the showrooms three years later.

By January the next year, development and design work for series production of the engine was not proceeding very well. Problems with casting tolerances and machining on the block were such that alternative engine suppliers were considered. These included the GMH 186 Red motor (3.0 lt), Ford 200 CID six (3.3 lt) and Chrysler Hemi 265 (4.0 lt), with the Chrysler option the only company thought to be receptive to the deal. In the end nothing more came from this. The cost overruns in getting the engine ready was documented by the Australian team as it was expected Head Office would be scrutinising blow outs in the P76 program – just for the E6 engine

development, this amounted to GBP£435,000 ($934,077, or around $11.6 million today) alone. This was put down to the fact that BLMC re-considered using the E6-2.2 in a longitudinal rear-wheel drive configuration for their ill-fated Marina Condor coupe a year earlier.

Amid cost blow-outs and media speculation around ditching front-wheel drive after extolling its virtues for years, further details of the new car were revealed. A mid-year press announcement re-affirmed the company's commitment to local development of all-Australian cars. It was forced into disclosing a large family car with either a six or V8 with styling by Michelotti of Italy. Wheels magazine later reported that the local outfit was breaking away from the parent company's design philosophy.

By April 1972 three Fully Engineered Prototypes using a completed P76 body were finalised to test the endurance of the six-cylinder motor. Engineering Builds for P76 engines started at the end of October for the E6 using production components to sort out assembly line issues.

E6 engine installed in a P76

This coincided with a name change at the local level to Leyland Australia. Placing the P76 programme at risk were styling design disputes, a six-week blow out with the tooling and body dies, and financial pressure back in the UK forcing the local team to commit to a launch date well before final build quality could be completed.

After a complicated gestation, the Leyland P76 was launched nationally to the press in Canberra on 4th June 1973. All the attention was on the 4.4 litre alloy V8 in various forms – famously it was that version which won the 1974 Wheels Car of the Year award. The six-cylinder P76 model range was broad - available in six variants covering column auto and manual, four-on-the-floor manual and a T-bar auto over two trim levels, there was seemingly a car suitable for every buyer. Five months later the Leyland Marina Red Six was added to the range first launched in 1972, also featuring the 2.6 lt engine from the P76. Ongoing recalls and quality issues hampered the P76's reputation - the future was set in stone.

With BLMC bleeding cash in the UK, the lever was pulled on the local manufacturing operations before year's end. Only 7,207 six-cylinder P76s had been made (against 10,800 V8s) and 2,852 Marina Red Six coupes, when the Victoria Park assembly lines ground to a halt in October 1974. Following negotiations to sell the factory and land to the federal government in December the plant was finally decommissioned, and the E-series engine tooling was dismantled and sent over to Leyland South Africa in March 1975.

The unique Series IIIS

The Aussie engine ends up in South Africa

This year marks 40 years since the unique Land Rover Series IIIS was launched by Leyland South Africa in 1982. But what distinguishes it from a regular Series III?

South Africa never really has had a motor industry to call its own. From the 1950s through to the 1960s it consisted of fully imported vehicles or local assembly of CKD kits from other countries. Later in the 1970s, regulations adopted from Australia imposed a 100% import tax on fully built cars entering the country and banned the import of second-hand cars. Local components needed to make up at least 60% by weight of the car to avoid being taxed. BMC and its forebears had built Rover, Austin, Morris, MG and Triumph, amongst others, with Land Rovers in assembly plants since 1953. When the Victoria Park plant in Sydney was finally decommissioned, 210 pieces of E-series engine tooling was dismantled and sent over to Blackheath, Cape Province.

This made sense - as early as April 1972 it was planned that the P76 was to be locally assembled for the South African market, beginning September 1974, The E6 would also be made there for Marina. Throughout the 1960s the South African market tended to favour large, US-style cars which could cope with the poor local roads. Indeed, GMH had been shipping CKD kits of the Holden Utility since 1959. With the fuel

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crisis of the early 1970s, the appetite for smaller cars was growing.

By now the UK parent outfit had been reorganised as British Leyland, and announced in March 1976, that around £10 million would be invested in South Africa to produce a local version of the Rover SD1. It was in this car that the E6-2.6 re-appeared, now in twin-carb form. Leyland South Africa engineers further developed the motor for local conditions. A contemporary report on the Rover saloon pointed out that "Blackheath significantly uprated the cooling and lubrication systems while tightening up bearing tolerances and quieting the camshaft and its drive train", and they even adapted it for power-steering. Known locally as the R6 (for Rover 6), it was also used in the local Austin Marina for a short time before finding itself a spot in the engine bay of the Land Rover.

R6 engine installation in a Land Rover

The 4x4 market in South Africa was not dissimilar to Australia during this period. The 88" models had been dropped, Toyota's Land Cruiser was making huge inroads as a workhorse, and Land Rover's market share was under pressure. By 1981, the venerable (English 2.6 lt) Land Rover six did not have a future - particularly with valuable South African defence force contracts at stake. Limited Rover V8 engine capacity meant the 3.5 lt V8 was not an option. Political pressures would have added to the difficulty in supplying it, so it made sense to install the locally made R6. Fitted with twin SU HIF6 carburettors for 82kW (110 bhp) @ 4750 rpm and 202Nm at 2200, it proved capable of cruising at a reported 130 km/h. For the Land Rover, it featured an engine oil cooler as standard, seven blade cooling fan, a spin-on oil filter and heavy-duty Donaldson air cleaner. A heavy-gauge plate was also bolted between the base of the sump and the flywheel housing.

In 1981, Leyland South Africa completed a major upgrade to the Series III, besides just fitting the new engine. The Stage 1 was never sold in South Africa, however the lengthened bonnet and grille was a feature and captured the look of that model. The R6 engine was mated to the Spanish Santana version of an LT95 4 speed gearbox with a Santana Series transfer case. This differed to the Solihull version by featuring wider teeth on the intermediate and high-low gears. New cross-members were fitted to the locally sourced chassis, including a removable cross-member under the transmission, and the hand brake cable was re-routed into the chassis rails. The steering relay was a combination of a Series III steering box and arm with One Ten-type track rods.

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Salisbury axles with the familiar 4.7:1 diff ratio and South African-made four-leaf parabolic springs were specified. Designated the Series IIIS, the Pick Up version soon became a favourite of the South African Defence Force. The army versions featured a galvanised chassis, built in jerry can lockers in front of the rear wheels and a unique fibreglass hardtop.

The civilian models were offered in both 12 seat Station Wagon & Pick Up form, with an optional Perkins 4.236-derived ADE4 diesel 3.9 lt in-line four (with 3.54:1 diff ratio). The ever reliable 2.25 lt petrol could also be chosen in the workhorse model. Early models could be easily identified on the manufacturer data plate – a PUPR4 was a Pick Up Petrol 4, while a BUPR6 was a Bus (SW) Petrol R6.

The R6 version proved so popular that enthusiasts soon started referring to all Series IIIS by that nickname. Before the model was replaced by the One Ten V8 in 1985 high demand forced a switch from Blackheath to the nearby new Elsies River plant. Actual production numbers are not accurately known, but it is believed that 5000 petrol and diesel models were built in four years, with the vast majority, or 4,200, being the R6 version – the military taking some 2,300 alone. The engine that began road testing in Sydney suburbs in 1972 finally finished in the southern African scrub some 12 years later.

Pick Up Petrol R6 data plate

As Land Rover historian James Taylor writes, “The South African CKD operation had a complicated history that has never been properly recorded, and produced some particularly fascinating special variants”, one of which was extra special because of the Australian input.

Who was BMC Australia?

When automotive rivals Austin and the Nuffield Organization joined forces in 1952 under the banner of the British Motor Corporation, it resulted in the fourth largest car company in the world. Within Lord Nuffield’s former empire were the marques MG, Morris, Riley and Wolseley which were all allowed to continue just with different badges on the same models. Some saw it as a takeover by the more dominant Austin – the animosity between the two would last well until the next decade. From this basis BMC Australia began in 1954 as just a British outpost of the new conglomerate.

On the back of strong sales of popular cars like the Morris Minor and the Morris Mini, BMC invested heavily in new car factories with government assistance in areas of high unemployment. Output increased rapidly with record sales in 1964 while at the expense of new model development – nothing of significance was released until after 1968. BMC management were overstretched for the first time and industrial relations suffered accordingly. Profits began to drop, made worse by the double blow of a poor pricing policy and high warranty costs on some models. By late 1966 a plan for 14,000 redundancies and then body plant closures had started. Meanwhile Leyland Trucks headed by the ambitious former bus salesman Donald Stokes absorbed Standard-Triumph in 1961 to become Leyland Motor Corporation

Amid this turmoil BMC bought Jaguar/Daimler (forming British Motor Holdings) from under the nose of Leyland after they believed they were in the running to acquire it. Incensed, a year later in 1967, Leyland bought Rover, which included Land Rover and Alvis. BMH were not to last long - political pressure at the highest level strongly encouraged the now ailing BMH to merge with the smaller Leyland outfit – Lord Stokes was told in no uncertain terms to make it happen, forming British Leyland Motor Corporation early in 1968.

It was amongst this backdrop that the newly renamed BLMC of Australia was required to adapt to an ever-changing management style and culture. Little wonder that the drive to build a home-grown vehicle was so strong, frustration led to asking if the UK management could just “allow us to get on with the job”, before finally closing local manufacturing in 1974.

Ongoing strikes, abysmal build quality and ridiculous business decisions with lacklustre product forced an eventual

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Make	Type	Capacity/cyl	Power	Torque
Land Rover	"Six" 2.6 L	2625/6	63kW @4500	179Nm @1500
Leyland Australia	E6-2.6	2623/6	90kW @4500	224Nm @2000
Leyland South Africa	R6	2623/6	82kW @4750	201Nm @2500
Land Rover	RV8 (Stage 1)	3.5/V8	69kW @3500	224Nm @2000
Leyland Australia	Experimental 3.3 V6 (P82)	3311/V6	93kW @4300	240Nm @2500

bail out in 1975 by the UK Government to prevent a national economic collapse - following the 1977 Ryder Report a recommendation into British Leyland's future was made – four new divisions would emerge: Leyland Cars (where Land Rover sat), Leyland Truck & Bus, Leyland Special Projects and Leyland International, before a decade long process to find buyers for them all.

How did the R6 compare to its rivals?

There is no doubt Leyland South Africa were conservative with their stated power figures for the R6. Fitted as standard with twin SU HIF6 carburettors compared to the single SU HS6 in the P76, the R6 somehow produced less power and torque. Yet South African Car magazine noted in a February 1981 road test of the Rover SDX automatic it "responded instantly and smoothly with light or heavy throttle demand from a standstill." While the engine wasn't designed to win traffic light grands prix as fitted to the Land Rover, it had considerably more power and torque than the Rover Six and bettered the (detuned) Stage 1 V8 power figures while being down somewhat on torque.

What might have been…

It was no secret that the E6 2.6 lt engine was only a stop gap for the Leyland P76 and later Model A (aka P82) until the 3.3 lt V6 was fully developed. Essentially a three-quarter P76 V8 (which was set to power the range topping Rover P8 saloon killed off in 1971 within weeks of launch), the smaller V6 was to share as much common componentry as possible and be machined on the same transfer line.

Twenty sets of parts had been made and one complete 3.3 L engine built up from them. Development work for the alloy V6 was carried out on a cast-iron block Buick 2.9 L V6 sourced from the USA. Fitted with modified 4.4 lt V8 heads, the engine was trialled in a P76 and by all accounts the performance from the Buick/Leyland hybrid was akin to a V8. Everyone who drove or rode in it assumed so anyway. One of the last things the Product Development team did before the engine lab was dismantled was run the sole alloy engine on a dynamometer recording 93 kW (125 bhp) at 4300 rpm and a useful 240 Nm torque at 2500 rpm. Just as the factory gates were being closed the engine was placed in the boot of the P82 mule and sent airfreight back to Rover in Solihull, never to be seen again.

What if sales of the facelift P76/Force 7 coupe variant and the smaller P82 had taken off in May 1975 - could Leyland Australia engineers have experimented with the V6 in other models? Imagine if the engine was trialled in a Series III Land Rover and this was offered to the Army for trial in 1976 instead of the standard Rover six. There would now be thousands of desirable petrol V6 ex-Army Landies in the hands of enthusiasts. If only!

Special thanks: photos of the experimental P76 V6 engine and P76 six-cylinder engine bay courtesy Craig Watson. https://theminiexperience.com.au/

Further reading:

Leyland Cars in Australia: a Chronicle by Tony Cripps
The Complete Catalogue of the Land Rover by James Taylor
Land Rover Series III Specification Guide by James Taylor
Land Rover 60 Years of the 4x4 Workhorse by James Taylor
Land Rover in South Africa by Colin Mileman
LRO June 1994
The B.M.C. Experience January – March 2015
https://www.aronline.co.uk/

Experimental 3.3lt V6

Some pictures from Jack Johnson's
'The Four Wheel Drive Book'