

LAND ROVER OWNERS' CLUB

OF GIPPSLAND

SEPTEMBER/OCTOBER 2022 NEWSLETTER



GIPPSLAND LAND ROVER

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GIPPSLAND'S HOME OF LAND ROVER

Proud sponsors of the Land Rover Owners Club of Gippsland





LAND ROVER OWNERS' CLUB OF GIPPSLAND

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

'THANK YOU'

From Jack Howell (*Jack was our guest speaker at the September meeting*)

Thanks so much for your donation to my World Cup racing fundraiser, through the Australian Sports Foundation.

You're an absolute legend!

We raised an amazing \$12,229.02 through the contributions of more than 90 family, friends, businesses and strangers that believed in me. Your support means everything to me and I'm so grateful for not only the financial assistance, but the well wishes, messages, social media shout outs and everyone watching the livestreamed races.

The funds raised were an enormous help towards my costs to travel to three World Cup races during June and July, in three different countries over five weeks. It was a journey filled with thrills, spills and lots of learning!

How did I go? After a disappointing two flat tyres and not finishing the France World Cup, it was very sweet to get the bronze medal just a week later in the *A Coruna, Spain World Triathlon Para Cup*. To win the bronze medal for Australia and stand on the podium in my first World Cup, it really was a moment I'll never forget.

Three weeks later, I placed 4th in the *Montreal, Canada World Triathlon Para Series*. Placing me in the top 10 for 2022 and I'm now ranked number 16 in the world rankings for PTS5 Para Triathlon (with only 3 of the 6 races for points).

These racing points are critical to my ability to have a shot at Paralympic Qualifying races in 2023. You have helped me to kick start my international para triathlon racing and words can't express how thankful I am.

So what's next? I am hoping to qualify for the World Championships in November 2022 at Abu Dhabi. Fingers crossed I have enough points to qualify!

Selection will be announced in October, so look out for updates on my socials and keep in touch.



This month's cover; 1952 80" Land Rover

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.



Blakie has made his own brake pads; He didn't know if they 'wood' work or 'knot'

Vale Arthur Goddard

Leader of the original Land Rover development program, Arthur Goddard, dies aged 101
Land Rover's key engineer, who led the development program for the first model from 1947 to 1948, has died in Brisbane.

Arthur Goddard, the man who was dubbed the godfather of the Land Rover, was an engineer aged in his 20s when Rover technical director Maurice Wilks put him in charge of the Land Rover project.

He was engaged for the task based on his ability to get things done and his straightforward, no-nonsense attitude – all required to take the Land Rover concept from design to production in only a few months.

It is said that the Series I Land Rover saved the Rover Company in 1948, and that Arthur Goddard's part in its creation was fundamental.

In an interview with 4x4 Australia magazine in 2016, Mr Goddard said the explanation for the Land Rover's long life was that it "gave people what they wanted". "It's pleased a lot of people and it's kept on pleasing people," he told the magazine. "We met a need. I must say some of the needs we met we didn't know were there. On the other hand, some of the stuff we thought would be an absolute winner was an absolute woof."

Promoted to assistant chief engineer, Mr

Goddard remained in charge of the Land Rover project until the mid-1950s.

He left the company in 1955 to pursue work with other vehicle manufacturers, including one in Australia in 1972.

He then bought a small engineering firm in Brisbane to run as a hobby and in the year 2000, semi-retired.

He worked with his son Chris, also an engineer, and built up the business Vehicle Components – now known as Cruise-master – which is a designer of tailored off-road suspension and trailer coupling products.



Land Rover extends partnership with the Australian Red Cross

In partnership with the Australian Red Cross, Land Rover Australia has announced a three-year extension of its disaster relief support until the end of 2025, coinciding with the International Day of Disaster Risk Reduction.

The Defender will be at the forefront of this partnership, supporting disaster recovery and emergency service efforts to reach remote at-risk communities.

Land Rover's long-standing relationship with the Red Cross dates to 1954, when a Series 1 Land Rover was supplied to be used as a medical dispensary in the deserts of Dubai.

Since then, Land Rover has helped the global Red Cross movement reach more than 1.7 million people in 32 countries with humanitarian support.

To date, the partnership in Australia has helped equip over 200,000 people with the tools, skills and knowledge to get themselves and their communities better prepared for emergencies, and since having access to the vehicles, our teams have already driven over 150,000kms.

The extension will see Land Rover donate \$520,000 over three years to support Australian Red Cross efforts reinforcing the shared commitment to meeting the future needs of individuals and communities – creating a more resilient Australia.

The next three-year phase of the partnership

will target community disaster resilience in two communities in its first year, including Byrrill Creek, a town located in the Tweed Shire in North-Eastern New South Wales, which was impacted by the recent New South Wales floods and Baryulgil, a rural Aboriginal community located in north-eastern New South Wales.

Australian Red Cross' CEO, Kym Pfitzner, said: "Australian Red Cross is thrilled to continue our partnership with Land Rover. With a dedicated history of supporting our efforts at the Australian Red Cross, Land Rover and its vehicles are a



vital part of our work, enabling us to reach regional, remote and isolated communities across Australia.

“As a result of this next phase of our partnership, Australian communities in need will be better positioned to minimise the impact of, and to recover well after, emergencies.”

Penny Ferguson, managing director, Jaguar Land Rover Australia, said: “As we continue to see the impact of natural disasters across the nation and specifically in NSW, it is our mission to bring the Defender spirit to help at-risk communities.

“The Land Rover Community Disaster Resilience Project in New South Wales identifies people of influence in small communities and connects them with one another to ensure

the community is prepared for any disruption. We are proud to write the next chapter of our partnership with the Australian Red Cross, providing aid to those in need and enacting positive change.”

Australian Red Cross' Chief of Staff, Penny Harrison, said: “For over 68 years, the International Red Cross Red Crescent Movement has actively been supported by Land Rover's efforts. We can't stop disasters or emergencies from happening, but we can reduce their impact.

“Our combined vision is for communities to be strong and resilient and have the capacity to anticipate, respond to and recover well from crises. We look forward to the evolution of our partnership.”

Want A Land Rover? Here's The Cheapest Way To Get Your Hands On One

All the cred for not a lot of bread.

Australians love Land Rovers, especially the no-frills, off-road-capable Defender... But with second-hand prices almost as high as new Defender prices in some cases, how's the average revhead supposed to get their hands on one without deep pockets?

The answer might seem obvious, but it's one that surprisingly few Aussies are aware of: military surplus auctions. The Australian Defence Force used locally-made Land Rover 110s, known as 'Perenties', from the 80s all the way up to the 2010s.

There's always been a fairly steady flow of Perenties being disposed of by the army making their way to auctions but as of 2013 the Perenties have started being replaced by Mercedes-Benz G-Classes in active service – meaning there's increasingly more Perenties being made available to the public.

And guess what? They're an absolute steal.

In Pickles' Ex-Military Auction right now, there's a bunch of decent-condition Perenties for sale between \$13,000 and \$45,000. When you consider that the average price of a Defender on Carsales is closer to \$70,000, that's a bargain. In fact, ex-ADF Perenties might be some of the cheapest Defenders on the planet.

Perenties differ from civilian Defenders in a few key areas: not only were they almost exclusively two-door soft-tops, but they had a beefier chassis, incredibly no-frills fit-outs and were powered by Isuzu-made 3.9L four-cylinder diesel engines, either naturally aspirated or turbocharged.

This might make Perenties less 'pure' than one pow-

ered by a Rover V8, for example, but they're actually much better than a British-made Defender. For one, it's widely regarded that these locally-made Perenties were built to a much higher standard than their British counterparts – for instance, they were built with galvanised chassis, meaning they're less susceptible to rust.

Secondly, those Isuzu donks are pretty bulletproof, and more than enough to haul these 4x4s around. Also, many Perenties are actually 6x6s... And six-wheelers are totally awesome. You'd pay upwards of six figures to get a 6x6 Defender or G-Wagen, but actually the 6x6 Perenties don't command a significant premium over 4x4 variants.

Pickles' regularly have Perenties come up for bid... Definitely one to bookmark.



2010-2012 Land Rover Defender recalled in Australia

Jaguar Land Rover Australia has recalled 349 examples of its 2010-2012 Land Rover Defender, citing a potential fault with wheel hub assembly and suspension.

The recall affects the Defender's 90, 110 and 130 body styles, built by Land Rover between 2010 and 2012.

The recall notice, lodged with the Department of Infrastructure, says: "Due to a manufacturing issue, the wheel hub assembly and suspension may collapse or detach from the vehicle.

"If this occurs the vehicle may experience a sudden loss of steering control. A loss of steering control could increase the

risk of an accident causing injury or death to vehicle occupants and/or other road users."

Between 2010 and 2012, Land Rover Australia sold 1765 examples of the Defender.

Jaguar Land Rover Australia says Defender owners will be notified and instructed to take their vehicle to an approved Jaguar Land Rover repairer to have the work carried out as soon as possible, free of charge.

Owners can contact Jaguar Land Rover Australia's customer relationship centre by phone on 1800 625 642 or via email at crcau@jaguarlandrover.com.

JLR order book rises to more than 205,000 cars

But Tata-owned British firm is increasing production as it pushes to reverse £524m loss.

The launch of the new Range Rover and Range Rover Sport has increased Jaguar Land Rover's sales by over 9000 units in the latest financial quarter, but also added to the worldwide orders book of more than 205,000 cars.

Along with the popular Land Rover Defender, the three models account for more than 145,000 cars in the company's order book, which grew by almost 5000 units in the second quarter. JLR said it is being hampered by parts shortages, especially a lack of semiconductors.

This sizeable amount of orders previously resulted in the Tata-owned British company posting losses of £524 million in the three months to the end of June, which the firm attributed to both parts shortages and the continued Covid lockdowns in China.

Production of its new flagship models was slow in the first

quarter, with fewer than 6000 Range Rovers, and "almost zero" Range Rover Sports, built.

However, the picture improved in Q2, as 13,537 orders for the new Range Rover and Range Rover Sport were fulfilled, up from a combined 5790 in Q1.

In total, 88,121 orders in Q2 were completed, with a focus on fulfilling orders for the firm's most profitable cars. JLR said it expects this number to rise in the next quarter as a result of new agreements with parts suppliers.

Overall, order were up 9296 (11.8%) on Q1, driven by a surge from China (up 38% on Q1) and North America (27%). However, orders were down from the UK (7%) and Europe (10%).

As for JLR as a whole, Land Rover accounted for 70,781 of the second quarter's orders (up 11.3% on Q1), with Jaguar taking 17,240 (up 14%). For the financial year so far, JLR has recorded 166,946 orders, up 23.2% year on year.

Defender 75th Limited Edition is a Fitting Tribute to the Original Land Rover

It was in 1948 when the Series 1 Land Rover was shown at the Amsterdam Motor Show, birthing an icon bathed in a distinctive green hue, complete with similarly coloured wheels. Seventy-five years later, Land Rover is throwing a big birthday party in its own style with a limited-edition Defender. The Defender 75th Limited Edition just like the original model, gets a smattering of green paint everywhere and arrives in both 90 as well as 110 body styles.

The colour is called 'Grasmere Green' and the exterior design also gets a 75 Years graphic. Just like on the original model, the 20-inch alloy wheels are also in Grasmere Green with matching centre caps while there are 'Ceres Silver' coloured bumpers too.

Inside, some elements are also painted green but Land Rover has resisted the temptation to go overboard and instead, has kept it relatively subtle. The Cross Car Beam for example is finished in brushed Grasmere Green Powder Coat and there is laser-etched detailing on the Cross Car Beam end caps. The seats are trimmed in Resist Ebony, while the veneer on the centre console is made from a material called Robustec – a robust fabric.

Another interesting design trait that doffs its cap to the original Land Rover is the fact that all 75th Limited Edition models feature a folding fabric roof. Further on, this special edition is also equipped with Tow hitch receiver, black roof rails and an advanced OFF-ROAD Capability Package. Standard

equipment on offer is generous including a 3D Surround Camera, Configurable Terrain Response, Meridian Sound System, the 11.4-inch Pivi Pro infotainment system, a Head-Up Display, 14-way driver and passenger heated electric memory seats, heated steering wheel with electronic adjustments, three-zone climate control etc. "Since revealing the new Defender, customers around the globe have fallen in love with it and demand remains extremely strong," said Stuart Frith, lifecycle chief engineer Defender.

"This new Limited Edition captures the spirit of the past 75 years, with its colour and detailing, and fuses it with innovative, Configurable Terrain Response, software over the air updates and unrivalled all-terrain capability."

This special edition isn't available with a roaring V8 as instead, it's the sensible P400 Ingenium mild-hybrid powertrain and it's actually well suited to the new Defender too. Rather fittingly, there would be only 75 examples on offer with prices starting from \$152,077.



Jaguar Land Rover's sales fall 5% on chip shortages

Jaguar Land Rover's global vehicle sales fell 4.9 percent to 88,121 in the quarter ended Sept 30 compared with the same period last year, after the company continued to be affected by semiconductor supply problems.

In a statement JLR said the lower sales resulted from a "lower than expected supply of specialized chips from one supplier which could not be readily re-sourced in the quarter."

The automaker's financial performance was "mitigated partially by further prioritization of production to the highest margin products," it said, without releasing figures.

JLR said it will report detailed quarterly finances in the first half of November. The company indicated that it "expects free cash flow to be near break-even despite the lower-than-expected wholesale volumes."

The automaker added that it expected positive free cash-flow in the second half of its fiscal year, which ends March 31 2023, driven by an "improvement in wholesale volumes."

Land Rover remains JLR's top-selling brand. During the quarter Land Rover sales, including Range Rover models, fell 3.6 percent to 70,781. Jaguar sales were 17,340, down 9.9 percent.

JLR's focus on higher margin models in the quarter meant that the Land Rover Defender large SUV was the company's best-selling model for the quarter with sales of 16,892, beating the Range Rover Evoque compact SUV in second with sales of 16,255.

The company's highest priced model, the new Range Rover large SUV, was third with sales of 10,717.

China was the company's biggest market in the quarter with retail sales of 25,518, which accounted for 29 percent of the brand's total retail sales.

JLR has suffered a string of quarterly losses as supply chain issues and problems ramping up production of its profitable Range Rover and Range Rover Sport models cut revenue and increased costs.

Jim Ratcliffe's attempt to rival Land Rover Defender racks up steep losses

Sir Jim Ratcliffe's drive to make a rival to the Land Rover Defender has racked up steep losses amid difficulty sourcing parts because of global supply chain disruption.

Pre-tax losses at Ineos Automotive, a subsidiary of the billionaire's chemicals conglomerate, doubled to €212m (£186m) last year, accounts filed with Companies House show. It has run up total losses of €506m since its inception in 2017, and last year received a loan of €944m from its parent company, on top of €471m in 2020. It plans to repay the loan from future revenues from the off-road vehicle.

Ratcliffe, one of Britain's richest people, is building a 4x4 vehicle – called the Grenadier after his favourite London pub – which the firm says will combine "rugged British spirit with German engineering rigour". Try-out vehicles are being made and tested at a factory acquired from Mercedes-Benz in Hambach in eastern France, and debuted at the Goodwood Festival of Speed in Sussex last year. Ineos launched a full digital brochure in April, and has been taking sales orders and deposits since mid-May, with plans to start production later this year.

Nevertheless, the launch date – initially planned for early 2022 – has slipped repeatedly amid trouble sourcing some parts because of the Covid-19 pandemic and disruption to global trade.

"The company's directors and senior management team have stayed informed of the supply conditions to understand the key concerns and [are] reviewing options to overcome potential delays," it said in the accounts.

Higher prices for raw materials and electronic components in particular threaten to push up the company's costs, and it flagged that it was not actively hedging against the risk of rising prices of electronic components of raw materials.

Ratcliffe, among the most prominent business backers of Brexit, had planned to build

the car in Bridgend, south Wales but dashed hopes of an automotive revival there by opting for a smart-car factory in Hambach near the Franco-German border instead.

The off-roader, which costs from £49,000, will initially use an internal combustion engine but Ineos is also looking at hydrogen fuel cell technology that it could eventually also use to power vans and construction equipment. It received £124,000 from the UK government in 2019-20 for a feasibility study of hydrogen fuel cells, which produce no exhaust emissions other than water, and has struck a deal with Hyundai to use the South Korean carmaker's technology.

Ratcliffe has a personal fortune of more than £6bn, according to the Sunday Times; including his business interests, he is thought to be worth £13bn. He moved to Monaco in 2020 for tax purposes despite being a vocal supporter of Brexit. In August, the billionaire, who is from Greater Manchester, declared an interest in buying Manchester United from the club's beleaguered owners, the Glazer family. He had previously wanted to purchase Chelsea from Roman Abramovich. Ineos could not be reached for comment.



New name change for Jaguar Land Rover Band

The Jaguar Land Rover Band has announced that it will change its name to Brass Band of Central England. It brings to a close a highly successful 20-year partnership with Jaguar Land Rover which formally concludes at the end of 2022.

"The band has been extremely fortunate to have had the proactive support of JLR over the past 20 years", Band Manager David Kershaw told 4BR.

"We have had the privilege to work alongside their excellent community relations team for the majority of this time, and which has resulted in raising significant funds for charities and the community."

He added: "We all know things in business change, especially during these uncertain times, so we finish this chapter of our history grateful for the support from JLR."

Under the Jaguar Land Rover name the band claimed the Midlands Area Championship in 2013 in qualifying on three occasions for the Royal Albert Hall, as well competing four times at the British Open. They also claimed the Senior Cup in 2013 and Bolsover Entertainment title.

The band was featured on television and radio and was the first brass band to be invited to perform at the acclaimed English Music Festival.

The name Brass Band of Central England reflects both its strong roots in Coventry, but also the diverse geographical spread of its player across the Midlands.

David Kershaw added: "We have a great team and over the coming months you will see more exciting announcements as we transition to Brass Band of Central England with concerts in Shipston, Rugby, Moseley, and Coventry Cathedral."



Classic Cars Are Greener Than Electric Vehicles: Study

Well, how about that...

I can't even tell you how many times I've heard people yammer on and on about how horrible classic cars are for the environment. Usually their eyes are bugging out, spittle's flying out of their mouth, and they're absolutely filled with self-righteousness but few facts. They'll vehemently insist that driving your old Camaro, Mustang, Charger, or whatever you own is absolutely destroying the planet in real time while refusing to discuss the process of extracting minerals for making EV batteries, let alone the insane energy levels required in the manufacturing process. That's why reading a new study from UK insurance provider Footman James is so refreshing because it doesn't talk emotional rage, sticking instead to the inconvenient facts.

Even inside this industry there are those running around claiming all classic cars will be electrified in 10 or 15 years or whatever time frame they were told by someone else. The assumption is this will be good for the environment, that driving a classic car with batteries and an electric motor will cause trees to spring forth in the Sahara Desert and the unicorns to return from the ocean.

According to Footman James' study, reality is far different because classic cars with those evil, gas-burning engines are better for the environment than new electric vehicles. The thing is people who believe the opposite just look at tailpipe emissions, behaving as if that's everything in the equation. They don't consider pollution generated by the manufacturing process.

In the study, Footman James mentions that in the UK a classic car on average is driven 1,200 miles a year and puts out 563 kg of CO₂ as a result. But a new VW Golf is made by generating 6.8 tonnes of CO₂e. Even worse, a Polestar 2 (a Swedish electric car) generates 26 tonnes of CO₂ during the manufacturing process. That means you could drive your

classic car for over 46 years before it generates as much CO₂ as the "green" electric vehicle. Let that sink in for a moment.

Footman James rightly points out that within that 46-year period, the Polestar 2's battery will need to be replaced, maybe even swapped for a new one twice or more. And what happens to the battery? Can it really be recycled? The answer for now is no. Meanwhile, the classic car keeps running without contributing significantly to a landfill. But you should feel bad for driving such an awful pollution machine, or so we're told.

I wish the study dug more into the human and environmental costs associated with the extraction of raw materials to build electric cars. There's also the fact many of these minerals are mined in authoritarian countries like China and Russia where many accusations have been levied that slave labour is used in the process.

Keep all this in mind the next time your neighbour, relative, or friend who just bought a shiny new Tesla tries guilt tripping you about owning and driving a classic. Sure, the smug self-righteous attitude can be annoying, especially when people who know next to nothing about cars are just fascinated by anything novel, but the facts don't exactly back up their day-dreams of becoming Captain Planet.

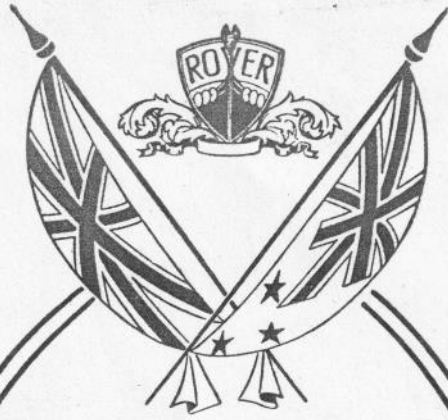


Her Majesty, Queen Elizabeth II

21 April 1926—8 September 2022

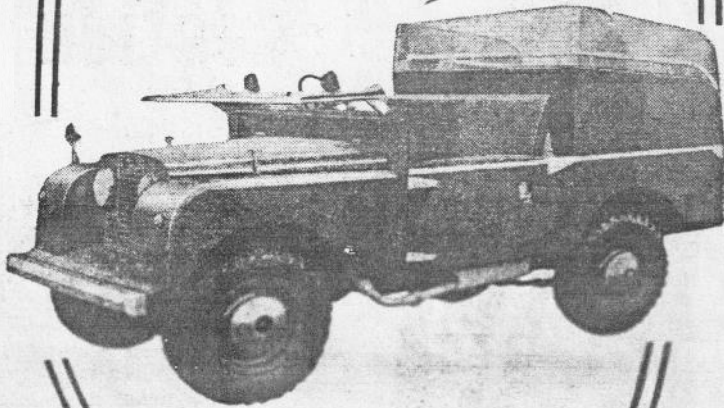
"I did but see her passing by. And yet I love her till I die"





We are proud to welcome to these shores Her Majesty Queen Elizabeth II and The Duke of Edinburgh . . . and are honoured that they will be using this specially modified

LAND ROVER



Illustrated here is the actual Land-Rover which Her Majesty and The Duke of Edinburgh will use for reviews and similar engagements during their Victorian visit.

BRITAIN'S MOST VERSATILE VEHICLE



Land Rover Owners' Club of Gippsland Ordinary Meeting

Minutes for meeting held on Monday 5th September 2022.
Meeting held at Gippsland Land Rover, Traralgon.
Meeting started at 8:06 pm.

Welcome & thanks by Alan Harlow.

Alan welcomed everyone and introduced Jack Howell who spoke about his endeavours as a world class triathlete.

2nd place – 2022 World Triathlon Oceania Cup – Stockton.

Para triathlon PTS5 category (open age)

1st place – 2021 World Triathlon Oceania Cup – Port Douglas. Para triathlon TWD category (open age)

2nd place – 2021 National Para triathlon – Stockton (open age)

Within the last year, Jack has made massive inroads, and is on track to achieving big selections, starting with World Championships this year in Abu Dhabi (November) and the big one, Paris 2024 Paralympics.

Meeting proper then commenced at 8.44pm.

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

Apologies: David Murray, Harley Murray, Krystal Murray, Eric Shingles.

Visitors; Jack Howell, Jessica Walsh

Confirmation of May Meeting Minutes:

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

Moved by Greg Rose, Seconded by Neville Trimnell, Passed.

Business arising from the minutes of the previous meeting.

Nil

Correspondence:

Out:

All emails received from FWDV have been sent onto members.

Reminders of club meeting.

Outcome of committee meeting re membership and club year.

In:

Various emails from FWDV.

Jack Howell letter of thanks for sponsorship.

Letter from Rudi Paoletti that his equipment kept at Rawson will now be kept at the Erica Caravan Park.

Treasurer's Report: John Kerr

Questions of Treasure; Nil

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

Moved by John Kerr, Seconded by Bob McKee, Passed.

Publicity Officer's Report: Charlie Calafiore.

1st Defender 90 at front, being picked up this month.

The all new Range Rover currently has a 2 year wait. Only taking expressions of interest at this stage. Gippsland Land Rover is the only rural dealership in Vic that has one, which is already spoken for. It will be utilized as a demo for 6 months

prior to customer collecting it.

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. Two new pages added, Club History and club rules. These will be updated with our new rules.

	Visitors	Pages
March	24	92
April	5	7
May	9	23
June	10	43
July	3	5
August	3	13

FWDV Delegate's Report: Neville Trimnell

No meetings to report on.

However, Greg was able to update us that they have managed to secure a funding grant of \$100,000.00 from DELP towards a new premises.

FWDVP Regional Representatives; Greg Rose

Seasonal closures still in effect. He will be heading out soon to check tracks, in preparation for opening.

Property officer Report; Ross Howell

No change. Reminder to members of items available to be borrowed. Ensure correct signing out.

Past Events. Nil

Events Coordinator's Report: David Murray.

Future Events.

* September Coffee Get Together.

Time 10am Friday 16th September. Momos Traralgon (AH to book)

* November Melbourne Cup trip.27/10/22-3/11/22 7 nights.

(more details elsewhere in this newsletter)

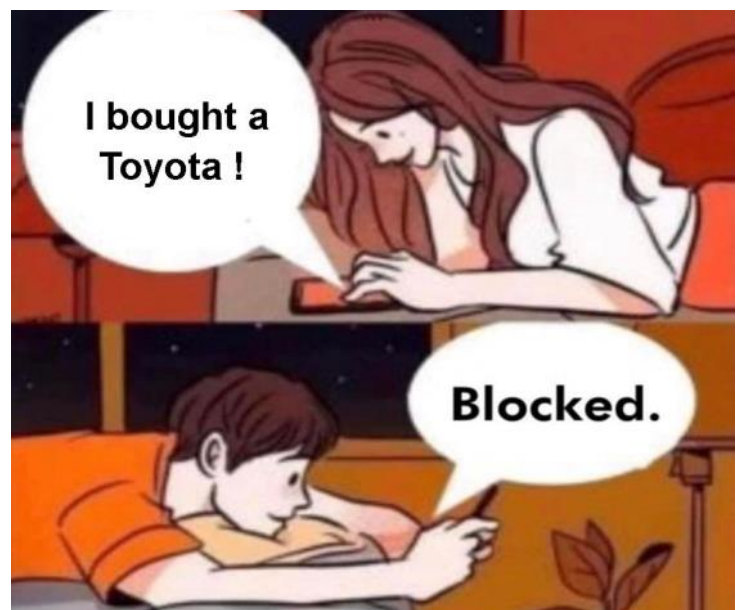
Confirmed attending;

Alan & Tonee Harlow

Jan & Colette Parniak

Alan & Helen MacRae

John & Heather Kerr



Ross & Sue Howell

Wash

Ian Blake

Neville & Liz Trimmell

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.

Discussion on the need, or not, to take the club tent. Facilities to be confirmed.

* Howitt Hut Volunteering with PV

Trip Leaders: Greg Rose for LROCG. Wayne Foon, Parks Victoria ranger, Foothills and Southern Alps Team, Heyfield. (more details elsewhere in this newsletter)

Currently 13 members listed as attending.

Technical Matters:

Nil due to the amount of general business to be conducted.

General Business.

Greg raised the issue of using 112 from a mobile in case of emergency, being a myth. He emphasized that this does not work on any mobile network and in cases of emergency provided your phone still shows 'SOS ONLY' as a minimum, you must dial 000.

Bob raised the issue of RSVPs for our pre meeting dinner. For September, 11 people advised they would be attending. Bob booked for 20 to allow leeway, however 23 people turned up. As the venue was very busy, we were lucky that a place could be found for the extras, though they did need to sit separately from the main group. Please advise Bob in future to help out with booking.

Alan H raised concerns re our constitution. Since our clubs incorporation in 1994, these have not been revisited to embrace our evolution.

* Changes to the constitution. There are only 3 items that can be changed on the constitution without creating your own rules.

The association's name

Its purposes and

Its Financial year.

The only rule in the constitution which we need to consider is the financial year. The clubs AGM must be held within 5 months of the end of the club's financial year.

Member input;

* Financial year 1/10 to 30/9 with AGM in Dec.

4WDV year is 1/7 to 30/6 with an AGM in Sept.

Club By-laws can be developed outside of the constitution and should include

* Membership;

Term, start and finish date including when discounts should apply.

Member input;

Club Membership year period 1/1 to 31/12?

Needs to be ratified at AGM or General meeting.

Discount to kick in after 6 months, for a pro rata payment.

This would be for new members only, not for late renewals.

Affiliation fees are halved after 6 months and we halve our portion also.

No incentive for early payment for following year, except for new members can't go on trips without further red tape and be covered for insurance.

* Club sponsorships policy development.

Define who we sponsor

Define what we sponsor

Define \$ range of sponsorship.

Define principles of sponsorship.

Define time frame of sponsorship.

Member input;

No sponsorships: Money is for members only (x3)

Additional to above, members may make personal donations or sponsorship, that is up to them.

Perhaps 1 single sponsorship per year with a capped amount (eg \$100.00) if it is someone related to the club.

Instead of money we can still donate time ie; volunteer

NB: Philanthropy is good for the soul.

Camp hosting funds could be treated differently to other funds (general revenue v consolidated revenue)

NB our club has a good reputation as volunteers.

Don't currently have an expenditure budget, so what else are our funds for.

Money may soon need to be utilized to update our equipment such as the tent getting close to needing to be replaced, an E perb etc.

Fund or subsidize cost of a member doing a first aid course as a first aid officer.

We are currently in the lucky position of being the cheapest 4WD club in Victoria to join thanks to the generosity of Gippsland Land Rover providing a venue for meetings and covering costs of newsletter and some postage as required.

* Trip policy

Requirements of leader.

Weather requirements

Standard protocol for a trip.

Member input;

Written policy for LRCV, which has gone to 4WD Vic for perusal and once approved, being sent on to all 4WD clubs.

4WD Vic policies are a starting point so that they don't conflict, and we are not reinventing the wheel.

ORTV have rules and protocols in place.

Belief that it was already done.

Jan provided an update on Rod C after a recent phone call. News is currently positive and they are going well.

Club wishing past member Sharna Foon all the best and speedy recovery following back surgery.

Meeting closed at 10.06pm.

Next Meeting:

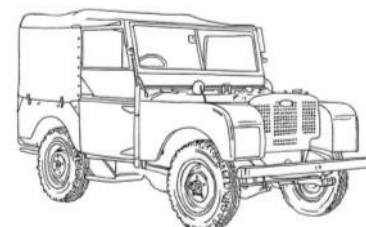
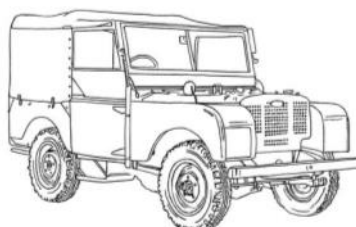
Monday 3rd Oct at Gippsland Land Rover 8pm

Pre meeting meal from 6pm at Traralgon Bowls Club

Please RSVP to Bob McKee by the Friday prior.

Ph: 0407 963 176 or E: bobmckee46@gmail.com

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



Land Rover Owners' Club of Gippsland Committee Meeting

Minutes for meeting held on Monday 19th September 2022, at Gippsland Land Rover, Traralgon.

Meeting started at 7:30 pm.

Welcome & thanks by Alan Harlow.

Attending; Charlie Calafiore, Alan Harlow, Ross Howell, John Kerr, Helen MacRae, Tonee Harlow, Eric Shingles, Neville Trimmell,

Apologies: David Murray, Greg Rose.

Business of meeting.

The president advised that as per the Club constitution only business dealing with the LROCG constitution and new rules may be dealt with tonight.

It also been confirmed the Club is required to comply with the model rules which don't specify a financial year or purposes currently due to the original documents not being transferred to the Consumer Affairs Victoria.

Motion 1

That the motions 1 and 2 of the Committee email meeting of July 2022 be rescinded.

These being:

* Motion 1; The Club "membership year" start date be set as the 1st January and club membership will be due from that date each year.

Motion 2; As per the club rules the club membership fee will be set at our AGM in December.

Moved: John Kerr, Seconded by Eric Shingles, CARRIED unanimously

* Motion 2; To become a Model Rule Update.

The LROCG financial year to commence on 1st July till 30th June.

Moved: John Kerr, Seconded by Eric Shingles. Abstained: Tonee Harlow.

CARRIED

* Motion 3; To become a club bylaw.

The LROCG membership year to commence on 1st July till 30th June.

Moved: John Kerr, Seconded by Eric Shingles. Abstained: Tonee Harlow.

CARRIED

* Motion 4

That the club fees for the 22/23 year be set at \$65.00, due and payable now.

Moved: John Kerr, Seconded by Neville Trimmell.

CARRIED unanimously

* Motion 5

That the club's 2022 AGM be held in conjunction with the November general meeting on 7th November 2022, in keeping with the model rule requirement to hold the AGM within 5 months after the end of the financial year.

Moved: Eric Shingles, Seconded by Helen MacRae.

CARRIED unanimously

* Motion 6; To become a Club bylaw.

The LROCG has a Club policy of not providing monetary sponsorship.

Any applicant requesting monetary sponsorship shall be advised the club has a policy of not providing monetary sponsorship but will advise club members of the request so individual club members may sponsor the application if they feel so inclined. The club may provide sponsorship in the form of volunteer work/support.

Reason;

It is the feeling in the club that the money raised by membership should be spent to benefit members directly.

Moved: John Kerr, Seconded by Neville Trimmell. Abstained: Helen MacRae.

Against: Charlie Calafiore

CARRIED

* Motion 7; To become a Club bylaw.

The LROCG shall adopt FWDV rules in relation to planning and conducting club trips. This shall include the severe weather policy.

Reason

LROCG does not have their own rules regarding club trips and the members see no reason to recreate their own. To ensure that the club has adequate direction on how to plan and organize trips.

Moved: Charlie Calafiore, Seconded by Ross Howell. Abstained: Eric Shingles.

CARRIED

* Motion 8; To become a Club bylaw.

The LROCG ordinary members comprising the committee shall consist of the following;

a Minute Secretary; and

a Publicity Officer; and

an Equipment Officer; and

a Newsletter Editor; and

a FWDV delegate; and

an Events Coordinator; and

a Webmaster.

The Secretary shall be the Register (previously known as the Public Officer) of the club.

The LROCG may from time to time change the makeup of the ordinary members with a special resolution at the AGM or special general meeting.

Reason

The club has no rules covering the ordinary members and technically we are not complying with model rules by not declaring them.

Moved: Charlie Calafiore. Seconded by Helen MacRae.

CARRIED unanimously

* Motion 9; To become a Club bylaw

Any change to the LROCG Inc bylaws shall be done at a General Meeting by a special resolution passed by a minimum of three quarters of the members voting at the general meeting, whether in person or by proxy.

Reason,

The club model rules does not cover bylaws and how to change them specifically, but it does show how to make changes to the model rules. This addition mimics the constitution requirements.

Moved: Neville Trimmell Seconded: Ross Howell

CARRIED unanimously

It was agreed that Alan Harlow shall pay costs to change/update our constitution and seek reimbursement from the club.

It was agreed that we should plan to have a supper and fellowship after the November meeting/AGM.

Meeting closed at 9.55pm.

Next General Meeting:

Monday 3rd Oct at Gippsland Land Rover at 8pm.

Land Rover Owners' Club of Gippsland Ordinary Meeting

Minutes for meeting held on Monday 3th October 2022.

Meeting held at Gippsland Land Rover, Traralgon.

Meeting started at 7:58 pm

Welcome & thanks.

Alan welcomed everyone and thanked them for their attendance.

Alan introduced Greg Walker, our visitor, who introduced himself to the members.

Attending; Graham Shaw-Wash, Charlie Calafiore, Philip Croft, Christine Croft, 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, Liz Trimnell, Neville Trimnell

Apologies: Ted Allchin, Shirley Allchin, Kel Robert Atkins, Ian Blake, Neville Prowse-Brown, Ann Prowse-Brown, David Murray, Harley Murray, Krystal Murray, Lois Rose, Greg Rose, Eric Shingles, Ian Webb, Jessica Walsh

Visitors; Greg Walker

Confirmation of September Meeting Minutes:

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

Moved by Neville Trimnell. Seconded by Bob McKee.

Passed.

Business arising from the minutes of the previous meeting.

Changes to rules. To be followed up in General Business.

Motion; That the September committee minutes be accepted as true and correct:

Moved by Helen MacRae. Seconded by John Kerr. Passed.

The actions to be followed up in General Business.

Correspondence:

In:

Various emails from FWDV.

Letter from Rudi Paoletti that his equipment is now at the Erica Caravan Park.

Email from Greg Rose re November Volunteers day & WWC.

Out:

All emails received have been sent onto members.

Reminders of club meeting.

Outcome of September committee meeting.

Treasurer's Report: September; John Kerr

Questions of Treasurer;

Camp hosting payment has been paid but is yet to appear in Club account.

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

Moved by John Kerr. Seconded by Sue Howell. Passed.

Publicity Officer's Report: Charlie Calafiore.

Branded socks 3 pair for \$50 Jag and Land Rover types.

Editor's Report: Eric Shingles.

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

Combined newsletter (for 2 months) coming out shortly.

Thanks to those contributing.

Webmaster's Report: Alan Harlow.

The web site is up to date.

The proposed changes to the Club model rule and by-laws

can be found on the web site.

	Visitors	Pages
April	5	7
May	9	23
June	10	43
July	3	5
August	3	13
Sept	11	34

FWDV Delegate's Report: Neville Trimnell

No meetings to report on. Did follow-up on camp hosting fee.

Will attend AGM on the 14th November at Manningham Monday 7pm.

Club will pay for meal.

FWDVP Regional Representatives; Greg Rose

Nil report

Property officer Report; Ross Howell

No change.

Past Events.

September Coffee Get Together — Jan Parniak

Friday 16th September at Momos Traralgon

9 members attended, some late arrivals.

Events Coordinator's Report: David Murray

Future Events.

* October Coffee Get Together

Time 10am Friday 14th October. Turn Back Time, George St Moe

* November Melbourne Cup trip. 27/10/22-3/11/22 7 nights.

(more details elsewhere in this newsletter)

Recommend to bring bathers for trip to heated pool at Yarangobilly caves.

Recommended to get a NSW parks pass

Confirmed attending

Alan & Tonee Harlow, Jan & Colette Parniak, Alan & Helen MacRae, John & Heather Kerr, Ross & Sue Howell, Wash, Ian Blake, Neville & Liz Trimnell, Chrissy & Philip Croft.

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.



Alan to ask Ian to take the club tent. The snake bite kit and defib will also be taken.

Motion; That the food for Melbourne cup day luncheon be paid for by the club.

Moved by Heather Kerr. Seconded by Sue Howell. Passed.

* Howitt Hut Volunteering PV 16th, 17th & 18th November.

Trip Leaders: Greg Rose for LROCG. Wayne Foon, Parks Victoria ranger, Foothills and Southern Alps Team, Heyfield. 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. Currently 13 members listed as attending.

Technical Matters:

Wash talked about clutch issues when his vehicle warms up. Greg Walker in his introduction also has clutch issues with his LR 86" build.

General Business.

* Special Resolution for AGM.

Notice of Special Resolution. Moved John Kerr.

The LROCG financial year to commence on 1st July and ends on the 30th June each year.

Notice of Special Resolution. Moved Alan MacRae

That the original purposes as follows be added to the model rules.

The purposes of the association are—

1, To promote recreational activities for enthusiastic four wheel drive owners wishing to enjoy the environment and social life between members of the Club and their friends.

2, To promote appreciation of unique Australian bushland and the environment by members and the public where possible.

3, To support conservation and the sensible management of bushland and the environment

4, To aid fellow members to understand and abilities and limitations of four wheel drive vehicles and where required assist members in improving their off road driving techniques.

5, To enlarge the involvement of the club and its members in the four wheel drive movement by association with other Clubs and governing or advisory bodies where appropriate.

6, To promote "safety at the wheel" and "good driving techniques".

7, To comply with all rules, regulations and restrictions imposed by statutory bodies controlling bushland and the environment.

8, To respect private ownership of land and properties and to do all things reasonable to ensure goodwill to the Club and its members.

9, To encourage membership of the Club to persons sharing common interests, aims and objectives; but notwithstanding if necessary, and by the decision of the committee, to hold membership levels at that which is deemed to be in the best interests of the club and its members.

10, To promote family participation in all activities of the Club, and to this objective "Family Membership" will be available.

Notice of Special Resolution. Moved Tonee Harlow

That the motions formed to create bylaws moved at the com-

mittee meeting on September 19th and modified at the October general meeting be confirmed as LROCG bylaws.

LROCG BY-LAWS

BL 1

Any change to the LROCG bylaws shall be done at a General Meeting by a special resolution passed by a minimum of three quarters of the members voting at the general meeting, whether in person or by proxy. Any special resolution to change a by-law shall require 21 day's notice.

BL 2

The LROCG membership year to commence on 1st July and ends on the 30th June.

BL 3

The LROCG has a Club policy of not providing monetary sponsorship.

Any applicant requesting monetary sponsorship shall be advised the Club has a policy of not providing monetary sponsorship but will advise Club members of the request so individual Club members may sponsor the application if they feel so inclined. The club may provide sponsorship in the form of volunteer work/support.

BL 4

The LROCG shall adopt FWDV rules in relation to planning and conducting club trips. This shall include the severe weather policy.

BL 5

The LROCG committee shall be made up of those required in the model rules and the ordinary members completing the committee shall consist of the following.

a Minute Secretary; and
a Publicity Officer; and
an Equipment Officer; and
a Newsletter Editor; and
a FWDV delegate; and
an Events Coordinator; and
a Webmaster.

The Secretary shall be the Registrar (previously known as the Public Officer) of the club.

The LROCG may from time to time change the makeup of the ordinary members with a special resolution at the AGM or special general meeting.

Notice of Special Resolution. Moved Tonee Harlow

BL6

The club shall only collect the information about members required under the model rules.

Information collected shall not be shared with any party outside the Club other than FWDV which shall be limited to names only. Membership email address, phone numbers and residential address may only be used by financial members to communicate Club related information. All email communication shall not disclose other members email address

From Blakie's school book.....

Where was the American Declaration of Independence signed?

At the bottom.

by using a blind address format.

Notice of Special Resolution. Moved John Kerr.

The fees for the 22/23 club year be set at \$65 and are due as of the 8th November 2022.

Notice of Special Resolution. Moved John Kerr

The fees for the 23/24 club year be based on two components, the first equal to the FWDV affiliation fee for the next financial year plus a LROCG component of \$25 both due as of the 1st July 2023.

* Ross talked about the Land Rover Series 2 used on the opal hunter show.

* Charlie talked about the history pages on the Club web site and encouraged others to view.

* Name tags to be obtained for,

Jessica Walsh
Neville Trimnell
Liz Trimnell
Greg Walker

* John Kerr asked for members to use their name on EFT so he can identify who pays their membership.

* Alan reminded members nomination forms for committee are available on the Club web site and encouraged members to participate. Forms to be submitted by 1st November for AGM on the 7th November.

* Phil asked about members information and who had access to it. Alan Harlow advised FWDV was currently receiving it and any club member could access it on request. Several members have email address to facilitate communication with members.

Meeting closed at 9:15 pm.

Next Meeting:

The next meeting will be our AGM on Monday 7th Nov at Gippsland Land



Victorian4WD SHOW

Get ready for ADVENTURE!

Sunday 19th February 2023
9am to 4pm - LARDNER PARK

LOCATION: Entry gate 155 Burnt Store Rd, Lardner Victoria
ENTRY: Adult \$18 - Children under 16 free (payment online via website)
SORRY - no dogs allowed - except for bona-fide guide and assistance dogs

- 4WD Adventure Circuit
- 4WD Equipment, Parts, Accessories
- Demonstrations of 4WD techniques
- 4WD Club and Association displays
- Camping Gear
- Off-Road Camper Trailers and Caravanning
- Fishing, Hunting
- Food Vendors located on-site
- Free Family Entertainment
- Free parking

 **Victorian4wdshow**
www.vic4wdshow.com.au

 Proudly brought to you by the Land Rover Owners Club of Victoria

Scan the QR to get your tickets online and enter the draw for the major prize



SCAN ME

Rover, at 8pm followed by supper.
Pre meeting meal from 6pm at Traralgon Bowls Club. Please RSVP to Bob McKee by the Friday prior.
Ph: 0407 963 176 or E: bobmckee46@gmail.com

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

Five surgeons are taking a coffee break...

1st surgeon: "Accountants are the best to operate on because when you open them up, everything inside is numbered."

2nd surgeon: "Nah, librarians are the best. Everything inside them is in alphabetical order."

3rd surgeon: "Try electricians! Everything inside them is colour coded."

4th surgeon: "I prefer lawyers. They're heartless, spineless, gutless and their heads and their butts are interchangeable."

5th surgeon who has been quietly listening to the conversation: "I like Land Rover restorers... they always understand when you have a few parts left over at the end."



EYE HALVE A SPELLING CHECKER

I halve a spelling checker
It came with my pea sea
It plainly marcs four my revue
Miss steaks eye kin not sea.
Eye strike a key and type a word
And weight four it two say
Weather eye am wrong oar write
It shows strait a weigh.
As soon as a mist ache is maid
It nose bee for two long
And eye can put the error rite
Its rare lea ever wrong.
Eye have run this poem threw it
I am shore your pleased to no
Its letter perfect awl the weigh
My checker tolled me sew.

Jindabyne Melbourne Cup Trip

27/10/22 till 3/11/22

If you intend to take part in the Jindabyne Melbourne Cup Trip, please contact the caravan park and make your booking and pay your deposit.

As I have only booked 8 sites its first in best dressed. If we have more than 8 it will be dependent on availability in the park.

Jindabyne Holiday Park.

6 Kosciuszko Rd, Jindabyne NSW 2627,

Phone contact 0264562249

Email jindbyne@nrmaparksandresorts.com.au

Booking number 56007

Powered sites 1-7 (\$316 6 nights 7th night free) Unpowered site 63 (\$169 6 nights 7th night free) 7 nights: in on the 27/10/22, out on the 3/11/22

Please be ready to provide the following information on booking. Full name, Address, Phone number, Email address, Caravan size, Number of adults, Pets Y/N.

Greg Rose did a reccy on the area.

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.

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.

Please advise me of your booking to assist with co-ordination.

Thank you to those who have volunteered to take responsibility for a role.

Regards

Alan Harlow,

President LROCG.



75th Anniversary of Land Rover

Easter 2023

Exciting news for followers of the Land Rover brand and it's long history, is that Cooma will be on again. We have always had a lot of LROCG members attend the event.

Hello Land Rover Clubs,

I am writing to let you know that work is now underway to put on an event to celebrate the 75th anniversary of Land Rover. This will be at Easter, 2023, in Cooma. It will offer a program similar to the very successful 70th anniversary held in Cooma at Easter in 2018 and which many of your members will remember.

Many of the team that organised the 70th event in 2018 are coming together to put on the 75th. The team will include representatives from the Snowy Monaro Council, Cooma Visitors Centre, the Cooma Car Club, Land Rover clubs and other interested parties. We learned a lot organising the 2018 show and it's felt we can do it even better in 2023.

The Land Rover clubs' team is being led by Mark Oakes -Richards, who has returned to the role he had in 2018 when he was instrumental in putting on that successful show. I have been asked to be the liaison link with Land Rover clubs and with JLR Australia (as I did in 2018).

At the moment, we are in the very early planning stages. The next major step is to confirm funding and this will be addressed at a meeting of stakeholders in Cooma next week. We hope to be able to provide more information following this meeting.

If you have any questions, please contact Mark at markoakesrichards@gmail.com or myself.

Regards, Jim Nicholson | President
Range Rover Club of Australia (NSW) Ltd
E pres@rangeroverclubnsw.asn.au
W www.rangeroverclubnsw.asn.au

**WITHOUT A SINGLE DEGREE, THEY BUILT US
ROADS THAT HAVE LASTED AN ETERNITY..**



AND THEN, THE ENGINEERS ARRIVED!!!



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.

A Decade Of Organising LROCG / PV Volunteer Work

By Greg Rose



After over a decade of organising Land Rover Owners Club of Gippsland volunteer work, in collaboration with the Parks Victoria Foothills and Southern Alps team, it is time for me to retire from that role. I am immensely proud of what the LROCG volunteers have managed to achieve over those years. We, as a group, have contributed thousands of hours of work, that has improved the visitor experience in the Alpine National Park and added to Four Wheel Drive Victoria's tally of volunteer efforts.

In those years LROCG volunteers have worked at:

All Wellington River Campgrounds
Wonnangatta Valley
Kelly Lane – Thomastown, Kelly Hut and McMichaels Hut
Bryces Gorge carpark
The Horseyards
Moroka Gorge walking track
Moroka Hut
McFarlane Saddle trailhead and camping area
Howitt Hut and surrounding camping area
Eaglevale
Talbotville
Snowy Plains airstrip

Billy Goat Bluff Track

We have; mended fences, erected new fences, removed old fencing, installed bollards, dug out fire pits, repaired toilets, cleaned camping areas, assessed walking tracks for damage, replaced hut and walking track visitor books, undertaken emergency pre winter hut repairs, repaired hut chimneys, cleaned huts, removed heavy rubbish (old stoves, fridges, bed frames) from huts and surrounds, mowed grass, removed weeds, used brush cutters, painted various assets, erected signs, learned to drive bob cats, constructed fire rings, built picnic tables, put preserving decking oil on tables, removed old fire rings, removed damaged picnic tables, looked for invasive weed species, towed Parks Victoria trailers, shovelled gravel, filled pot holes, drained puddles, cleared tracks, looked for rare plants, filled in wheel ruts, moved large rocks, cut branches to improve sight lines on roads and tracks and extinguished unattended campfires.

As part of the volunteer activities, we have had the opportunity to drive on some of Victoria's most iconic



four-wheel drive tracks. We have visited beautiful parts of the Alps. We also had some adventures along the way. Waking up to thick frost and frozen water, driving through sleet and snow, negotiating slippery muddy clay tracks, heavy rainstorms, chasing a snake out of camp, fixing a PV trailer, fixing my trailer, breaking shock absorbers in Wonnangatta, the occasional Land Rover breakdown (very rare), trying to stay hydrated on very hot days, swimming in icy cold water, skinny dipping (it was very hot), these have all been part of the experience.

We have cooked meals, enjoyed meals cooked by Park Victoria rangers, had some amazing visitors to our camps and had plenty of tall stories and laughs around the campfire. Covid and wild weather played havoc with some of our plans, but we always managed to prevail.

I would like to give my sincere thanks to all the club members who have enthusiastically joined in the volunteer activities. Club members always overachieve at the volunteer days. Within the group there is a wide range of skills and a willingness to camp and work in sometimes less than ideal conditions.



Thanks to Wayne Hevey and the Four Wheel Drive Victoria folk who have provided advice and support for the club's activities.

Finally, thanks to Parks Victoria. Every Parks Victoria member we have worked with has been fantastic, some are still with PV and others have moved on. Some have been alongside us in the bush and some helped with planning. There is a huge amount of behind the scenes work to make a volunteer activity run smoothly and safely. It is due to the care and professionalism of these folk that we have had such successful activities with no injuries. Thank you, Vicky, Danica, Sarah, Cliff, Conor, Alex, Ellen, Bernie, Ritchie, Sam, Jenny, Mick, Gary and Adam. Special thanks to Foothills and Southern Alps Area Chief Ranger Mike Dower and our PV contact and joint organiser of activities, Wayne Foon, for the sensational support.





A Guide To Land Rover Expeditions

Book Review by Greg Rose

In 1974*, when Land Rovers were the vehicle of choice for expeditions to remote places all around the world and for overland travellers, Land Rover produced a book called "a guide to Land – Rover expeditions". Note that the lack of capital letters in the title is the way it appears on the book cover. On the first page, the book is attributed to, "ROVER TRIUMPH – BRITISH LEYLAND UK LIMITED SOLIHULL WARWICK-SHIRE".

Land Rover UK were aware that many expeditioners and travellers were new to four-wheel drives, their maintenance, preparation and driving techniques. The book wasn't just a guide to the vehicle. The whole process of organising an international expedition was covered.

The following list of chapters and sub-headings will provide some insight into the scope of the book.

The Vehicle.

Vehicle Specification, Body Style, General Information, Engines, Petrol Versus Diesel, Preparation, Vehicle Extras, Tyres, Tools, Spares, Petrol Touring Pack, Diesel Touring Pack, Maintenance.

Hints On Cross Country Driving.

This section covered the correct techniques for successfully negotiating a wide variety of terrain.

General Information.

Visas, Routes, Maps, Photography, Domestic (camping equipment, cooking, sleeping, clothes).

Food And Health.

Water, Food, Health, Immunisation, Sunburn, Malaria, Snake Bite, First Aid Kit, General Comments.

Finance.

Currency, Embassies and Consulates, Documents, Passport Photos, Vehicle Purchase, Insurance, Sponsorship, Language.

Land Rover's recommended expedition vehicle was a hardtop or station wagon for security and keeping dust out. If you have owned a series Land Rover, you will know that the term "keeping dust out" is not particularly accurate. The book suggests that a new vehicle be purchased for the expedition to minimise mechanical problems. There are



all sorts of useful tips in the vehicle section, for example, carrying a selection of carburettor jets to be used at various altitudes, keeping the 50-foot length of hemp rope for the capstan winch dry so that it did not rot, painting the bonnet and wing tops black to reduce glare. Probably the most important tip was, "It is desirable that drivers should possess sufficient mechanical aptitude and knowledge of their vehicle to perform repairs in adverse conditions".

The "Tools" section is interesting. The standard tool kit that came with Land Rovers in 1974 was extensive, including several Whitworth and AF spanners, tyre pump, jack, screw drivers, grease gun and even the wrist breaking starting or crank handle. The book recommends many more tools essential for expedition travel and a wide selection of spares. A few of the items were; decarbonising gasket sets, seals, exhaust valves, ignition coils, fuel pumps, hoses, belts, a range of lubricants and a box of assorted nuts and bolts, screws and jubilee clips.

Under the heading "Tyres" specific brands and tread patterns were recommended for a variety of surfaces. The most exotic of the tyres was probably the legendary Michelin XS, designed as a high flotation tyre for soft sand as encountered in the Sahara and similar deserts.

In "Hints On Cross Country Driving" the modern four-wheel driver will be familiar

with nearly every technique mentioned. One that may seem a little odd, to people who did not have early Land Rovers, is the technique for fording rivers. The maximum advisable depth was one and a half feet (450mm), not much by today's standards. The approved method of water crossing was to fit the clutch housing drain hole plug and loosen the fan belt. After the crossing the plug had to be removed, by crawling under the wet and possibly muddy vehicle with the appropriate tool and unscrewing it. The fan belt had to be tightened. In all honesty, I don't think many of us who owned series Land Rovers ever followed those wading instructions.

The "Photography" section is possibly the most dated part of the book. In an age of digital cameras, it is good to remember the lengths that we had to go to to keep film stock moisture free and cool.

"Domestic" is a fascinating chapter, dealing with day-to-day life on the road. Petrol stoves were recommended for the ease of obtaining fuel. There is a warning about checking shoes in the morning for spiders and scorpions. Clothes could be washed by putting them in a sealed container with soap and water, after 100 miles of bouncing about they should be clean. The book recommends only eating well cooked local food, boiling all water and avoiding ice cream, shellfish and salads that may cause stomach upsets. There is a long

section on sunburn prevention for the fair skinned traveller.

“Finance” is a common-sense chapter, cautioning the traveller to have sufficient funds to get home if everything goes wrong. For expedition budgeting the book suggests a petrol Land Rover will consume one gallon every 15 miles (approximately 19 litres per 100km) while the diesel variant will use one gallon per twenty miles (just over 14 litres per 100km). One pint (a little over half a litre) of oil will be used every two hundred and fifty miles (400km).

1974 was a much simpler age as far as foreign travel, civil unrest and border crossings were concerned. I liked the sentence, “British representatives abroad will always assist in an emergency”.

The book is long out of print and was hard to obtain when new. A Google

search may reward you with a downloadable PDF version. I can highly recommend taking the time to find a copy, it makes fascinating reading of a time when vehicles and travel, were much simpler.

If you are interested in international overland travel today, there are quite a few accounts of recent adventures in book form and countless YouTube channels. Dan Grec, an Australian who mostly resides in Canada, has a couple of informative books called “The Road Chose Me”, 1 and 2, on his North and South America travels and his, sometimes hair raising, three-year journey around Africa. Both trips were in Jeeps. Dan has a YouTube channel and he is currently (2022) exploring Australia in a Jeep Gladiator. “Grizzly and Bear” is a great YouTube channel, by a married couple, full time world travelling in a Land Rover Defender with a camper on

the back.

Probably the most read overland travel book, that has inspired countless adventurers to see the world, is “Jupiter’s Travels” by Ted Simon. The author didn’t use a 4x4, his four-year, 78,000-mile, 45 country motorcycle trip is an epic saga. Even though the book was written in the seventies, we met a solo motorcyclist in the Pilbara this year, who was travelling the world, inspired by Ted Simon’s book.

For enthusiasts of historic 4x4 expeditions “First Overland. London – Singapore by Land Rover” by Tim Slessor is essential reading. The book is still readily available from many online book sellers.

*The copy of “A guide To Land Rover Expeditions” I have does not have a publication date however I believe it was 1974.

Reinventing the wheel: A brief history of tyres

<https://whattyre.com/news/reinventing-the-wheel-a-brief-history-of-tyres/>

It all began about 5000 years ago. To get to the tyre, manufacturers first had to work with the wheel. Humanity didn’t see that until the Bronze Age, or roughly 3,000 BC. Next was the axle and wheel combination that is central to vehicular operations today. So it is not too much to say that the development of tyre technology really was a question of reinventing or better still reimagining the wheel. With this in mind, here’s our brief history of tyres.

It wasn’t until the mid-19th century that tyres began to look like they do today. And that was thanks to the rubber vulcanisation work of Thomas Hancock (of the Charles Macintosh Company) in the UK and Charles Goodyear in the USA. Vulcanisation turned natural rubber from a useful but relatively weak substance into a more elastic and hard-wearing compound.

In 1845 Robert William Thomson wrapped several rubber tubes in a leather cover, hoping that the tubes would help a rotating wheel absorb the shock of the road, mirroring human muscle. But the design never took off. Instead, in 1888, Irishman John Boyd Dunlop developed Thomson’s basic idea, inventing the first pneumatic tyre. That same year, Karl Benz invented the first automobile to be powered by pet-

rol. Benz used Dunlop’s tyre upon the car’s debut.

From this point onwards, the tyre really got into its stride. In 1891, the Michelin brothers created the detachable pneumatic tyre and companies like DuPont sought to synthesise rubber, which helped broaden the performance possibilities of tyres.

At this point tyres were generally constructed according to the cross-ply design, which means the outer casing of the tyre was made up of criss-crossing layers of material. In 1947, the US-based Goodyear Tyre Company – named after vulcanisation pioneer Charles Goodyear – advanced the tubeless tyre to compensate for the industry’s oil usage. This effectively fused the tyre and tube into a single part by virtue of an inner-liner that made the tyre layers air-tight, removing the need for an inner-tube.

The invention of radial tyres was the next big step forward. This technological development superseded cross-ply construction on the basis that its consistently laterally wound (and therefore radial) casing offers better performance and fuel consumption. Nowadays, virtually all car and truck tyres in Western nations are radials. However, some argue that cross-ply tyres are more resilient to overloading and are more durable. Therefore, certain specialist,

agricultural and industrial applications still favour cross-ply tyres. But it must be said that these remain very much in the minority overall.

There is some dispute about who popularised radial construction. But there is much less debate about the suggestion that Arthur W. Savage, a manufacturer based in San Diego, USA between 1915 and 1919, invented this design. Most of this first phase of tyre development work was pioneered by the world’s oldest tyre manufacturers, many of which have been around for more than a century such as: Dunlop (established 1889), Michelin (also 1889), Continental (founded in 1874, but didn’t start making tyres until 1898), Goodyear (1898), Pirelli (founded in 1872, started producing car tyres in 1901), Sumitomo Rubber Industries (1909 bicycle tyres and tubes; 1913 automotive tyres), Yokohama (established 1917, first factory opened in 1920); and Bridgestone (1931).

There’s no question that the radial design really revolutionised the tyre business, but since then tyres have evolved even further with the development of seasonal tyres, high performance tyres, 4x4 and SUV tyres as well as low-fuel consumption, noise reducing and so-called intelligent tyres – to name just a few more technologies.

Land Rover History



By Rob Weigl (Rob is a LROCV member)

The Joy of “Six”

Or why the Germans did it best.

It should come as no surprise that the most modern in-line six-cylinder engine fitted to a Land Rover should also be considered the best, but just how did BMW's fuel-injected 2.8 ltr engine, more associated with sporting sedans, end up in South African bakkies in the mid-1990s?

The fortunes of Land Rover in South Africa have been as varied as the shifting sands in the Kalahari Desert. Following on from an early 1980s resurgence with the local success of the Series IIIS, the One Ten range was slated for local assembly from 1984. Built in the new Leyland South Africa Elsie's River plant in Cape Town, only two models were available, the Station Wagon and Pick Up, or utes known locally as “bakkies” - where ‘bak’ is a vehicle with a load space and ‘kie’ is the diminutive form, so little truck. Three years later the High Capacity Pick Up (HCPU) variant was added to the line up with a useful 25% increase in load area. The same year, 1987, Leyland South Africa finished up, and the role of assembling and marketing was taken over by the newly formed Associated Automotive Distributors (AAD). A year later the AAD introduced the One Ten turbo diesel bakkie. Later requests from the farming sector saw the more practical turbo diesel HCPU variant added. In 1991 a One Two Seven V8 Crew Cab version was added to the line-up. The observant among you may have spotted what appears to be an error, as the Defender nameplate was introduced globally late in 1990. However, AAD decided against using that moniker until the Discovery was introduced in five-door form late in 1991.

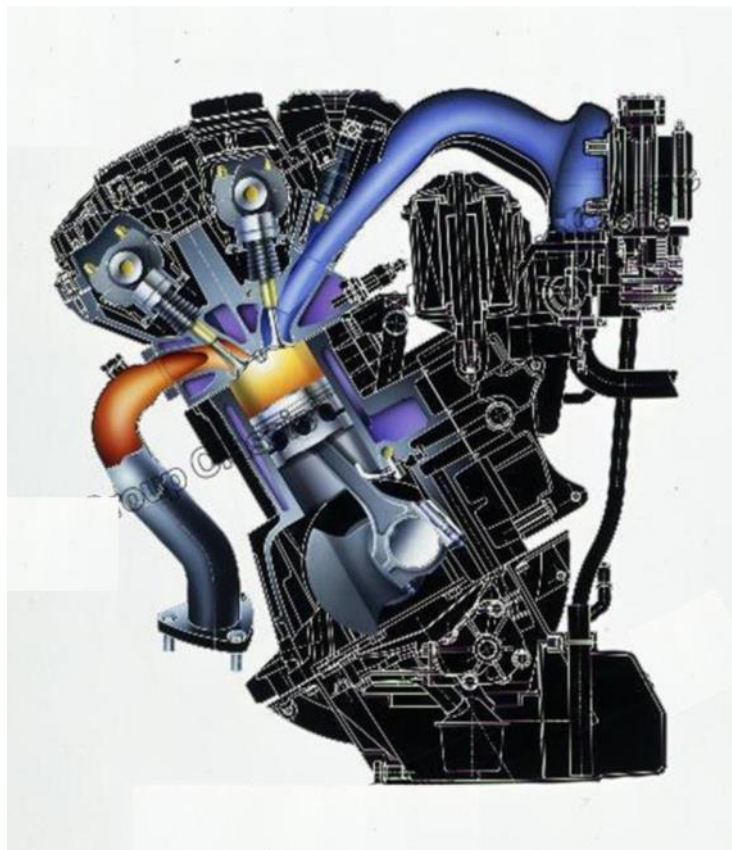
When Defender launched during 1992 it was available in 16 variants with body configurations covering basic 90 bakkie to the 130 Crew Cab, in several trim levels, and with engine choices from the 4-cylinder and V8 petrols to the 200 Tdi. Nothing particularly out of the ordinary then, until BMW came onto the scene in 1994 as the new owner of Land Rover. Following on from the dissolution of the distribution agreement after the BMW takeover, AAD threatened to pull the plug on continuing at Blackheath – by October 1994 dialogue had failed, and an alternative was quickly sought. A moth-balled Land Rover plant in neighbouring Zambia was bought, and within three months it was installed into a warehouse adjacent to the existing BMW plant in Rosslyn, Pretoria.

The AUD\$5.2M (around AUD\$10.5M today) Land Rover plant was opened by Queen Elizabeth II in January 1995. Shortly after the opening, Defenders were driving out of the Rosslyn plant at the rate of six cars per day to a 33 strong, newly signed dealer network. Locally sourced content included tyres, wiring harnesses and exhausts. The Rosslyn plant's BMW connection dates to 1968 when a local firm began as-



sembly of CKD kits of the BMW 1800 SA alongside Jeeps, with BMW taking full factory ownership by 1973. Over the decades the South African team garnered a reputation as being a skunkworks for creating unique BMW models, especially for the domestic market. Done discreetly to prevent Munich finding out, funding was non-existent, so they needed to be innovative. It was with this backdrop that a BMW powered Land Rover came into being.

Around February 1996, Frank Isenberg, a German engineer working in South Africa, was shown a V8 Defender in the BMW Test Centre – it was pointed out that the locals loved the power, but not the high fuel consumption of the carby-fed powerplant. Up on a nearby hoist was a BMW 325i waiting



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for an engine transplant – and sitting beside it in a crate was a newly released 2.8 ltr engine.

BMW's M52 family of in-line sixes debuted in 2.0 ltr form in the compact 3-Series range in 1994, the larger 2.8 ltr variant, known as the M52B28 type, came a year later. A derivative of the M50 design dating to 1990, it introduced variable valve timing (VVT) technology from 1992. A technically advanced all-alloy engine, it featured chain-driven double overhead camshafts with four valves per cylinder. With a perfectly square bore/stroke of 84 mm x 84 mm, the fuel injected engine had a redline of 6500 rpm. The clever VVT tech, known as VANOS (an acronym of the German words for VVT) operated on the intake camshaft only. It worked by adjusting the timing of the cam to one of two positions to advance it at certain rpm. At lower engine speeds, the position of the camshaft is moved so the valves are opened later to improve idling quality and smooth power development. As rpm increases, the valves are opened earlier improving torque while reducing fuel consumption and emissions.

As Frank gazed at the Land Rover an idea was hatched, measurements were taken, and a day later the engine, once destined for the test car, was now dangling from a rope in the Defender's engine bay. What followed was multiple phone calls to Munich and Solihull quizzing them over the correct dimensions for components required and sorting out of the electrics. The engineers were initially baffled by all the questions as the project was still hush hush. After two or so weeks the Land Rover was up and running. Frank now found himself in charge of a new project. The smoothness and performance of the 143 kW (193 bhp) motor impressed everyone involved in the conversion. That first vehicle went on to carry out driveability, off-road capability, and hot weather trials to prove the concept.

The next phase to gain full type approval and production sign off, required passing rigorous BMW and Land Rover durability tests. A soft-top Defender 90 complete with NAS-style roll cage was enlisted and called the Green Mamba, after the native snake species because of its speed and power. Testing took place all over South Africa, with 170 km/h top speeds seen on South Africa's "government-approved" road test network. According to Frank, only a "few minor technical issues" needed to be sorted before the production specification was settled. This was mainly due to all the Land Rover parts used being readily available from the parts bin. While the engine from fan to crankshaft was BMW, the flywheel, clutch mechanism, pressure plate, release bearing and bell housing of the R380 manual transmission all came from the diesel version of the 38A Range Rover, which was fitted with BMW's smooth 2.5 ltr turbo six. The transfer case ratio was changed to 1.667:1 to suit the high revving engine. A V8 Discovery fuel pump was used, and a slightly larger 59 litre fuel tank (up by 4.5 litres) was fitted to Defender 90 versions. The suspension was tweaked to suit the new powerplant and specially developed Continental tyres were fitted.

When launched in March 1997, the Defender 2.8i, as it was known, was available as both a 90 County or 110 County station wagon, a 110 Hard Top, and of course as a 110 bakkie. It received favourable reviews. The engine was praised for being powerful and refined, with on-road performance described as "startling", a term not usually associated with a Defender. While some criticised the lack of low-down torque off-road, it was generally seen as a worthy successor to the V8.



**HIERIE BAKKIE
VATTIE KAKKIE.**

Or as the Queen would say: this fine utility vehicle does not take uphill from anybody. With its robust aluminium construction, permanent four-wheel drive and 2.8l petrol or 2.5l turbodiesel powerplant, it snaps up mountains and dongas for tea. In short, your Defender bakkie will get you in and out of any situation for decades on end. Even if you're knee-deep in it.

LAND ROVER
THE BEST 4x4x4

Land Rover History



The following year, to celebrate Land Rover's golden jubilee, a limited-edition 50th Anniversary model was revealed. Featuring striking Santorini Blue paintwork and distinctive side decals with numbered badging, the Defender 90 versions featured the desirable petrol six. Only 26 were made, the remainder of the 50 were Tdi-powered 110 wagons.

The experience of bringing the BMW-powered Defender to market had an impact on the engineer. Twenty years later, now back in Germany, Frank found a Defender 110 2.8i for sale in South Africa. After a restless night's sleep he phoned his BMW boss on Sunday morning asking for some time off work. Early on Monday he found himself flying out from Munich to Cape Town. After arriving at midday on Tuesday and following a short test drive he signed the paperwork, and the red Defender County wagon was his.

With 120,000 kms on the clock it still felt tight, and with almost no rust he was well pleased with his purchase. It then took him about a week to convert the Land Rover into a basic camper, equipped with only a few accessories like a roof rack, solar panels, fridge and a coffee machine! Impressed by hitting 150 km/h while fully loaded, the Defender is even more exciting in the dunes. Known as the "Red Mamba", Frank describes sailing up the steepest slopes with the roar of the

The Defender 2.8i is another uniquely South African Land Rover that is often forgotten, but is truly memorable for its impressive engine.



How did the M52 compare to its rivals?

When launched in early 1997 the Defender 2.8i's main petrol engined competitors in the South African home market was Nissan's GQ Patrol and Toyota's 80 Series Land Cruiser. The Nissan's ageing TB42E first saw the light of day in 1987 in carburettor form. The 4.2 ltr engine was very much from the traditional large engine design school, featuring overhead valves and a crossflow cylinder head. The basic design was



Make	Type	Capacity/cyl	Power	Torque
Nissan	TB42E	4169/16	129kW @4000	330Nm @3200
Toyota	1FZ-FE	4473/16	158kW @4600	373Nm @3200
Land Rover	1993 Defender V8 carb	3.5/V8	110kW @5000	253Nm @2500
Land Rover	1997 NAS D90	4.0/V8	132kW @4750	305Nm @3000
BMW	M52B28	2793/16	143kW @5300	280Nm @3950

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shared with the diesel version, and by 1992 it gained fuel injection. Peak power was 129 kW @ 4000 rpm, down somewhat compared to the 2.8i Defender. Torque was significantly higher with 330 Nm at a lower 3200 rpm, a result of the extra 50% displacement. The TB42E was replaced by the larger 4.5 ltr TB45E inline six-cylinder by late 1997.

Toyota's 1FZ-FE was a much more modern design, employing double overhead camshafts and four valves per cylinder, just like the M52. It was first available in 1992 in fuel injected form and used narrow-angle overhead camshafts for better fuel economy. The 4.5 ltr engine produced a healthy 158 kW@ 4600 rpm and 373 Nm @ 3200 rpm – significantly more than both the M52 and TB42E.

BMW's 2.8 ltr M52B28 was a technically advanced engine. In addition to the VANOS variable valve timing the aluminium crankcase helped reduce the weight of the engine to around 160 kg. It also featured low-wear Nikasil coating on the running surfaces. Markets which had a high sulfur content in their petrol retained a cast-iron block to combat premature Nikasil wear. Peak power of 143 kW was reached at a high 5300 rpm. Despite the VVT technology to boost low-end torque, the 280 Nm was produced at a relatively high 3950 rpm. Compared to the carburettor V8 previously available in the Defender that the 2.8i engine replaced, the power and torque figures are superior. The later 4.0 ltr fuel injected V8 as found in the NAS D90 and 50th Anniversary edition have less power but more torque at lower rpm.

Who was AAD?

In 1987 when South African Land Rover sales were plummeting to an all-time low, the Leyland International division back in the UK called for the local assembly outpost to be closed.

Spurred on by what JRA Ltd had successfully achieved three years earlier when Leyland Australia executives bought out the former operations, the Leyland South Africa board followed suit.

Headed by Piet Rademeyer, several members formed a management buy-out and took over the interests of Leyland in South Africa. The UK would not allow the Leyland name to be used so Associated Automotive Distributors was registered in July 1987. AAD concentrated on the still profitable truck and bus sectors and dropped assembly and marketing of cars. It was a close fought decision to retain local assembly of Land Rover, as Rademeyer explained, "it only became part of the AAD product range after some convincing arguments." Once a distribution agreement was reached with Land Rover Limited's export arm, production plants were closed, with only the old Blackheath engine plant kept as a Land Rover, Leyland truck and bus assembly site. Consisting of only six staff, South African military sales soon resumed - while most growth came from fleet and government business, private retail sales still lagged significantly. Following the launch of Discovery in 1991 and Defender in 1992, there was a renewed push to establish an expanded customer-orientated dealer network – by 1992 Blackheath

was seen as the largest assembler of CKD Land Rovers outside of Solihull. Talks were initiated at a local level with BMW South Africa to see if selected dealers would be willing to take on an additional brand. This was keenly sought by rural dealers to generate an additional revenue stream. Suddenly negotiations ended abruptly without reason – not two months later it was announced on 1 January 1994 that BMW had purchased the entire Rover Group from British Aerospace for AUD\$1.74B, around AUD\$3.46B today. The distribution agreement AAD had was effectively terminated in November with 12 months' notice, all existing dealers had to reapply to BMW. On 1 January 1995 Land Rover South Africa commenced operations.

Rademeyer accepted the offer by BMW to establish the new division, and such was the enthusiasm that the rest of the key AAD team with Land Rover experience joined him. AAD essentially stopped assembling Land Rovers at the end of 1994 when the new BMW plant became operational at the start of 1995.

AAD continues to this day but merely as a distributor of heavy vehicle components and spare parts for the South African and sub-Saharan market, having stopped assembly operations long ago .

Further reading:

The Complete Catalogue of the Land Rover by James Taylor

Land Rover 60 Years of the 4x4 Workhorse by James Taylor
Land Rover in South Africa by Colin Mileman
roadandtrack.com/engineers-cars-the-red-mamba/



Celebrating the Queen's Royal love affair with Land Rover



As the world mourns the passing of Her Majesty Queen Elizabeth II, we wanted to pay our respects and celebrate the long-lasting relationship between the Royal Family and Land Rover.

Looking over the vehicles of choice for many world leaders, there's a common trend amongst many. They are usually large, powerful, limousine-styled vehicles with the occasional connection to the country of origin. France's President recently swapped out a Citroën C6 for the all-new DS 7 Crossback, while Felipe VI, the King of Spain often opts for a classic Rolls Royce to nip around in. It, therefore, comes as no surprise that our adored Queen chose vehicles from the finest of British brands as her run-around, but her love affair with Land Rover is one that quite literally spanned her entire 70 years on the throne.

Over the years, Land Rovers have ferried the Queen to and around countless ceremonial events, but she'd also been pictured behind the wheel of dozens of them. The royal relationship with the brand goes back to 1948, when the Queen's father, King George VI, was presented with the 100th production Land Rover. Considering Land Rovers are no stranger to a marketing campaign or two, back then this move was a stroke of genius. The Land Rover fitted perfectly into the lives of the Royal Family, who spent much of their spare time around the grounds of Balmoral and on outdoor pursuits, making this rugged off-road the ideal machine.

The Land Rover was a car built for anyone, for anything. It looked as at home caked in mud and straw as it did parked neatly on a residential street, meaning it

was the ideal vehicle for Her Majesty to be photographed in. Although she needn't have a UK driver's licence by law, Elizabeth II took her driving test in 1945 when she was a member of the Auxiliary Territorial Service, training as a mechanic and military truck driver.

Shortly after The Queen was crowned, Land Rover supplied the first bespoke 'State Review' car for a royal tour of the Commonwealth in 1953. The 71,000-kilometre trip took six months to complete, with the bespoke Landy featuring an elevated viewing area at the rear, so the Queen and the Duke of Edinburgh could be spotted by passing crowds with ease!

Over the passing decades, both Her Majesty and the rest of the Royal Family would often be spotted with a Land Rover not too far away, displaying the deep connection between the two. Some of our favourite photographs of The Queen are images taken more re-

cently, where she could be seen ferrying guests around the grounds of Sandringham House in a British Racing Green over Tan L322 Range Rover. Donning perhaps her greatest love of all, Her Majesty's Range Rover had a silver Labrador emblem directly in the middle of the bonnet, serving as a reminder of her love for animals and dogs in particular. This example was reportedly in use for over 15 years, becoming a loyal companion to her during this time.

The world will remember Her Majesty for many, many things. Her inspiring messages during the hardest of times, her glorious pastel outfits, the love she had for playing jokes on unsuspecting victims, and in our case, the incredible automobiles that have played an integral part in her incredible life. As these poignant times cause us to think of our loved ones and the ones we've lost, we are certain her legacy will go on for an eternity.

