



November 2016

Newsletter



Next Meeting: November 14th

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Club meetings are held at the Lions Hall on Muriel Avenue, Moorooka on the second Monday of each month—with the exception when that Monday falls on a public holiday. Details of exceptions are published on the website or in the newsletter prior. Meetings start at 7:30pm however people are often at the hall from 7pm.

FWD Qld meets at the same location on the fourth Thursday of every month with the meetings starting at 7:30pm.

Members are welcome to attend the FWD Qld meeting as well as the Club meeting.

If you are unable to attend a Club meeting then please pass on your apologies to the committee via any club member.

Members are always welcome at the committee meetings, for times and locations please speak with any committee member.

Tea, Coffee and Biscuits are available at the club meetings for a gold coin donation. Entry is free.

Newsletter Information

Contributions to the newsletter are welcome. Trip reports, photos, spare parts/swap ads, technical tips or advertising can be given to the Editor at the monthly meeting, e-mailed directly to the Editor, or posted to the Editor via the Correspondence address. Articles should be submitted by the end of each month in order to be included in the next newsletter.

The Editor reserves the right to reject, modify, or delete any section of any article submitted for publication.

All information contained in this newsletter may be reprinted elsewhere provided the source is recognized. Thanks to other clubs whose articles we reproduce from time to time.

Disclaimer

The opinions expressed by the contributors of this newsletter are not necessarily those of the Land Rover Owners Club of Brisbane Inc., Executive, Members, or Editor.

The Committee does not expect nor does it invite any person to act or rely upon opinions or advice contained herein. No member of the committee will be liable or responsible for any mishap, loss, or damage considered to have occurred from following such opinion or advice.

Cover photo —

November 16

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Membership Fees

Fees are due in **July**.

The fees are:

Single: \$70.00

Family: \$75.00

Joining Fee: \$10.00

Membership fees are Pro Rata if you join in the second half of the year.

Correspondence

Any and all Correspondence should be directed to:

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FWD Qld

TBA

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Inter-club Liaison Officer

TBC

BDM

TBC

IT Officer

Richard Kuschert

Presidents Report

Greetings All

It has been a quiet month on the Trip front as the day trip to the Gold Coast Hinterland had to be cancelled; hopefully it can be rescheduled soon. By the time your reading this the Landcruiser Park trip will have been run and done and I am sure all attending will have had a great weekend. Thank you to Anthony for organizing the trip.

The trip calendar is empty at the moment so we need some volunteers to run trips or its going to be a quiet Christmas. That said this years club Xmas party will be on the 3rd and 4th of December once again at Janowen Hills and the club will again be shouting the Saturday night dinner for financial members. So make sure you register on the club website or let us know at the meeting if you're coming as we need numbers ASAP. I look forward to seeing you there.

I have finished painting my Dads Series IIA over the last month along with fitting some new lights and fixing some electrical gremlins. I still need to overhaul the brakes and fix some oil leaks so this will keep me busy for the next few weekends. Don't forget that we still have a raffle running at the moment. First prize is an 8000kg Snatch Strap and Second prize is a Winch or Towing Damper. Tickets are \$2 each so bring you cash along to the meeting

See you at the next meeting,

Best Regards,

Glen Wallis

President

Land Rover Owners Club of Brisbane Inc.



Hi All

Apologies for not being able to attend this meeting or the rest of the meetings for this year. This is all due to the demands placed by a child who is excelling in sport and the need for me to be taxi service to a large degree. However I'm still active on the internet front so feel free to contact me.

Don't forget the Xmas Party on the 3rd to the 4th December at Janowen Hills. We need registrations by the 27th of November to ensure that we cater for the right number. So far 12 cars making about 27 people have registered for the fun and games that are planned.

I won't be able to make it myself, so I hope you all have an excellent time.

You're in great hands with Anthony.

As usual if you're interested in leading a trip or even suggesting one that someone else might be prepared to lead, please let us know.

If for some reason you're unable to register on the site you can either email me at trips@lrocbrisbane.au, call or text me on 0418 782 268 or contact the trip leader to let them know you'll be attending.

Feel free to email trips@lrocbrisbane.org.au with your trip ideas.

Thanks all for your support over the last year.

Regards

Dean Bradley

Trip Coordinator

- Land Rover Owners Club of Brisbane

www.lrocbrisbane.org.au

- Range Rover Club of Australia, Queensland Branch

www.rangeroverclubqld.org.au

- Gold Coast Land Rover Owners

www.gclro.com

- Sunshine Coast Land Rover Owners

www.sclroc.org.au

- Land Rover Owners Club of Sydney

www.lroc.com.au

- Australia Land Rover Owners Forum

www.aulro.com

- Four Wheel Drive Queensland

www.fwdqld.com.au

General Meeting

Held at

4WD Queensland Hall Muriel Ave, Moorooka Monday

Meeting Opened:

19:30pm

Attendance:

As per attendance book

Apologies:

John Kochanski
Glen Miney
Chris Stephenson
Kade

Visitors:

As per attendance book

Previous Meeting Minutes:

No matters arising
Approved— Mike Timms
2nd Craig Mc Manus

Matters Arising:

Bamboo and conduit gates discussed
Gene ADAMS to get prices on conduit

Presidents Report:

Desert trip was a success. (see trip report)

VP Report:

Clothing orders are now due.
Designs for jackets reading for viewing see Darren
Invites to Cootamundra motoring club invites, see Darren.

Treasurer's Report:

Financial Report as at	12/9/2016
Opening Bank Balance as at 01/7/2016	\$9,425.92
Plus Income	\$379.50
Less Expenses	\$871.30
Closing Bank Balance as at 31/8/2016	\$8,934.12

Approved— Ken
2nd Ken M

Secretary's Report:

- Parcel to be picked up

Editors Report:

- N/A

Trip Co-ordinators Report:

- 24-25 Sept 2016 Brooms head
- Oct 1-3 Wattlemere (aulro) weekend
- Oct 1-3 Nth NSW to Grafton
- Oct 22-23 Defender weekend (aulro)
- Oct 30 Natural arch
- Nov 11-13 Landcruiser Park
- Dec 3-4 Christmas party
- Feb 2017 Orientation weekend
- Easter 2017 Morton Island
- Easter 2017 Bundaberg

See LOCB web site for more details.

Association News:

Representative required.

Insurance News:

N/A

General Meeting

Property Officer:

N/A

General Business:

Possible Eaton E locker bulk buy.
Check wheel nuts on vehicle.

Guest speaker

Brain MILLS who drove a LR (S2) from
England to Australia.

Golden Gumboot:

Nominations:

- David for getting stuck in the wombat hole.
- Jerome for reversing into a tree and bending an unbendable bar

Meeting Closed:

20:40

Next Meeting: 12/9/2016

Newsletter Editor's Report

Hi All,

Welcome to the November news letter, which contains lots of articles but unfortunately a lack of trip reports or even photos. Please send them in as I know there have been some great trips and even if the trip leader can just send in the signing in sheet then I know who went and can list the vehicles

News is out regarding the new defender with lots of photoshop information about it on the website and lots of discussions on social media. Looks like it wont make everyone happy but whats new there.

I have my Defender back after its full front axle rebuild and it has no more wobbles or issues in that regard now. Problem is I now want a defender 110, but there is a bit of a price difference! Not any old 110 though, the 2008 60th Anniversary edition! Best get saving or selling all the land rover spares in the garage may get me a long way there, but you never know when you may need those bits.... Maybe Father Christmas will think I have been a good boy this year?

I'm rebuilding my Sankey British Army trailer and lengthing the A frame on the front to make it easier to manoeuvre and allow the fitting of a big tool box ready for camping. The camping trailer is still under construction and hopefully I will get some time to get the axle under it and then I can start to build it up and begin the wiring.

Regards

Glen Miney

Editor



The Land Rover Owners Club of Brisbane is pleased to offer to it's members

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Email: enquiry@australian4wd.com.au

Speak to the Executive Committee for details

Trip Grades

EASY

- GOOD FORMED TRACKS, 4WD LOW RANGED USED. IDEAL TRACKS FOR BEGINNERS / NEW MEMBERS

MODERATE

- TRACKS MAY HAVE WASHOUTS, ROCK LEDGES, WATER CROSSINGS, SOFT SAND, MUD AND INCLUDE STEEP ASCENTS / DESCENTS. 4WD LOW RANGE USED

HARD

- TRACKS MAY HAVE LARGE WASHOUTS, ROCK LEDGES, DEEP WATER CROSSINGS, SIDE ANGLES, STEEP HILLS AND OTHER OBSTACLES IN ANY COMBINATION. SUITABLE FOR WELL SET-UP VEHICLES. GOOD DRIVING SKILLS ESSENTIAL

EXTREME

- UNBELIEVABLY DIFFICULT OBSTACLES LINKED BY HARD GRADE TRACKS. DIFF LOCKS AND WINCH REQUIRED. VERY GOOD DRIVING SKILLS NEEDED

How do we grade a Trip?

Trip grades are based upon previous experience and / or from a recent reconnaissance trip.

The weather can have a significant bearing on the track conditions encountered before and during the trip. Inclement weather can quickly change an Easy trip to the difficulty of a Medium or Hard one.

All vehicles attending a trip are to be in good mechanical condition as well as registered and insured for the intended trip.

RACQ membership is strongly recommended.

Essential Equipment

Gear to be carried by ALL members

- SECURE RECOVERY POINTS FRONT AND REAR (TOW BALLS ARE NOT SUITABLE)
- CB RADIO. AM CH 5 / UHF CH 17
- TOW RATED D OR BOW SHACKLES
- COVERED FOOTWEAR
- FIRE EXTINGUISHER
- SNATCH STRAP
- FIRST AID KIT



Optional Equipment

Optional but highly recommended gear

- TORCH / WORK LIGHT
- TERRAIN SPECIFIC TYRES
- SHOVEL, AXE AND BUSH SAW
- HIGH LIFT JACK AND SUITABLE BASE PLATE
- RIGGER'S GLOVES (FOR HANDLING WINCH CABLES ETC.)
- EXTRA TOW STRAPS, DRAG CHAINS AND TREE TRUNK PROTECTORS
- EMERGENCY SPARE PARTS, TOOLS AND FLUIDS (EG. WATER / OIL / WD40 /ETC.)
- WINCH—PORTABLE (EG. TIRFOR) OR VEHICLE MOUNTED INCLUDING ANY SPARES AND ACCESSORIES (EG. SHEAR PINS ETC.)

The right equipment can be the difference between a trip to remember and a trip to forget

Recovery Information

Vehicle recovery may be necessary on any grade of trip. Any recovery is to be undertaken under the sole direction of the Trip Leader.

Most recoveries involve the use of a snatch strap. A safe distance away when using a snatch strap is at least twice the length of the strap being used in all directions from the tow points on both vehicles.

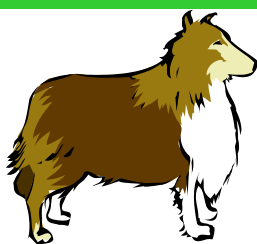
Winching as a recovery method can be extremely hazardous. People have been killed or seriously injured due to a cable breakage or tow point failure because of the extreme forces exerted during winching. The utmost care must be taken when recovering a vehicle using a winch is undertaken. The safe distance is at least 3 times the length of the cable used in all directions from the winching points.

Standing behind a tree or object which is inside the safe recovery distance is not permitted. Never stand in front or behind any vehicle involved in a recovery, regardless of the distances.

Rules for doggie friendly trips

1. *Doggies are not allowed on trips unless the trip is explicitly marked so*
2. Doggies must be under control of their owner at all times
3. Doggies must be well socialized—with other doggies, animals and people
4. Doggies must be well behaved
5. Owners are responsible for their own doggies and their actions, the club takes no responsibility for your doggie
6. Owners are expected to pick up after their doggie, even if they see others and their doggies not being so considerate

****Some parks are in a paralysis tic area, it is recommended that doggies have been treated with anti-tic treatment no more than 2 weeks prior**



***River City* Communications**

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Queensland 4074

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Trip List

Trip Coordinator (Dean Bradley): trips@lrocbrisbane.org.au

Club Meeting				
When	Grading	Where	Meeting	Trip Leader
14 Nov	N/A	Moorooka	4WD Association Hall, Muriel Avenue	N/A
November Meeting of BLROC				
Xmas Party				
When	Grading	Where	Meeting	Trip Leader
3 Dec	N/A	Janowen Hills	Janowen Hills	Anthony Trevor
The club Xmas party is fast approaching! There will plenty of fun and games for the whole family. Prizes for the best Xmas themed campsite, Prizes for the best Xmas themed 4WD, Raffle prizes on Saturday Night, 4WD competitions (easy and fun) – Prizes for the competitors				

Club Meeting				
When	Grading	Where	Meeting	Trip Leader
12 Dec	N/A	Moorooka	4WD Association Hall, Muriel Avenue	N/A
December Meeting of BLROC				

Club Meeting				
When	Grading	Where	Meeting	Trip Leader
9 Jan	N/A	Moorooka	4WD Association Hall, Muriel Avenue	N/A
January Meeting of BLROC				

Club Meeting				
When	Grading	Where	Meeting	Trip Leader
13 Feb	N/A	Moorooka	4WD Association Hall, Muriel Avenue	N/A
February Meeting of BLROC				

30th Anniversary Stickers

For those who couldn't attend the weekend, the 30th anniversary stickers are available for \$2.50 each or for \$5 buy 2 get two!!



Land Cruiser Park Weekend

Date: November 2016

Trip Leader:

Where: ????????

Length of Trip: 1 day

Attendees: Vehicles and People

TBC	TBC

No trip report info or photos received. Look forward to the reports from the weekend just gone.

2 Major recoveries, 1 minor recovery, a blown rear diff in a 130, centre diff lock issue, transfer case and two tyres apparently at Land Cruiser park!

Arthur Goddard: Godfather of the Land Rover

The godfather of the [Land Rover](#) is a crafty old bugger with a quick wit and a ready laugh. He's a doer and a stirrer.

The mind is sharp and that infectious laugh punctuates yarns. He has much to chuckle about after years of automotive engineering and management tasks – none more poignant than being the development engineer for the original Land Rover.

Arthur Goddard, now 95, was the fixer, the minder and the leader of the English team that designed and built the first Land Rover – achieved in just ten months.



The project began with an idea from Rover's technical director Maurice Wilks. The first chapter closed in 1948 with Arthur driving the square-jawed Land Rover to debut at the Amsterdam Motor Show, where he was snowed under with orders.

“I thought to myself, we've got an oil well here!” Arthur recalls.

It was an oil well that was capped when production of the Series 1's successor, the [Defender, ceased](#) in January, 2016.

In between those two dates, more than two million of the iconic Series Land Rovers were sold around the world.

Arthur Goddard: Godfather of the Land Rover

Arthur has a simple explanation for this four-wheel drive's long life. "We gave people what they wanted. It's pleased a lot of people and it's kept on pleasing people," Arthur says. "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." He breaks into a hardy chuckle.



These days Arthur is an Australian living in Brisbane, but there remain hints of growing up in the north of England and working in Land Rover's Solihull plant, outside Birmingham.

Here in 1947, Maurice Wilks, backed by his brother and Rover managing director, Spencer, decided Rover should build a go-anywhere, do-anything vehicle. The idea was partly inspired by the World War II Jeep on Maurice's hobby farm.

Arthur, then chief development engineer on Rovers, recalls Maurice was also keen on an army vehicle after talking to pals in the Defence Ministry.

"They were looking for a Jeep-type vehicle, so it had to meet all the army requirements and it had to be a useful vehicle on the farm, where you could go off down the road to do a bit of shopping or you could take a bale of hay across a snow-bound field or whatever. And a much more useful combination than your tractor," Arthur says.

Maurice wanted power take-offs (PTO), and a drive up the centre because he saw possibilities for industrial applications, arc welders and more.

Arthur Goddard: Godfather of the Land Rover

"I said 'how many vehicles is this?'" Arthur laughs.

He knew something about army vehicles. "But who the hell knew about tractors, who was working in the automobile industry in the UK?" Here he was grateful for help from the Ministry of Agriculture.



Arthur is sure that the first Land Rover wouldn't have come together, certainly not in just 10 months, if not for teamwork and prompt decision-making.

He says the hardest part wasn't the engineering, but building enthusiasm across the factory floor. Arthur even took to organising an open day – complete with strawberries and cream – for wives, families and girlfriends.

"Leadership was absolutely vital in this, a lot of things were being done at once; things normally done in sequence... having engines and gearboxes and body shapes and seats all done at once."

Decisions were made smartly, most through informal meetings between Arthur, Maurice and Spencer twice a week.

"He's (Maurice) no fool; knows perfectly well that I know the answer already... I wouldn't be asking him if it mattered what he said," Arthur chuckles.

For instance, that original, pale-green body colour was dictated by the canny Rover engineer. Understanding the potential for army orders, Arthur decided on a military shade. "What colour do you want?" he'd asked Maurice. "If you want more than one, put the date (for completion) back two months. Not putting pressure on you."

While Maurice was the concept man – the one who decided the clock should go in the middle of the dashboard, as on his mother's mantelpiece – his engineer understood how to pull it all together.

"Maurice knew, or appeared to me to know, what people would buy, I hadn't got that. But I knew how to get it made."

That included using the services of Jack Swaine, the engine man for Rover cars, and Frank Shaw, the gearbox man who designed the transfer case for drive to the front wheels and power to a PTO plus V-belt drive for implements.

"I could pick people to do the jobs," a modest Arthur says. "I didn't have to be all that good myself, because I had a suspension man, a steering man and so on."

Arthur Goddard: Godfather of the Land Rover

But this Land Rover chassis was all-new. "The chassis made it possible. You haven't got a complete body, but you want a frame on which to mount everything. That was the engineering problem... what does that frame look like? Looks like nothing you've ever seen before."

Credit for the chassis and bodywork went to Gordon Bashford and Olaf Poppe for the rare box-section chassis with upright pieces below the A-pillars.

Arthur says as much was learnt about what not to do, as what to do from the World War II Jeep.

"One was, if you wanted a rust bucket, you copied the Jeep. The fact that these (Land Rovers) were all aluminium and galvanised pretty much took us outside everything of the Jeep."

Arthur and his team double-checked each component – from door locks to differentials – to counter risks when the Land Rover jigsaw was first assembled. "We were trying to make sure everything got to the finish post at the same time – because Maurice finished up saying he wanted the job done in 12 months. For a normal vehicle it's three years, never mind this fancy one that does all these different things. So I think it was a bloody miracle that he got it."

Little details caught the Rover lads out when testing began in the paddocks and up and over old Nissen huts. "You get stupid things, like that bloody clock. If you run over a certain thing, the clock jumps out, lands on the floor and gets smashed. There's a little clip at the back which either clips into the groove or doesn't. If it doesn't, that's the sort of thing that catches you."

He's proud of the Rover teamwork, but says his biggest mistake was not adding eight inches (20.3cm) to the original wheelbase of 80 inches and 86 inches (2.18m), something he did later to cater for army needs for a six-seater with two troopers either side at the rear.

That job done, Arthur left Rover in 1955, took up posts with other automotive concerns, including one in Australia in 1972. He liked the place and bought a small Brisbane engineering firm as a hobby, then semi-retired 16 years back. Now, with the aid of engineering son, Chris, the business, called Vehicle Components, is a designer of trailer suspensions and couplings.

Arthur is just about to move into a retirement village. He's hung up his driver's licence for his beloved Jaguars and packed away the golf clubs.

He's sure there'll be another Defender. He pats the dashboard of the Heritage 90 and looks for the door catch. It's not where he put it at the rear of the door under the lock. It's up front.

"Why did they put this over here? I hope they had a bloody good reason... they'd have needed one."

Arthur breaks into a laugh, stirring the pot as he goes.

Club Merchandise

Hi All

Its that time to see who wants club merchandise again. Prices are below. See the Vice President to order

Polo shirts \$25

Cotton drill work shirts \$37

Half zip polar fleece jumper \$34

Full zip Spray jacket \$44

Micro Fleece Beanies \$17

Baseball Cap \$17

BOTTLE GREEN



BLACK



For an extra \$4 we can have our names printed on the shirts

JB's 210gram Pique Knit Polo Shirt



DNC Cotton Drill Short Sleeve Work Shirt



JB's Half Zip Polar Fleece Jumper



Winning Spirit Adults Warm Up Jacket





JB's SIGNATURE 210gsm POLO SHIRT

Embroidered with "Land Rover Owners Club of Brisbane"
Logo on Left Front
Hard wearing, easy maintenance, polyester cotton blend Polo
Shirt. Side vents, herringbone neck tape. Poly/cotton 65/35,
approx. 210gm.
Colour: Bottle Green
Sizes: S-5XL
Packed: Individual Poly Bag



DNC SHORT SLEEVE COTTON DRILL WORK SHIRTS

Embroidered with "Land Rover Owners Club of Brisbane"
Logo on Left Front
190gsm 100% Cotton Drill Short Sleeve Shirt with full button
front and twin flap pockets.
Colour: Bottle Green
Sizes: XS-5XL
Packed: Individual Poly Bag



JB's HALF ZIP POLAR FLEECE JUMPER

Embroidered with "Land Rover Owners Club of Brisbane"
Logo Left Front
100% Polyester for durability, 290gsm low pill polar fleece.
Two side pockets & adjustable elastic hem with toggle.
Colour: Bottle Green
Sizes: S-5XL
Packed: Individual Poly Bag



BOCINI ADULTS WARM UP JACKET

Embroidered "Land Rover Owners Club of Brisbane" Logo on
Left Front
Adults shower proof zip through Warm-Up Jacket. 100%
polyester twill weave fabric (120gsm) with 100% cotton jersey
lining.
Colour: Bottle Green/Gold Trim
Sizes: S-3XL (+5XL)
Packed: Individual Poly Bag



HEAVY BRUSHED COTTON SANDWICH TRIM CAP

Embroidered with Logo on Front
Features: Structured 6 Panels, Low Profile, Pre-Curved Peak,
Brushed Cotton Under & Fabric Strap & Buckle at Rear.
Colour: Bottle Green/Gold Trim

Club Merchandise

Hi All

Stuck for that ultimate Christmas gift for your loved one. Well the problem is now solved!!

Stubby Coolers \$6 each

Key ring Bottle openers \$3 each



Kids Christmas present

Spotted by Mike Timms in David Jones in Carindale, Feel free to influence the next generation in the love of Land Rovers by getting them one of these! No price or specification quoted and unsure if its full 4wd or not but it looks the business!



Can You Help?

Are you available to help others?

The club is actively seeking people who are willing to put their hand up to say they have some specialist knowledge on a particular vehicle. We need someone for each basic category: -

You may receive calls from other club members, or we may pass your details on to someone of the public who has a particular query on that type of vehicle.

Thanks to those who have already put their names down!

Series I	Dave Shearer	07 3379 8699
Series (II & / or III)	Glen Wallis	0427 639 719
		<i>walrover@hotmail.com</i>
County (Isuzu)	David Stone	0414 517 928
		<i>dave.in.space01@gmail.com</i>
Defender 300tdi	Glenn Crawford	0466 801 078
		<i>glenn.crawford@yahoo.com</i>
Td5 electronics (all models)		
Defender Td5		
Defender 'puma'		
Discovery 1 (V8, 200tdi & / or 300tdi)		
Discovery 2 Td5 (Series I & / or Series II)		
Discovery 3 / Range Rover Sport		
Discovery 4		
Range Rover Classic	Glen Koperberg	0438 684 381
		<i>glenk@com-tech.com.au</i>
Range Rover P38a	David Marjoribanks	0412 466 608
Range Rover L322		

Range Rover Evoque convertible



New Defender 2018

The make-up of the next-generation [Land Rover Defender](#) remains shrouded in uncertainty, even though JLR sources admit that they need to get the model into production as a matter of the highest priority.



Officials won't admit it, but they're acutely aware of the enormity of replacing the 68-year-old icon. However, in the wake of the recent sale of the [two millionth Defender](#) (for £400,000) and the assembly of the last Defender at Solihull, officials have admitted that no one feels good about proceeding without the model in the range.

It is known that there will be more than one Defender model in future, with an insider describing the model line-up as "a small family". It is certain to be related to existing product, as no other approach would be viable for a model that may account for only 50,000 sales a year. Indeed, there are murmurs that making the business case for a lowish-volume, relatively cheap car is one of the key hang-ups.



Range Rover Evoque convertible

The required relationship with other [Land Rovers](#) makes an aluminium monocoque structure and skin a near certainty for the new Defender. There will be at least two wheelbases and several bodystyles, but not the profusion of both that have been possible with the outgoing model. All-independent suspension appears a certainty, as does a longitudinal engine with a 4x4 system featuring a low-range 'box and transfer case.

The Defender is unlikely to grow much bigger, with slightly expanded versions of the outgoing 90 and 110 models likely. It'll be modern and simple in design, although not like the heavily criticised [DC100](#) concept shown some years ago. Insiders say design director Gerry McGovern “now knows what the new Defender will look like”, although the final details are not complete.



It is probable that the new Defender won't be available before 2019. One source suggests 2018, but this might be the debut date for a close-to-production concept whose function could be to lessen the waiting time.

There has been strong debate about the next Defender being made outside the UK, with proponents of the idea highlighting that in a global car industry, models “can be made anywhere”.

The official line is that “things like that” are being evaluated right now.

However, the Defender has been portrayed as a British icon for 68 years and has always been made here, so there is understood to be resistance to moving production overseas, possibly to a new factory in Slovakia. More capacity in the UK might be found. JLR CEO Ralf Speth and his board are aware that the Defender is an all-British property and will only take production overseas with the greatest reluctance.



Many images exist online but no official photos yet but the mules are out there being driven!

Vin Rouge's Tint and Hips

Tints and Hips

Hello, it's me, Vin Rouge, here again.

Well I have the new cabinet on my back door and I'm really pleased with it. I do smell of varnish at the moment but that's beginning to go away. The cabinet is above the fold down cooker shelf and water tap that my owner calls the galley. Mrs Owner calls it the kitchen. The cabinet holds tea, coffee and all the other things needed when we stop for a rest. I think that maybe Jamie Oliver or the Leyland Brothers would like it.

Here's my first tip this month. It's about connecting the cooker to the gas bottle (or should that be connecting the gas bottle to the cooker?). Either way, it's a real pain finding the right spanner to screw up that left handed thread to connect the gas. There's an easier way using a special gas-tight plug and socket. It's similar to those used with compressed air but a bit more special. It's a lot quicker and easier to simply plug in the gas supply than to screw the connectors together. It can be a bit of a problem finding the special plug and socket, but a good gas fitting supplier should stock them. My owner reckons it's the 'bees knees', although that's not always the description he uses, something to do with dogs appendages apparently.

I must tell you about an adventure I had quite a long time ago when I lived in England. One day the children who lived next door came by. They liked to climb on my bonnet and roof with Mr Owner's children. They were always inventing games and sometimes I was a pirate ship, sometimes a castle and even once a magic tower from which they fought off a dragon. Anyway, Mr Next Door had bought some land and wanted to plant a forest. All the children were to help but there was a



problem. A great many wooden stakes had to be driven into the ground ready to support the small trees to be planted. It was proving too slow to carry the stakes from the pile and I was part of the solution. The stakes had to be placed in rows a certain distance apart and so canes were attached each side of my bonnet to measure the distance. My tyre marks showed where to place the stakes. Mr Owner's son, who was about 10 years old at the time, steered me up and down the field, my low range gear providing just the right walking speed. The stakes were loaded in my back and in two days we'd finished over fourteen acres. That forest has now grown. I saw it just before I left for Australia and saw some deer running between trees the where I had once driven.

I was pretty muddy after being in that field for two days and after a good clean Mr Owner decided it was time for a service. So here's a few tips to make servicing easier.

Oil changing can be a dirty business. Nitrile rubber gloves help to keep your hands a little cleaner and provide some insulation from the hot oil. And you'll need several cleaning rags – old tee shirts are the best.

First, renewing the engine oil. Whenever you remove the drain plug it seems that the hot oil has a knack of finding its way inside your sleeve. Whilst not a complete answer, it helps to use a spanner to loosen the drain plug and then press it in while unscrewing it by hand. Pressing in the drain plug provides a partial seal against the thread. Then, just before it comes free, whip it out sideways, allowing the oil to drain into the pan. You did remember to put the pan in place first of course!

That leaves the oil filter which as soon as you start to unscrew it, allows oil to drip up your sleeve again. One way around this is to hammer an old screwdriver through the body of the old filter and wait while it drains. Then use two plastic bags around the filter when unscrewing it. Oil seems to find its way out of one bag, but less so with two.

By the way, do you write the mileage and date on the new filter? It makes a useful backup in case you can't find your service records.

Checking the oil level on the front and rear axles is an easy job. Simply remove the filler plug - the higher of the two. Oil may come out and that's fine. Pop the filler plug back into place. If oil doesn't come out, bend the end of a cable tie and use it as a dipstick. Then top up with oil. This technique can also be used on the transfer box and gearbox.

I've one other tip on oil changes. The engine and axles are easy enough. The transfer case is not too difficult, especially if you can arrange to be fitted with double jointed fingers, but the gearbox is definitely *awkward*. Firstly there's that peculiar star shaped key required to remove the filler plug. Actually, you don't need the special (and expensive) Land Rover tool to remove this. An 8mm hex key works just as well.

And don't forget to renew the copper washers on the engine, transfer case and gearbox drain plugs.

That leaves only one problem. When draining the gearbox, oil drops directly on to the chassis cross member and splashes all over the place. I haven't got a tip to solve that one. Have you?

By the way, if you have any tints and hips that you'd like to share with others, please tell my owner. He will tell me and I can tell everyone else in my column.

I think that photos of gearboxes and axles are a bit boring so here's one of me outside the pub at Birdsville.

Vin Rouge

Jerry Cans

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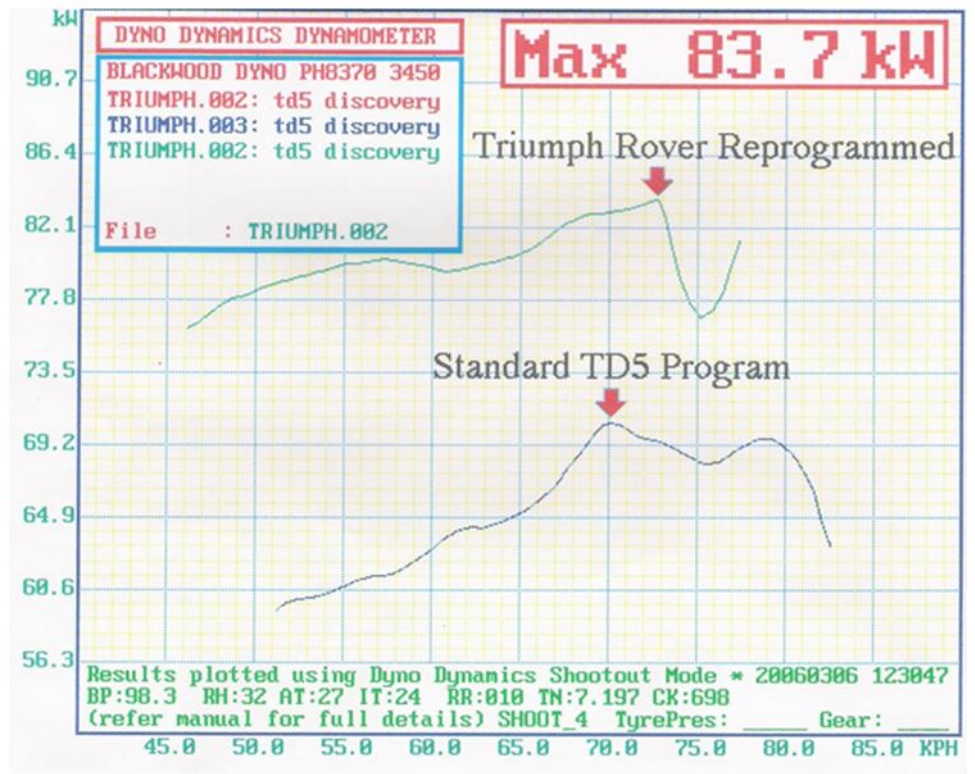


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