

2009 COMMITTEE

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LANDROVING IN KZN



February 2010

P.O.Box 70650; Overport; 4067

Monthly Newsletter of the LROC of SA KwaZulu-Natal

Find our Home Page at www.landroverclub.za.org

Hi All,

At the outset, apologies for the late newsletter. We arrived back from overseas at the end of January to be greeted with over 169 emails & to also find out that work that was supposed to have been completed in my absence was left incomplete which meant more than a couple of very late nights (mornings) for me.

As such, I've had to unilaterally "cancel" January's newsletter and be very late for February's newsletter. Matters were exacerbated by the storm earlier this week when we were flooded & my office an inch deep in water.

The office is now back up & running (ADSL back on-line yesterday) and we should be back to normal.

Not much to report in the way of off-road adventure apart from a couple of visits with mates to Non-Stop Adventures near Baynesfield – you'll note that George has placed this on the calendar & I recommend that you give it a go. We are planning to build a mud-pit there as well & hope to have this up and running before the event.

Ed's comment, "The newsletter is published regularly on an irregular basis every month, printed as and when it seems fit and delivered when it suits. It will be late on your time, **but on time, on my time.**"

I have to say, a huge change coming from minus five degrees Celcius to plus thirty.

Ed



My daughter having fun in the snow in Chamonix over Xmas.



I would have killed for the opportunity to have had my landy in all that snow – anyway, you see hardly any landies in Italy but we saw a few in Chamonix – this is one of them.

LROC KZN PROVISIONAL EVENTS DIARY 2010

When	What, where	More Info.	CONTACT PERSON	Grade
27 Feb	AGM WEEKEND 1ST GATES EVENT AND TRAIL DRIVE.	Come for the day or camp over. Sat is a scenic trail drive and the 1 st gates event for 2010. Meet at Ringwood at 08h00 to leave for the valley at 09h00.	George Goswell 0836581324	3 / 5
28 Feb	21ST AGM LROC KZN	21 ST AGM of the LROC KZN. Ringwood, Inchanga is the venue. Camp over for the weekend or come for the day. Sun at 11h00 will be the AGM followed by a braai.	Selwyn Ambler 0839926969	1
13 - 14 March	NON STOP ADVENTURES BAYNESFIELD	Camp over weekend in the Baynesfield area. Campsite is next to a small river under the trees. Hot showers and flushing toilets. Sat - 4x4 trails and/or visit to some interesting sites in the area. Sun - 2 nd Gates event for 2010 at Baynesfield Estate at 09h30. Sun is open day at Baynesfield, which means craft markets, open museums, etc. Camping at R35.00/person/night.	George Goswell 0836581324	3 / 5
April				
Sunday 16 May	CARS IN THE PARK PIETERMARITZBURG	Cars in the Park, Pietermaritzburg. Our annual event to show off the LROC and attract new members. It's a BYO braai for lunch with braai fires provided. For those not wanting to braai, full bar and catering is available. For those who have not been to Cars in the Park, it's an exhibit of motoring history by the various Cars Clubs. It's a day to socialize with other LROC members and enjoy the hundreds of cars on display.	George Goswell 0836581324	1
21 May	SUGAR BELT 400	Kwazulu Natal leg of the National Off Road car championship. Eston farmers club is the start/finish venue with many spectators points out on the circuit. Non LROC organised event but an excellent spectator event.	George Goswell 0836581324	1
5 June	NATIONAL 4X4 CHALLENGE	Kwazulu Natal leg of the National 4x4 Challenge to be held at High Stakes. Non LROC organised event but an excellent spectator event.	George Goswell 0836581324	1
June				
July				
7 – 9 Aug	NON STOP ADVENTURES BAYNESFIELD	Long weekend end camp over with a trail drive on the Sunday with the Natal Vintage Tractor and Machinery Club up to the private museum of Malcolm Anderson. More info to follow	George Goswell 0836581324	3
Sep				
Oct				
Nov	LAND ROVER VS TOYOTA	Annual Land Rover vs Toyota challenge	George Goswell 0836581324	3 / 5
Dec				

TRAIL GRADING: All our Events / Trails are graded according to the 5 grades below.

1. Complete novice soft dirt road trail, no low range required. Suitable for all Land Rovers including the Freelander.
2. Limited low range required but suitable for the novice driver. Suitable for all Land Rovers including the Freelander.
3. Low range and limited off road knowledge required. Suitable for all Land Rovers with certain trails not suitable for the Freelander.
4. A low range technical trail suitable for the experienced. The inexperienced will be able to do the trail, as assistance will be available from the more experienced members. Suitable for all Land Rovers except the Freelander.
5. Extremely technical, suitable for the experienced only with the possibility of vehicle damage. Suitable for "Series" and modified Land Rovers.

Note: For All Gates Events:

1. Only paid up LROC members will be able to compete in the Gates Events from now on.
2. Non LROC members welcome to attend as spectators.
3. Only LAND ROVER vehicles will be allowed to take part. No other make of vehicle.

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21

YES the LROC KZN is 21 years old, and to celebrate this occasion you need to be at the AGM weekend.

In fact you need to be at the AGM because you are a member of the LROC KZN and members should support AGM's.

- Free camping from Friday with hot showers and toilets.
- Sat 27 Feb 1st Gates challenge of the year OR scenic trail drive
- Sat evening will be a byo social braai, **during / after which we will be showing a few offroad videos and others in the club tent.** See below.
- **Sun 28 Feb. 21st AGM of the LROC KZN at 11h00 sharp**
- **Please bring your deck chairs as the AGM will be held under the club's large awning.**
- After the AGM a social braai with the braai packs and braai fires sponsored by the LROC for those paid up members and his/her immediate family, who book by **19 FEB.** You will be required to provide your own plates, salads, drinks, rolls etc.

Please contact Selwyn Ambler via email theamblers@telkomsa.net or phone **031-7013115** to book for the post-AGM braai.

Please Note : If you do not book, you will be required to provide your own braai pack. The LROC will only have braai packs for the members who book and no spare braai packs will be available.

Saturday Evening Video's. These will never be shown again, miss this and you will regret it for ever.

1. We have all seen what a 4x4 Land Rover can do offroad, now come along and see what a 4x4, 6x6 and 8x8 truck is capable of doing in a Gates Type Challenge.
2. What the LROC KZN is all about, a slide show of some of our events.
3. Short clips of Land Rovers, the odd, the old, the strange, the enthusiasts, the.....
4. And others

Please note every body if you want your name to be on the braai pack list for the braai after the AGM you need to do the following:-

- 1) You need to have paid your subs up to date.
- 2) You need to e-mail me the names of who you are booking braai packs for on theamblers@telkomsa.net. Please use this e-mail address and no other.
- 3) You need to remember that you may book for yourself and your immediate dependant family only. Bookings may not be made on behalf of any other member.
- 4) You need to remember that **the cut-off date for the braai pack list is the afternoon of 19/02/2010.**

AGENDA

1. **Opening and Welcome. Attendance register to be signed.**
2. **Apologies:** Adrian Moore, Ernest Gabriel, Dennis Jordan, Jonathan Pass.
3. **Thanks to :** Simon and Louis for the use of their property as the venue for the AGM
4. **Confirmation of the minutes of the 20th AGM.**
5. **Matters arising :**
 - a) E-mailing of notices & events to be the adopted form of Correspondence.
 - b) Events – Punctuality & advice on attendance.
Recovery points, safety, signing attendance and indemnity Registers.
 - c) Get involved with the committee members.
6. **Chairman's address and Treasurers report**
7. **Election of Office bearers.**
Each serving member present offers themselves for re-election/stand down
See nomination forms.
8. **Presentation of Certificates and Floating Trophies**
10. **General. –**
11. **Closing of the 21st Annual general Meeting.**

Selwyn & the Committee would like to thank Simon and Louis for allowing us the use of RINGWOOD. It's a great spot and we are privileged to be allowed the use of it.

RINGWOOD is a private home to Louis and Heather Powell and it would be appreciated if each and every member respect this and take the responsibility of retaining and removing at the end of the weekend the refuse and cans that they themselves generate. I also respectfully ask those members who are bringing children to ensure that there is no unruly behaviour in the sheds and workshops.

RINGWOOD and its owners and the LROC and its officials do not accept any responsibility for any injury or damage sustained by anybody or their property in any way while attending this weekend at RINGWOOD.

NOMINATION FORM

- **Eligibility:** A member shall only be eligible for election to the Committee if he/she has been a member of the Club for not less than two (2) years immediately preceding nomination provided that, if good cause be shown, a shorter period of qualifying membership (but not less than one 1 year) may be condoned by vote of the members.
- **Nominations:** Nominations shall be in writing, shall bear the signature of the Nominee and the Proposer and shall be handed in to the Chairman before the commencement of the Annual General Meeting.
- **Term:** Members elected to serve on the Committee shall hold office for a period of two (2) years. A retiring member shall be eligible for re-election

Please clear the nomination with the member before you propose them, as it's a 2 year commitment.

Position	Committee member	Term ends	Comments	Available for re-election
Chairman	Selwyn Ambler	Feb 2010	Term completed	NO
Vice Chairman	Dave King	Feb 2010	Term completed	NO
Trails / Gates	George Goswell	Feb 2010	Term completed	YES
Quartermaster	George Goswell	Feb 2010	Term completed	YES
Secretary	Dave King	Feb 2011	Standing down	NO
Member w/o	Peter Bassett	Feb 2011		
Treasurer	Selwyn Ambler	Feb 2011	Standing down	NO
Membership	Gavin McKenzie	Feb 2011	Standing down	NO
Social Events	Jean Ambler	Feb 2011	Standing down	NO
Regalia	Jean Ambler	Feb 2011	Standing down	NO
Newsletter (editor)	Kenneth Jones	Feb 2011	1 year to go	N/A
PRO	Vacant			
Duzi Organizer	Henry Cochrane		Will continue	N/A
Web Page	Mike Lauterbach		Standing down	NO

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NOMINATION FORM

Nominee: _____ Signature: _____

Proposer _____ Signature: _____

Membership No. _____

KZN Regional 4x4 Challenge

As most of you know, the 4 Wheel Drive Club has been granted Regional Championship status by MSA and have asked for our support in this regard. They accept that the MSA licence fees make it very difficult for most to participate in the series at such short notice and, as such, offer the following options in a bid to make the event more viable.

Option 1:

Regional licence @ R650 per person, with a letter from your medical aid scheme indicating awareness of participation in MSA event, and medical cover therein;

OR

Regional licence @ R650 per person, and medical cover from MSA at an additional cost of R680 per person.

Option 2:

Club licence @ R300 per person, with a letter from your medical aid scheme indicating awareness of participation in MSA event, and medical cover therein;

OR

Club licence @ R300 per person, and medical cover from MSA at an additional cost of R300 per person.

Option 3:

Social licence @ 150 per person, no medical cover required, but it is recommended. PLEASE NOT THAT THIS LICENCE WILL ONLY BE ISSUED ONCE OFF, AND CANNOT BE REQUESTED AGAIN NEXT YEAR / SEASON. This is intended as an introduction to the sport, and could be used this year, but it is suggested you save in anticipation of next year's Series.

The first event is scheduled for the 21st February 2010 & promises to be an exciting & enjoyable day out:

KZN Regional 4x4 Challenge

Venue : High Stakes, Cato Ridge.

Date: 21st February 2010

07:00 – 08:30	Documentation and Pre-Event Scrutinizing
08:30	Entries close
08:45	Competitors' briefing
09:00	Starting time
16:00	Competition ends
16:30	Posting of provisional results
17:00	Prize giving at High Stakes restaurant

The Range Rover Classic's Achievements

George Goswell

1970 Launched 17th June, Blue Hill Mine, St. Agnes, Cornwall
1970 Gold Medal for Coachwork
1970 Don Safety Trophy
1971 RAC DEWAR award for outstanding technical achievement
1972 First vehicle to cross the Darien Gap
1974 Completes west to east Sahara Desert expedition - 7,500 miles in 100 days
1981 January - Wins Paris-Dakar Rally
1981 July - 4 Door version launched
1982 Design Council Award
1982 100,000th Range Rover built
1982 Camel Trophy - Papua New Guinea
1982 Automatic Transmission introduced
1983 5 speed manual gearbox
1984 County Limited Edition introduced
1984 Vogue model launched
1985 ZF 4 speed automatic replaces 3 speed
1986 Range Rover Turbo D
1986 August - Turbo D breaks 27 speed and endurance records at MIRA
1987 March - Range Rover launched in North America
1987 Turbo D used for Camel Trophy, Madagascar
1988 Range Rover finishes 2nd in Dakar Rally
1988 March - Range Rover Vogue SE launched at Geneva Show
1988 October - Chain driven transfer box and viscous control unit introduced
1989 Range Rover Vogue SE wins Gold Medal for coachwork at the Birmingham International Motor Show
1989 Recently launched Range Rover 3.5 catalyst model wins "Four Wheeler of the Year" award in the USA
1989 April - Range Rover 3.9 litre wins MOTORWEEK Award, USA, for best multipurpose vehicle
1989 October - Range Rover launched in the UK with 3.9 litre engine. Anti-lock brakes available
1989 October - Range Rover Turbo D engine increases in size from 2.4 litre to 2.5 litre
1990 20th Anniversary of Range Rover
1991 Anti-roll bars fitted
1992 Range Rover LSE introduced with 4.2 litre V8 engine, electronic traction control and electronic air suspension - World first for a 4x4 vehicle
1992 Range Rover Tdi launched with Land Rover's 200 Tdi Turbocharged Direct Injection engine.
1994 All Range Rovers fitted with drivers and passenger airbags. All models also receive new Land Rover R380 manual gearbox. New 300 Tdi diesel engine replaces 200 Tdi
1994 All new Range Rover (P38) launched on 29th September. Original Range Rover re-named Range Rover Classic
1995 October - Range Rover Classic 25th Anniversary Final Edition launched at London Motor Show, marking the end of Classic production.

What the Papers Said 1970

"Most certainly this is one of the most significant new cars to emerge for some time - setting new standards for go - anywhere ability and saloon car development. The leisure market is an area of rapid expansion and I am sure that the Range Rover will be a big winner."

Brian Groves

Motoring Correspondent, Daily Mail

"For a vehicle designed to cope with a rough terrain as well as normal road conditions, my first impressions of Range Rover are of the absolute smoothness and good handling characteristics. There can be no doubt that the demand for this vehicle will outstrip production very rapidly."

Ted Ives

Midland Editor, Autocar

Road Rover Station Wagon

George Goswell

The idea of a Road-Rover was born at the moment that Land Rover was introduced in 1948. The Rover Company realized that there was a market for a Station Wagon. A crude model was introduced the same year, but high costs of coach building and taxes stopped it in 1951. But very soon, in 1952, Maurice Wilks presented a first Road-Rover. The name car was aimed to run on land were the Land Rover excelled. The prototype was based on a shortened P4 chassis, drive. The bodywork was intended to go into production in 1953. This did not happen of course, but 12 or possibly 13 prototypes were built until the project was cancelled in 1956.



was a market for a crude model was same year, but high building and taxes. But very soon, in 1952, presented a first Road-Rover. The name car was aimed to run on land were the Land Rover excelled. The prototype was based on a shortened P4 chassis, drive. The bodywork was intended to go into production in 1953. This did not happen of course, but 12 or possibly 13 prototypes were built until the project was cancelled in 1956.

These prototypes are known as Road-Rover Series I. In 1954 the Land Rover Station Wagon was introduced. This car was much like the original Road-Rover prototypes, so when the new Road-Rover-project started in 1956 it was going to be more of a saloon car than the rugged Land Rover.

The Road-Rover series II prototypes were based on a modified P4 chassis with aluminum bodywork. Rather odd design too by Maurice Wilks and Sam Ostler.

The series two machines, of which there are the only two known survivors, are fitted with the Rover 80 engine. Unlike the early Land Rovers they are fitted with independent front suspension.

No 9 was the personal property of Rover's Managing Director Spencer Wilks, who for many years used it on his Scottish estate on the Isle of Islay where some of the best malt whiskies are produced.

The Road-Rover-project was stopped in 1959 soon after prototype number nine was built.

These Series II Road-Rovers were so close to full production that The Rover Company supplied drawings and technical specifications to Corgi. The plan was to introduce a Corgi model at the same time as the new car. At Corgi the first models were built, but of course, full scale production did not start. But two models of the Road-Rover are known to have survived. Now owned by Marcel R. van Cleemput, at that time chief designer at Corgi.

Survivors

Only three of all the Road-Rover prototypes are known to have survived. This is RR12, the last prototype of Series I, now at British Heritage at Gaydon and RR8/S2 and RR9/S2.

Number 9 was used by Rover Company managing director Spencer Wilks for many years, and is now owned by Rover-enthusiast Ian Glass in Wales, who also owns prototype number 8.

Successors

The Range Rover was "born" as an idea by the market surveyor Graham Bannock in 1965. He found that there was a market for a car as luxurious and comfortable as the Rover sedans that could be used in the same terrain as the Land Rover. And Bannock managed to persuade the management to build this car.

By mid 1967 the first prototype was built and it was decided that it would be introduced by the end of 1969, but introduction had to wait until mid 1970.

The first cars built had found a style that appealed to the customers in a way that was not changed much as long as production continued over the years.

The Story of the BANTAM JEEP

George Goswell

Despite over 60 years having passed, many people are still able to recognize a WW2 jeep, most referring to it simply as a 'Willys'. It is likely that they therefore also believe that the ubiquitous jeep with its unmistakable grille must have been conceived, designed and built by Willys Overland but the reality is somewhat different. It actually owes its existence to the American Bantam Car Company and the genius of Karl K Probst. The story goes like this:

In 1930 Austin of England founded the American Austin Car Company in the United States. Unfortunately, economical little cars never proved popular there and by 1934 the company was almost bankrupt. It was taken over by its Chairman, Roy Evans, who re-launched it as the American Bantam Car Company. He retained the small car concept based on the original Austin design but made improvements and increased the range of models available.

As early as 1938 Bantam had spotted the potential of a light reconnaissance vehicle for military use and lent the National Guard three of its Austin based Roadsters to evaluate. The company continued to press the case for such a vehicle until a meeting with the Military was finally arranged at the Bantam factory on June 19th 1940. Worried by the mobility and ease with which the German Army had taken France and intelligence reports that the Germans were about to convert the Volkswagen for military use, they at last showed a real interest in Bantam's proposal.

A series of meetings developed Bantam's original car based proposal into a military specification for a 4 x 4 hybrid car / truck type vehicle weighing not more than 590kg. Aware of Bantam's limited design and production facilities and the fact that the company was not financially sound it was decided to offer other manufacturers the opportunity to tender as well. The overall task was to design and submit 70 finished vehicles for evaluation (including 8 with 4 x 4). A prototype had to be delivered within 49 days, the rest within 75 days. The rather unrealistic weight limit resulted in no interest being shown by traditional truck manufacturers like Dodge or GMC and initially only Bantam and Willys responded to be joined later by Ford in submitting designs and prototype vehicles for evaluation.

Bantam persuaded Karl Probst, a freelance engineer, to head their project and when the drawings for the tenders were examined by the Military on July 22, Probst's vehicle came closest to matching the specification though Bantam did conceal the fact that their vehicle was likely to be a little over the weight limit. An order was placed and by the end of September Probst had completed the drawings, sourced the parts and the Bantam prototype was delivered. Having tested it to destruction and being satisfied with its performance, the army commissioned 70 more to be built. Despite Willys failing to submit a prototype by the deadline and Ford showing little interest in the project at all at this time, both manufacturers were allowed access to the trials of the Bantam prototype and subsequently to Probst's drawings. Willys and Ford prototype models, the Quad and the Pygmy, were to follow in that order but clearly outside both the time and weight limits.

Trials continued into the Winter of 1940 and should have resulted in an outright winner. The Bantam GPV (General Purpose Vehicle) had been delivered on time and met the specification in most respects. It performed well bearing in mind the nature of prototypes and minor defects were soon corrected. It also had many recognizable features of the later standardized jeep. However, the Military identified strengths and weaknesses in each vehicle. The Bantam was considered too high off the ground and under powered. The Willys Quad had a more powerful engine but was far too heavy. The Ford Pygmy had the best steering (though linkages were easily damaged) but its tractor engine had insufficient power.

There was also concern about Bantam's limited production capability and that even Willys Overland might not cope given the imminent need for a very large number of these vehicles. All of this resulted in a political decision in March 1941 that all three companies would receive an initial order for 1500 vehicles each, provided that they met the original specification though the permitted weight had now been increased.

Vehicles that looked remarkably similar during the trials became even more alike as each company adapted their design and copied the better ideas from each other or from Probst's plans ready for the first production runs. However, in July 1941 the military decided that standardization was needed, it being impractical to operate and maintain three different designs. All three vehicles now performed well but it was decided that the Willys design represented the best overall value for money at \$739 (compared with \$1166 for a Bantam) and it was adopted as the standard army vehicle. Willys secured the contract to provide the next 16,000 vehicles.

In awarding Willys the contract, the army produced a list of improvements and alterations that were required. Apart from general improvements to the battery, generator, air filter and fuel tank, the standard jeep was now to have blackout lights, sealed beam headlights, pioneer tools (axe and shovel), double bow canvas tilt, trailer socket, centre dash handbrake control and radio suppression. The classic standard jeep design was about to emerge.

The 40 BRC (the production version of the Bantam) was now no longer required by the US Army as it was 'non-standard'. The Bantams already in service with the army together with the continued output from the factory were passed to the British and Russian armies under the terms of the Lend-Lease Act. Interestingly, having observed the trials, the Russian Purchasing Commission wanted the Bantam by choice.

By the end of October 1941 the army were keen to find a second source of supply for two reasons; Willys could no longer keep up with the growing demand for jeeps and there was the need to safeguard the supply of jeeps against the Willys plant being bombed or sabotaged.

In early November Ford were awarded their first contract to build 15,000 jeeps to the Willys design specification from Willys drawings. The Willys MB and Ford GPW varied in minor detail only as the Military insisted that the parts be interchangeable. With the increased supply it was now possible to supply the standard MB/GPW vehicles under Lend-Lease arrangements and production of the Bantam 40 BRC was phased out. Interestingly, it was Ford who designed the pressed radiator grille to replace the heavier and more costly slat grille of the early Willys MA design. Willys then incorporated this into their definitive MB model.

In all, 2675 Bantam 40 BRC vehicles were built, 62 of which had four-wheel steer as requested by the US Cavalry. Sadly, the company never again produced vehicles. Having been first to suggest and build a 'jeep', Bantam was made to share Probst's plans with competitors then lost out in securing any work under contracts for the universal jeep and spent the rest of the war building trailers, aircraft parts and torpedo motors.

Reminder

Gavin McKenzie

2010 subs are now due!

Please contact Gavin McKenzie on 031 266 1175 or gavinmck@telkomsa.net for further information.

A Very Rare Land Rover – the TICKFORD

George Goswell

A VERY RARE LAND ROVER TICKFORD

The original Land Rover Series 1 quickly established itself as competent vehicle for a wide variety of off-road application. Solihull car manufacturer – Rover, realized that there might be for a more comfortable model, where the car could be used on or to transport people, whilst still being as capable as a Land without the spartan interior.

The coachbuilder Tickford was commissioned to design the model – to be known as the station wagon – and conceived an rear body on a wooden frame. Inside there was space for people, with the addition of four folding seats in the rear, which could be removed for extra storage space. Access for those in the rear was by the front passenger door and at the back there was a split, folding tailgate. The body was finished to a high standard, with a larger single piece windscreen, winding windows and even a metal cover to protect the bonnet mounted spare wheel.



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Rover

new
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seven

Armed with this knowledge, Rover launched the 'Wagon' in 1949. This model was fitted with a bodywork by Tickford, a coachbuilder known for their work with Royce. The bodywork was wooden-framed and seated for 7 people. In comparison to the Land Rover, Tickford station wagons were very well equipped in comparison with the standard Land Rover having leather seats, a heater, a one-piece windscreen, a tin-plate spare wheel cover, some trim and other options.

wooden construction made them expensive to tax laws made this worse - unlike the original Rover, the Tickford was taxed as a private car, attracted high levels of Purchase Tax.

The vehicle however began to move the Solihull more up market, away from the agricultural

The lack of acceptance was due to many factors:



'Station body built with Rolls had standard well Rover, laminated interior

The build and Land which

newcomer image.

First it was hideously expensive, £949, for which you could buy several houses at that time. An open top Land Rover was only £450. A "purchase tax" of £207 was added as it was partly seen as a car. As it was also a "goods vehicle" its top speed was limited to 30mph. So the sales on home market were slow and the colonies needed something other than this fancy car.



By the end of production in 1951, only 641 station wagons had been produced and more than 600 of these had been exported. It is thought that only about 20 survive today. The Heritage Motor Centre in Warwickshire has one of these rare Land Rovers. The 1949 Land Rover Series 1 station wagon in the attached pictures, was offered to the museum by a private collector and is on display within the Land Rover collection at Gaydon. Info sourced by George.

WELCOME TO THE FOLLOWING NEW MEMBERS.

Remember it's your club and you will get out of it what you want to. You have purchased **THE BEST 4 x 4 x FAR** and now its time to use it. See you at the next club event.

Total Membership 137

Classifieds If you wish to place an advert, please forward the info to kenneth@pcvs.co.za

Please note that ads will run in two successive newsletters whereafter they will be removed.

For ease of reference those highlighted in red have already appeared and will not appear in the next newsletter unless you specifically send me an email asking me to keep the ad.

- Forward Control: Tow it away for free. Converted as a 'camper', already done Africa once. Not for the faint hearted! Contact Dee via kickstart@letni.co.za – location : Durban
-

- **FOR SALE**

2006 pick-up defender 300tdi R 190,000 160,000km white good condition
1988 defender station wagon, stripping for parts, offers
Ryan 083 439 5973

- **FOR SALE**

3 X 2³/₄ Petrol Engines. Complete or Stripping for Spares. Make Offer.
1 x series 2 or 3 station wagon hardtop with side & backdoor interior lining good con R 3,000
Defender wrap around bulbar with winch plate and jacking points R 2,500
4 x bfg mud terrains 285/75/16 tyres are used but still have some life R 1,000 for all four
Off-road Trailer R 5,000 phone for details
Contact Paul Chantler 083 744 7072

- **FOR SALE**

For Sale - as new: 40 liter Engel fridge/freezer 12/220v - R 6,500 o.n.c.o.
20 liter Steel Petrol Jerry can - R 150
20 liter H/duty water cannister - R 80

Helmut Bogner 031/705 1560 or 0827057855.

- **FOR SALE**

DEFENDER GENUINE LANDROVER WRAP-AROUND BULLBAR. BRAND NEW. COST R 12,000,
ASKING R 8,000.

Phone: Steve Gordon: 082 800 2334 or 031 266 7323

- **FOR SALE**

2002 Defender 110 TD5 CSW. 140,000km. Great condition. Long range fuel tank, ARB Compressor, rear diff, dual battery, roof rack, snorkel, bull bar, spots, rear spot, ladder, runner boards and step R 150,000.
Contact Mike 082 326 0730 or 031-459 8813 or mike.cross@reebok.co.za

- FOR SALE

1991 V8 110 station wagon. 153 000km. Roofrack, snorkel, bulbar, spots, dual battery, long range tank.
Rubberised interior. Excellent condition. R 60,000.
Jono and Fran [jfsaville@mweb.co.za]

- FOR SALE

Vehicles:

2001 TD5 Defender 110 5 door f.s.h. at Landrover R79,000

1999 TD5 Defender 90 3 door New motor not yet done

25 000 Kms R 80,000

1992 V8 3.5 Lt Defender 90 pickup Galvanised imported reinforced chassis R60,000

1977 Series 3 Lightweight 88 inch R 30,000

Plus: excess spares, series and defender parts, range rover fenders, several defender pickup roofs ect.

Mike Cullen 0824473699