

LROCC NEWSLETTER

March 2010 No.24



Land Rover Owners Club of Cairns Far North Queensland Inc.

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The President's Message

By Brian Edmonds

Greetings to all you Rover Fanatics out there.

Well how did you all like the new seating arrangement at our last meeting,? Perhaps more friendly and a little less formal and reminiscent of a fireside chat of years past that some of us oldies remember.

What about the new Raffle ? Prize to the value of \$50 in Service Kit items from our fellow members at Land Rover Specialists, [I can see a couple of Disco 3 owners rubbing their hands with glee.] it's a novel approach to Promoting the Club and perhaps attracting prospective members to our meetings over the next several months and for those who do attend well worth finding the price of an extra ticket or two. Dig deep, let the moths out. The Club has made an contribution towards the costs involved along the lines of what would normally be expended on our previous raffle. However, Justin and Jeff are of course the main contributors, and it's a very worthy and novel approach from them in promoting the Club. Who benefits, well firstly Club Members, then the Club gets the Profits and then perhaps Justin and Jeff will get to work on a few more Rovers. Don't forget their discount to Club members when using their services as well. We will soon have Membership Cards so you can easily identify yourselves. We hope to extend this Members Card/Discount system to more outlets in the near future.

Have you all seen the latest news out of The UK.? You now have to have a special permit to take a Historical Military Vehicle out of the UK, even if you are only slipping over to France for a day in your 101 to buy up large on Duty Free booze !! I wonder what happens if you want to export a 101 or Lightweight to Aust.?? Perhaps Trevor got his 101 just in time. [I am left to dream of a half decent LSE or a Lightweight.]

Planning for the Cape Trip proceeds at this time, I understand that only the date now is the main point to be settled. Those involved are to be commended on their efforts in making this a trip to be remembered.

I see the first of the Mercedes G Wagons have been delivered to The Australian Army with the main deliveries to start later this year, wonder when the Land Rovers will become surplus and be sold off, fancy driving past Rusty's on a Saturday morning in a

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*Next General Meeting is on
Wednesday the 10th March @
6.30pm @ Brother's Leagues Club,
Andersen Street*

6 x 6 ex SAS Rover with dummy MAG 58's [GPMG to us oldtimers] poking out front and rear and a 50 Cal up top, parking would be no trouble. Oh dear I do have nasty thoughts at times.

I welcome any stories/experiences on your rust problems to further my article Something I did forget was rust in Spring seats/Towers in Coilers..

Happy Rovering.

Brian Edmonds

*Any views expressed in this
newsletter are not necessarily those
of the LROCC Committee or Members*



Bar B Que at The Coconuts in Innisfail

Please see *Eubanagee Swamp* trip report on page 2

Upcoming Trip Proposals

Trip Co-ordinator – Justin Bromage

Date	Place	Grading	No. of Days	Trip Leader
21 st March 2010	Mt. Spurgeon	3/4	1 day	Stuart Wilson
2 nd –5 th April 2010	Easter Camping @ Palmer River	2/3	4 day	Justin Bromage

Eubanagee Swamp Trip Report

By Trevor Lowmass

Ian & Monika (Discovery 2), Bill & Suzanne (Discovery 3), Conrad & Ellen (Defender Td5), Jorge, Michelle & Lockie (Defender Td5) and Trevor & Trish (101), met at Gordonvale on Sunday 28th February at the leisurely hour of 10.00am for a road trip to The Coconuts at Innisfail via Eubanagee Swamp and the Garradunga pub.

Needless to say I was running a little late and therefore suffered the fate of being responsible for this trip report.

The birds were singing and the sun was shining but I must say it was a little on the warm side as Trish and I started off as 'tail end charlie'. The heat was mainly due to us sitting on either side of a burbling V8 with only a thin bit of 'Birmabright' as protection.

Down to Mirriwinni and we turned off left and soon arrived at Eubanagee Swamp. Not all of us decided to take the walk to the actual swamp. When we got there, we couldn't quite believe that there wasn't a single sign of bird life. Must have been too hot for them as well!



Jorge, Michelle & Lockie on the walk to the swamp



Variety is the spice of life!

After returning to the carpark we were soon off to the Garradunga Pub for some well earned refreshment.

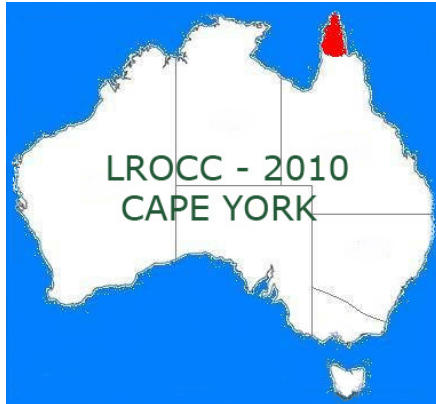
As I was parking the 101 at the pub Trish commented that she thought there were a few 'hoons' in the bar, however, we soon realized it was just Monika sorting out the locals! Monika was after all just sticking up for Land Rover drivers after some lively comments from a couple of Mazda 'soft roaders' parked at the pub. A light breeze had now set in and apart from the fact that the place had run out of gin! (Trish was really looking forward to a Gin & Tonic), I know that I for one could have spent the rest of the day there with a few beers if I was an irresponsible sort of person (it was close!)

Off to The Coconuts for a late Bar B Que lunch (I could have sat there all day as well!) and then it was all over for another weekend before we all headed home.

The 101 performed superbly, more than can be said for my Td5 at the moment, and with the overdrive engaged most of the time I probably only used around 30 litres!!

'The Big Trip 2010'

By Trevor Lowmass



I was unfortunately ill on the 13th February (too much use of bleach to clean things) when Stuart and Leanne had kindly agreed to the next meeting at their house in Redlynch and it was therefore decided to cancel the meeting.

If the club is going then a date needs to be decided on:-

26th June 2010 to 11th July 2010 or

18th September 2010 to 3rd October 2010

Unfortunately it looks as if I will not be able to get any leave until Christmas so I for one will not be able to go. Boo Hoo! Let's discuss everyone's current thoughts after the next general meeting

Rust in Peace

Brian Edmonds continuing thoughts on rusting in our beloved Land Rovers

Lets start with Range Rovers, that's my current passion so I will give you the benefit of the bits I have found needing Rust Prevention. I know most of you have graduated from these now ancient vehicles ,but for those who still have them and have some affection for the breed read on. Some of the things I will mention also relate to Series 1 and 2 Discos, as well. I believe that Series 2 Discos had no underbody protection ex Factory, only a thin coat of paint underneath !

Did this apply to Australian supplied Discos? Has this something to do with the low prices that you can get an early model for now and the number that seem to be in the specialist wreckers.? We all know of the corrosion that takes place between the steel and Alloy parts of the whole vehicle and early treatment to halt this or at best slow it down. Protects your valuable motor....

First the Chassis, the front is usually covered in oil from leaking power steering units so what we need to look for here are the chassis outriggers that hold the body in place. The Panhard rod fixture is worth a look at as well as the rear mountings for Radius Arms that are very important ,have a look as well at the Spring Towers, I have seen photos of them rusted out, especially where the shockie comes through. The Battery Tray and its surroundings can benefit from a drop of spray as well. The interior walls of the Engine Bay are well known as rust spots. Running inside the wall is a longitudinal square section that provides some reinforcement for the panel, you can get at this internally by removing the screws that hold the interior/exterior panels together and spraying down through the holes.

Discos have this interior reinforcement strip as well but it's a bit lower down. Also by taking off the Grill you can get a long lance down the entire length of this square piece. The bottom of the front foot wells both inside and out are another place well worth some treatment, to get at the bottom of the interior pry off the plastic guard that runs between inner wheel arch and outer fender then spray the lower portion liberally especially where the A Pillar and front of the Sills meet inside the A pillar can be got at by levering out the light switch and spraying down into the pillar. One funny place that I have found is a join that runs horizontally across the Firewall about Fender Height, it may well look like a crack is developing but that is the start of internal rust. There are several stick on dots on the upper firewall covering over holes in the actual Firewall ,so a good spray down here will not go amiss. Make sure that you cover over the holes with sticky tape after. Spray the corners of the interior fender wall behind brake servo and windscreen washer fluid container. Also lever out the 3 Air vents on the Decker panel and spray down into their lower extremities.

One "funny" that I experienced with a former Rangie was a horizontal split in both B pillars at roughly window height. Anybody experienced this?

***Rust in Peace** will be continued in next month's newsletter*

Interested in joining the Land Rover Owners Club of Cairns FNQ – LROCC

Call either:

The President – Brian Edmonds – 4041 1994

The Secretary – Ian Lomas – 4054 4662