

SLROC

NOOZE LETTER

| APRIL 2023 |



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COMING UP...

(All events are subject to confirmation by club committee)

6th May – Coronation Weekend and Campover

7th May – Club Driving Day

31st May 1st June – Suffolk show Trinity Park

Chat from the Chair...

Summer is Coming.....Perhaps

Greetings all to the 2nd instalment of my ramblings. Firstly, and most importantly, a huge thanks to everyone involved in the recent maintenance weekend which by all account has significantly improved the presentation of the site which can only work in the club's favour. I'm looking forward to seeing the improvement when I'm at the site on the 23rd.

It's great also to see some of the pictures and videos from the following driving day on the club members Facebook page. It looked like a good time was being had.

By the time you read this we will have held the 'Punch Hunt' @ Snugs Pit (bit of a last-minute addition) and provided 'Ropes & Slopes' training for SuLSAR – both on the same day. Unfortunately, this isn't Harry Potter and I'm unable to be in two places at once!

In-case you are wondering what the committee is up to, we are very busy behind the scenes what with renewing / confirming our insurance, ensuring the correct organisations / licences are used for the different events, finalising charity partners and not least commencing preparations for show season.

Coming onto show season, we again start with a bang and the Suffolk Show. Again, hopefully by the time you read this we will have sent out specific show communications asking for willing volunteers. I know some of you have already said 'put me down for all the shows' but please do register for each event – this makes tracking of whom is attending just that little bit easier.

The charity fundraising shows are a big part of the club and take an enormous amount of effort but at the same time are very rewarding. Please don't be shy and do put your name down to volunteer in whatever capacity you feel able – as I've said before and I'll continue to say again, all help is very much appreciated.

We will be continuing to go through our processes and procedures in more detail over the coming months so please keep an eye out for any updates and possible changes. Last month I referred to the creation of a timeline – this is WIP and I hope to share this with you next month.

You may have noticed the old web-site has been taken off line and replaced with a temporary one comprising very basic information only. We are working hard to create a new site and content but it does take time and we all have day jobs and other things to-do (I think I've done about 2 hours work today). We do have a plan that the web-site will become the 'go-to' place for event sign-up and such like but this won't happen overnight. This action is largely with me and to be honest it's taking longer than it should do but I refer to my comments above.

Don't forget we have the Coronation weekend social & camp over on May 6th / 7th. No specific event is planned on the Saturday and the usual club driving day on the Sunday so please do go and enjoy the site and have some well-deserved R & R. I will get to site at some point if I'm able although I'm potentially already committed.

We have been asked by some whether we are allowed to camp on the Sunday evening unfortunately we will have to say no – sorry, no excuses for not doing the household jobs!!

See you all somewhere soon no doubt

Jeremy

Maintenance Day

Phew! – well that was one heck of a day!! – April 1st brought about a massive ‘spring clean’ at the Newbourne site, and there was so much going on everywhere it was hard to keep up!! (*and not an April fool’s joke in sight!!*) As you all probably know from recent visits to Newbourne, there has been some much needed maintenance on-going for a while now, with repairs to the covered area at the cabins, general rubbish tidy up and fixing things that were in desperate need of repair.

Well this weekend continued this great work, and elevated it to another level to include some much needed course maintenance and improvements as well.

As we all assembled on-site, grabbed a coffee and wiped our bleary eyes, I was starting to prepare to make a white-board list of jobs to be done – I could see a Digger on a trailer so there’s clearly some course maintenance we can do, there were 2 or 3 people floating about with glamorous work-wear on, so check – we have people to do stuff...



Then before I could go and put the Kettle on for another cuppa, we suddenly had more people about, all chatting and discussing various things (some of which related to the work to do, some not!), and yet another Digger arrived on the back of a trailer – so now we had TWO diggers to play with for the day! – Tim was beside himself with excitement as to what he could now achieve with course maintenance and modifications!!



There was no need for a ‘list’, there was no need for instructions as to what each person was going to do – we just quickly chatted, discussed who had what tools, who could do what, and where everyone would start.

Tim, Tony, Steve and Stuart disappeared off into the courses with the 2 diggers, and the rest of the team started work around the upper part of the site, including around the cabins and signing on hut.

There was cleaning, tidying, painting, strimming, hedge cutting, rubbish collection, trailer maintenance, see-saw maintenance – the list went on!

It was amazing to see true team-work in action – everyone was mucking in, doing what they could where it was needed – people flitted from one job to the next, helping others with various tasks – there was a buzz in the air as things just got done.

And got done they did!! – we achieved so much during the day it was amazing. Rubbish was collected from all over the site, and some interesting discoveries were made – the most intriguing of which was a load of unopened beer bottles that had been hiding under rubbish between the 2 cabins since 2007 (well that was the expiry date on the bottles!!) – strangely, Tom wasn't interested in trying the Beer – can't think why 😊



Signing on-hut repainted, cabins washed and cleaned inside and out, hedges trimmed, weeds strimmed. The Show trailer was given the once-over and a good service, and the see-saw was also serviced and made ready for show season.



By the time I managed to get free and go down to the courses to check on progress – OMG! – I could see the progress from the car park!! What will now be referred to as 'Stuart's Hill' had been created on the Yellow course – these guys had been busy!



And I don't think the diggers stopped all day – I did pop round and tell them to take a break as it was lunchtime,

but think they just got carried away and munched a sandwich whilst working...

But there was still some time for play – both Adults and Children...





By the end of the day, there had been some huge improvements and new obstacles created across the entire site – both in the Black to make it more challenging, and in the Yellow to make it more interesting (and challenging as

well).

The pictures here don't really do it justice – come down and take a look at the changes to the courses, I think everyone will be pleasantly surprised by what the guys have done.

So a MASSIVE thanks has to go out to everyone who attended and mucked in on the day – whether you were there for a few hours, or there for the day, THANK YOU.

A special thanks also to Steve Nurse and Stuart Last who loaned us the 2 diggers for the day, and also operated them all day long (*think they enjoyed themselves though!!*)

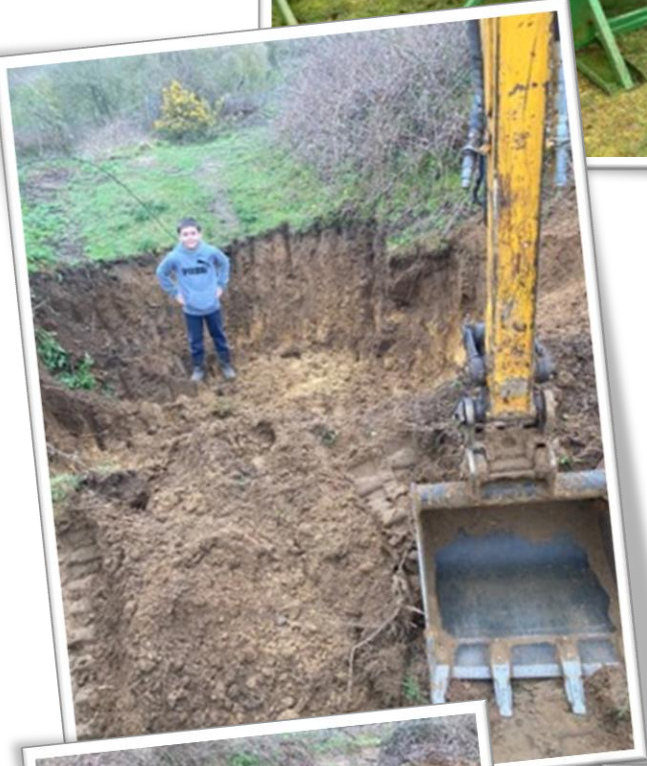
Everyone really pulled together and put in a massive amount of effort to get the site cleaned up and feeling much loved once more, ready for the summer season where we can now all enjoy quality time at a much improved site.



Matt

Some more pictures of the day.....





Events Calendar

Key:	Club Event	Competition*	Club Show	Other
Event				CoC
Apr 23 rd	SuLSAR using Newbourne			Pat Corps
Apr 23 rd	Punch Hunt (Snuggs Pit)			Mark French
May 6 th	Coronation weekend social & camp over			
May 7 th	Club Driving Day			Pat Corps
May 31 st	Suffolk Show			Pat Corps
June 1 st				
Jun 10 th	Marshal Training & camp over			Matt Hurst
Jun 11 th	Tyro winch trial			Mark French
July 8 th	Heveningham Show			Pat Corps
July 9 th				
July 15 th	Maintenance Day & camp over			
July 16 th	Club Driving Day			
July 22 nd	Set up and Camp over (Allen Brickworks)			Tim Dyer
July 23 rd	CCVT, Punch Hunt (Allen Brickworks)			Mark French
Aug 5 th	Festival of wheels			Pat Corps
Aug 6 th				
Aug 12 th	Set up and Camp over (Newbourne)			
Aug 13 th	Tyro RTN (Road Taxed Vehicles)			Mark French
Aug 19 th /20 th	Framlingham country show (static)			James Prentice
Sept 2 nd	Marshal Training & camp over			Matt Hurst
Sept 3 rd	Club Driving Day			
Sept 14 th	75 th Anniversary of Land Rover			
Sept 16/17 th	Grand Henham Steam Rally (Static)			James Prentice
Sept 23 rd	Set up and camp over (Allen Brickworks)			
Sept 24 th	Winch Trial (Allen Brickworks)			Mark French



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SUFFOLK SHOW

Wednesday May 31st – Thursday 1st June



Please see Latest Email for more details or contact Jeremy / Pat for further info.



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Committee Meeting Minutes

Meeting held Tuesday 14 March 7.30pm

Minutes prepared by Graham White

Video Meeting

Present Matt Hurst (MH)(pt time), Pat Corps (PC), Graham White (GW), Jeremy Carr (JC) (Chair), Ralph Lambourne (RL), Tim Dyer (TD), Tony Mattack (TM), James Harvey (JH).

Minutes of February video meeting.

Approved by email.

Actions completed since previous meetings.

Ref	Description of action
220906	Develop further understanding of what opportunities exist regarding Henham and Framlingham shows.
230101	Publish Nooze to include AGM Notice
230104	Issue a 'call' for members to nominate a second charity.
230202	Obtain permission to use the Brickworks for September event
230203	Amend events calendar to show change of CoC and include camp over.
230204	Email a description of winch training event to members
230205	Issue a copy of Nooze to include the AGM agenda, to confirm that there will be no fee for driving that day and that the Club will be closed for the duration of the AGM being held at the Village Hall
230206	Prepare and deliver a report from the Committee in place of the usual Chairmans report at the AGM
230207	Prepare and deliver a report at the AGM regarding the future use of the Club site
230212	Check availability of projector screen, cups, etc with village hall
230213	Post a 'call for interest' for proposed show attendance
230216	Replace and provide signage reminding members to take litter home

Actions outstanding from the previous meetings. (Ref = YYMMNN)

Ref	Description of action	Action
220905	Develop a plan for creating a new website and involving a co-ordinated team approach to website, media and PR.	JC
221104	Develop the potential show sponsorship. With Adrian Flux for advertising and Hammond Recovery re potential sponsorship	PC/JC
230201	Confirm attendance at Suffolk Show	PC
230208	Complete sponsorship arrangements with Hammonds including adding logo to show trailer and the supply of shirts	PC
230209	Arrange with 2022 Charities for a suitable time for a couple of Club members to visit and made an artificial presentation for publicity purposes	PC
230210	Create a large cheque for publicity use	JC
230211	Find out if Hammond Recovery want to advertise in Nooze	PC
230214	Issue a list of items the committee can provide to help populate the website	JC
230215	Create job descriptions for the committee position	MH/GW

Actions arising this meeting.

Ref	Description of action	Action
230301	Provide the committee with a list of requirements for attending static shows	JH
230302	Create some form of written agreement between the Club and Hammonds so that all parties understand the arrangements which are expected to be for a three-year period	PC
230303	Confirm availability of 'Twist-off' ramp	RL
230304	Provide a list of jobs for Maintenance Day for Nooze	MH
230305	Provide TD with access to Club FaceBook pages	JC
230306	Confirm insurance cover for offsite competitions	PC
230307	Provide MSUK with a list of events	PC
230308	Issue a 'sign-up' list for members to confirm their intention to attend the Suffolk Show	JC
230309	Set up a shared email account for CompSec	MH

230310	Review options for individual access to G Drive	MH
230311	Marshal training advert to be included in Nooze	JH
230312	Find out what proportion of Clubs insurance cover (£'s) is associated with Show activities.	PC
230313	TD has prepared a report of the Simon Foster Trophy Trial to be available for Nooze	TD
230314	Provide results for Simon Foster Trophy event for Nooze	RL
230315	Issue Mansfield with an invoice for advertising	MH
230316	Contact 2022 charities with the aim of agreeing a date for the presentation of publicity cheques	JC
230317	Involve press contact with publicity event as a result of action 230316	JC
230318		

Treasurer's report, given by MH

- Cash in hand £574.95
- Bank Account £11,461.36
- **Total Balance** **£12,036.31**

Membership report, given by RL

- Full 97 Joint 37 Junior 7 **Total** **141**
 RL confirmed that the earlier anomalies had been resolved and the both card issue and membership list are compatible with one another.

To do calendar

- GW explained that the 'To Do Calendar' is a document held on the G Drive which provides a list of actions the Committee should be taking each month.
- Next item is to Renew insurance - (April)

Forthcoming events

- Events Calendar, this was updated and is to be issued in Nooze
- Show preparation. Our first show will be the Suffolk Show. Prior to each show members will be asked to confirm their attendance. It is expected that our sponsor Hammonds will have 'show shirts' and they are expected to confirm some other benefits to Club members.

- Static shows, JH explained that the principle aim of attending Static shows is to show that we are a Club for all things Land Rover with the aim of attracting additional members perhaps and a broader range of enthusiasts.

Website

JC confirmed that the old website is to be replaced with a limited (phase 1) 'under construction' website within the next few days. JC confirmed that the website will after an initial period of being linked, be located with the Clubs current ISP.

Correspondence

Chair and Secretary had received an invite to attend an event being held by Fresh Start New Beginnings who are changing their name to Brave Futures.

Any other business

- GW confirmed that 3 charities had been nominated by members. These are SANDS, Bumble Bee Childrens charity, and the Bridge project. All these charities work to benefit disadvantage people.
- The current Marshal / CoC list had been issued to committee in advance of the meeting. PC confirmed that IOPD require a minimum of 5 qualified marshals to be present to open all Newbourne courses. Also, that the CoC could be the organiser of the event only if a qualified marshal was also present.
- Club Sponsor, PC confirmed ongoing discussions with Hammonds regarding shirts, advertising, and other potential benefits. PC was asked to ensure the eventually agreement which is expected to cover the next 3 years is committed to writing to ensure future understanding.

Next meeting 19.30 hrs Tuesday 11th April video meeting.

Meeting Closed 21.45 hrs

Minutes approved

..... 11/4/2023

75 Years of a British Manufacturing Icon

Part 2 *The “Range Rover”*



If there is any car that can genuinely be said to be in a class of its own, it is the modern Range Rover. Its combination of all-round ability and out-and-out luxury has never really been matched by mainstream rivals from the likes of BMW, Audi or Mercedes and arguably even the latest crop of supercar-SUVs fail to enjoy the same cachet.

This wasn't always the case, however, as the initial sales concept for the Range Rover was really a slightly more civilised Series Land Rover for the well-to-do farmer. It initially came with a hose-able floor and vinyl seats after all.

The Range Rover had its genesis in the early 1950s when Rover, fearing that the popularity of the rough and ready Series Land Rover, introduced in 1948 (the company was founded that year by brothers Maurice and Spencer Wilks), was likely to be short-lived, sought to broaden its appeal. The company's first attempt, the 80-inch Station Wagon of 1949, was coachbuilt by Tickford and proved too expensive, with only a few hundred sold.

So in 1951 Rover decided to try and capture the rugged nature of the Series cars while basing it on the two-wheel-drive P4 chassis. A high-riding estate car with long travel suspension and some limited off-road ability (but not as much as its looks suggested), you may recognise this as the formula for every single crossover ever. The car was in continuous development for so long it was actually replaced with a second series prototype and was scheduled to go on sale in 1960. Alas in those less status-obsessed times the Road Rover failed to persuade Rover's management and was eventually shelved in 1958.

Fast forward just under a decade and Rover, mindful of the success of cars such as the Ford Bronco, International Harvester Scout and Jeep Wagoneer in the US, decided that the time was now right to resurrect the idea of a less tractor-like Land Rover model. So in 1966 Rover engineers Charles Spencer King and Gordon Bashford began developing the Range Rover formula. Despite being Rover's new vehicle engineering head, King was Land Rover through and through.

According to King, "The idea was to combine the comfort and on-road ability of a Rover saloon with the off-road ability of a Land Rover. Nobody was doing it."

It was to be coil sprung all-round with long travel to ensure both comfort on-road and wheel articulation off it, and would be the first car to offer permanent four-wheel-drive as it needed to better the by now almost 20-year-old Series Land Rover. The necessary power would be provided by a lightweight, all-alloy 3.5-litre V8 licensed from General Motors which, as an aside, was the first ever production engine to be turbocharged in the 1962 Oldsmobile Turbo Jetfire. Construction was modelled on the Series Land Rover with a steel box frame hung with aluminium panels.

David Bache, designer of the sleek Rover P6 saloon, was appointed with the task of designing the new car. His initial drawings and models show something unfortunately akin to a Marina but, fortunately, a happy accident occurred. Bashford and King had developed some simple, straight-edged panels to clothe the mechanicals for testing and upon sighting these Rover management insisted that Bache merely refine the two engineers' efforts.

Rover having become part of the British Leyland behemoth in 1966 it wasn't until the following year that the project was officially greenlit and 10 prototypes hit the road badged as the 'Velar' after the Italian 'Velare' meaning to cover or veil. Internally the car had been known as the 100-inch station wagon in a nod to the earlier car.



Range Rover Classic – 1970-1996



After a couple of years of extensive testing around Europe and North Africa, the 'Range Rover' –coined by stylist Tony Poole – was revealed to the press on 17th June 1970 in Cornwall, allowing them to be tested off-road in nearby tin mines at St. Austell. In its first review, *The Autocar* noted: “Eagerly awaited, the new Range Rover has fulfilled and even surpassed the high hopes held for it.”

The car's off-road credentials were soon put to the ultimate test in the Range Rover British Trans-Americas Expedition. Between December 1971 and August 1972 a team of soldiers from the 17th/21st Lancers, led by explorer John Blashford Snell, campaigned two left-hand drive Range Rovers from Anchorage, Alaska, to Tierra del Fuego, Argentina. Modified with winches, protection, roof racks and larger tyres, the cars were otherwise stock and crossed the infamous Darien Gap, 250 miles of what was reckoned to be impassable rain forest and swamp situated between Colombia and Panama. *A Range Rover also won the inaugural Dakar Rally in 1979 and again in 1981.*

The car was an instant success, even being sold on by their first owners for a quick profit such was the demand. It was no leather-lined luxury cocoon, however. The floors were level with the sills to allow sand and dirt to be brushed out, and covered in rubber mats that could be hosed. The dash was

plastic, the seats velour and the rear number plate was hinged to remain visible even if the tailgate was open, too.

Moving upmarket

It became such a hit with the well-heeled however that its utilitarian trimmings soon began to be replaced with slightly more luxurious touches such as a carpeted interior. Early feedback came right from the top, leading to the boot space being trimmed and the tools covered after there was concern from the palace that the latter might injure a corgi...

The Range Rover's status as a staple of the establishment was summed up as early as 1974 by *What Car* which stated: "One feels that it has almost come to the stage now where no country house worth its salt is without one." The following year *Motor* added: "It is the only vehicle that is equally at home in Park Lane, the Sahara, the Darien Gap, a cart track or a ploughed field."

Clearly the choice of upmarket families rather than farmers, the Range Rover surprisingly didn't gain the added practicality of a second set of doors until 1981, the same year an 'In Vogue' limited edition was launched, in collaboration with the famous fashion magazine. An automatic transmission broadened the car's appeal still further the following year and in the middle of the decade a diesel engine was offered for the first time. In order to counter criticisms of its performance and refinement the DERV-powered 'Bullet' Range Rover was used to set 27 diesel speed records, including one where it averaged more than 100mph for 24-hours.

Increasing levels of refinement followed with larger engines, leather and wood trimmed interiors and luxury features, which in the late 1980s meant electric seats, windows and sunroofs. Early in the next decade, a longer wheelbase model with electronically controlled air suspension went on sale introducing what would be key features of its replacement. This would be introduced in 1994, although the original, now rebadged 'Range Rover Classic', would remain in production for a further two years with a production total of 317,615 units.



Range Rover P38A – 1994-2001



Elegant, classy and increasingly luxurious, after nearly a quarter of a century on sale and having effectively created a new category of car, the replacement for the first generation Range Rover was always going to be a hard act to follow. With the Land Rover Discovery in the works, the new Range Rover, codenamed '38A' after the building the development team worked in, needed to move upmarket and become a true luxury vehicle while still retaining the ruggedness which was vital to its success.

The original was immediately hailed as a masterpiece – it was displayed in the Louvre in 1970 as a leading example of industrial design – and Land Rover's styling director George Thomson was aware that its replacement would be a difficult second album problem: "Recreating a classic like the Range Rover is a great challenge – but not an easy one... We had to produce a familiar, yet contemporary design that would delight existing customers and attract new luxury car lovers."

In addition to Thomson's team, the challenge was thrown open to the great design houses with *Bertone*, *Pininfarina*, Italdesign and the British design duo of John Hefferman and Ken Greenley (who went on to design the *SsangYong Musso*) all submitting concepts. Eventually it was just the in-house design and

the Bertone work which were worked up into full-size clay models for customer clinics. It was one of these, in France, which proved crucial when a member of the public taking part complained that the Bertone Range Rover had 'lost its Wellington boots'.

Thomson's design, codenamed 'Pegasus', was lightly reworked with what were determined to be essential Range Rover styling cues taken from the original – clamshell bonnet with front corner castellations, horizontal feature lines along the flanks and a floating roof above black pillars – was chosen and the resulting 'P38A' greenlit for production.

Stiffer and stronger than before for greater safety and refinement, the second generation Range Rover was bigger and heavier – although also more aerodynamic – car than its predecessor. While the V8 petrol engines, now in reworked 4.0-litre and 4.6-litre capacities, were still up to the task, a sturdier and more refined diesel powerplant was needed, eventually taking programme director John Hall to BMW to broker an agreement to use their turbodiesel straight-six.

Having sold Land Rover the rights to use its engine, BMW promptly turned round and bought the Rover Group, of which Land Rover was then a part, making the 1994 P38A the first car to be launched under the new ownership. As well as riding on air suspension, the new Range Rover also included a number of new technologies – it was the first Land Rover product to be offered with built-in satellite navigation or a TV system for instance – and the company tried hard to raise the bar on luxury and quality.



Ultra luxury

The P38A was the model which introduced the Autobiography service to Range Rover buyers, offering them bespoke, hand-finished interior colours and trims and exterior paint choices. In 1998 the Vogue SE trim was launched, pushing a production Range Rover above the £50,000 price point for the first time, and its popularity sealed the future of the car as a luxury, go-anywhere icon.

Under the stewardship of Wolfgang Reitzle, there were plans to move the Range Rover still further up the luxury ladder to double the price of the Vogue SE. To do this, the 5.4-litre V12 from the BMW 7 Series would be shoehorned under the bonnet, creating a £100,000 Range Rover and the first V12 powered off-roader since the Lamborghini LM002 'Rambo Lambo'. The extra cylinder count necessitated an extra six inches added to the nose of the model and although two running prototypes were built, with fresh styling, it was thought it would compromise the car's off-road prowess too much.

In fact it was Reitzle who was responsible for the P38A's relatively short production life, ordering work to begin on developing its replacement as early as 1995. The story has it that he sat blindfolded in a P38A and performed a 'touch test' on the interior materials to assess their quality, strength and durability, coming up with 70 individual areas for improvement. As a result Reitzle, recognising the importance of the Range Rover to the company, canned a midlife refresh and placed development of the second generation Discovery on the backburner, prioritising the P38A's replacement, the L322.



Range Rover L322 – 2001 2012



A new Range Rover for a new millennium; the team working on it – helmed by director of design Geoff Upex and lead designer Don Wyatt – was told to work from a clean sheet rather than base the car on the P38A's by then superannuated underpinnings.

As well as the in-house team, BMW and Design Research Associates (the company started by Roy Axe who had succeeded David Bache at Rover) also submitted concepts for the BMW and Rover boards to assess. An initial 12 sketches for project L30 – named using Rover Group conventions – were whittled down to just four models presented as full-sized clay models in 1997, two from Land Rover and two from BMW.

It would be the concept created by designer Phil Simmons – which he said was inspired by the first generation car and the Riva speedboat – that got the nod for production. Featuring again classic cues from the first generation, the result was an acknowledged design success, recreating the simplicity of the original while moving it decidedly upmarket. Simmons would later become chief designer for Ford of Europe.

Modern manners

The L30 was envisaged as a luxury car from the outset and as such was designed and engineered to share components with BMW's flagship 7 Series range. It also became the first Land Rover product to be designed as a monocoque, greatly improving refinement and on-road manners. Air suspension provided not only a comfortable ride but also allowed the sort of axle articulation required for the Range Rover to remain king of the hill among luxury SUVs, which were by then beginning to proliferate.

There was no V12 but the car was designed around the BMW engine range with a 4.4-litre petrol V8 and 2.9-litre turbodiesel straight-six under the crenelated clamshell bonnet and putting power to all four wheels via an automatic-only gearbox. Electronics, an Achilles heel of the P38A, were taken from the BMW 5 Series and the interior, described by famed Ford design boss J Mays as 'the best I have ever seen', was based on designs for the Discovery replacement that Reitzle had postponed. Fully laden with wood, leather and aluminium, all the controls were designed to be operated by gloved hands to accommodate the extreme conditions Range Rover owners were capable of finding themselves driving in, even if they rarely did.

Development, although jointly undertaken by teams from both Rover and BMW, was based in Munich up until the final pre-production stage, at which point control returned to Solihull. By which point BMW had divested itself of the Rover Group, keeping Mini for itself but selling Land Rover and Jaguar to Ford with an agreement to continue to supply powertrains and components for the newly renamed L322. On its launch the car re-established the Range Rover as a unique offering, surpassing both the luxury and ability both on and off road of its rivals.

The L322 received its first update in 2005, the BMW petrol engines and electronics being replaced with V8s and wiring from Jaguar. One of these engines was the supercharged 4.2-litre V8 from the Jaguar XJR saloon and it gave the Range Rover performance to embarrass hot hatches of the day, creating yet another niche, that of the performance luxury SUV. A Ford V8 turbodiesel replaced the underpowered BMW straight-six in 2007. Intended for the forthcoming F-150, the Range Rover eventually became the only car to use this tremendously torquey motor in 3.6-litre and later 4.4-litre guise.

The same year the Range Rover received the revolutionary Terrain Response system from its sister *Range Rover Sport* model in 2007 – a dial allowed the driver to select the type of terrain the car was tackling and electronics would reconfigure the drivetrain and suspension to suit. A monster 5.0-litre supercharged petrol engine and a facelift followed in 2010 for the last two years of production before the current generation L405 debuted.



Range Rover L405

If the Classic was a tough act to follow, replacing the L322 would be equally challenging, that car being held in almost as high regard as the original whilst having substantially moved the game on in terms of luxury and performance. Other marques were also well-established in the luxury SUV sector by now with offerings from BMW, Audi and even Porsche rivalling the L322 on the road even if none could approach it in the rough stuff.

Land Rover and its sister company Jaguar, combined as the JLR Group, were sold by Ford to Tata Motors in 2008 and with the backing of one of the world's largest conglomerates the resources were available to push the Range Rover even further upmarket. Larger in every dimension the new car nevertheless shaved over 400kg from the weight of the L322 by adopting all-aluminium construction, a hallmark of the latest Jaguar saloons and sports cars.

Back to the future



Unveiled at the 2012 Paris Motor Show its imposing design was the work of an in-house team and continues over the clamshell bonnets with its mini 'turrets'

on the leading edges, horizontal side body lines and floating roof. Launched with two petrol (including the 5.0-litre supercharged V8) and two diesel engines the weight loss programme allowed the L405 to be positively sprightly in comparison to the L322 and, helped by better aerodynamics, substantially improve on its sometimes startling fuel consumption.














Clearly a luxury limousine first and foremost the lower weight helped improve the Range Rover's on-road manners, with the electronic air suspension programmed to reduce bodyroll during cornering and enhance high speed stability during continent-crossing journeys. A long wheelbase model – nearly two and a half feet longer than the Classic – can be had equipped with business class style airline rear seats with tables, a champagne chiller and touchscreen tablets.

A long way from the hose washable, vinyl interior of the original, a *planned two-door tribute to its original forebear was planned for limited production but cancelled as part of JLR cost-cutting measures*. While the new model would be anathema to Charles Spencer King – who said in 2004 that the Range Rover was “never intended as a status symbol but later incarnations of my design seem to be intended for that purpose” – it remains unrivalled even against competitors from Rolls-Royce, Bentley and Lamborghini.

Next Months issue will be the discovery of the Discovery.

James
Nooze editor

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Please note: Some of the committee members have requested that details of their addresses are not published within the newsletter for personal reasons. Please do not let this put you off contacting any of the committee, they will be only too glad to receive phone calls (as long as they are at a reasonable time of day, say no later than 2130.

The committee respects the privacy of each and every club member, and to that end, we do not give out details of club members to any other organisation.

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Club Shop

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- Battery Clamp £6.00**



Prices correct at time of going to print but may be subject to change.

The Club Shop is at most events, and items are also available from:
Spencer White: - Email: clubshop@slroc.uk.com
Please get in touch if you wish to collect items from a Show.

The Newbourne Club Site

The club has its very own off-road driving site which we use monthly for weekend events, and competitions.

The site is situated to the east of Ipswich, near to the village of Newbourne and can be found with the post code **IP12 4PA**.

What Three Words (WTW): cupboards.dribble.scrubber

Strict rules must be adhered to when using the site, to protect the safety of all users. Please keep your speed down around the village, and especially on the access track which has a 5mph limit.

See you there!

