

LAND-ROVERS OF SWITZERLAND



LAND-ROVERS
OF
SWITZERLAND

THE CLUBMAGAZINE

33. YEAR ISSUE 4/2025



Out of breath? Not at all!
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Cover image: Tradition meets tradition: Taking the Series vehicles up the Gotthard. P. 26 ©Christoph Simnacher

Bild Nick Youngson - nyphotographic.com/

Imprint

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AT THE WHEEL OF LRoS



But in the remaining board, the flames continue to blaze – bright, strong and with much heart. We have taken your feedback, your criticism and your suggestions from last year seriously and worked on them with great commitment. It's wonderful to see how much power emerges when people work together for something.

One last time, I may invite you to the General Assembly on the following pages. I'm looking forward with all my heart to this special event on Sunday, 25th January 2026, in the cosy Diemtigtal.

Finally, I would like to thank you – my board colleagues and every single one of you in the LRoS. For your support, your openness, your criticism, your friendship, your conversations, your encounters and for all the shared moments that have made my presidency so valuable. You have made these years something very special for me.

I wish you and your loved ones blessed festive days, much light, warmth and a joyful, powerful start to the new year.

Happy Landrovering
Your Babs

Dear Clubfriend

An eventful year is drawing to a close – and once again you're holding a wonderful edition of our club magazine in your hands. Much has happened, much has moved us. For me personally, this editorial holds special meaning: it is my last to you. And so I look back not just on another club year, but on my entire presidency since 2019 – a time full of encounters, challenges, joy and passion.

Earlier I was sitting by the fire, and its flames inspired these lines. Fire has its own power. It can destroy whilst simultaneously creating something new. And so it is with commitment to the board: you burn for something, you invest yourself, you go the extra mile. But a fire must be nourished, or it will die out.

For Prisca, a professional change has meant that her fire for Series vehicle advisory can no longer burn. And for me too, various factors – not least family ones – have contributed to my fire being blown in many directions. A reorientation was due.

AU VOLANT DU LROs

Chers amis du club
Chères amies du club

Une année mouvementée touche à sa fin – et une fois de plus, vous tenez entre vos mains un magnifique numéro de notre magazine du club. Beaucoup de choses se sont passées, beaucoup de moments nous ont marqués. Pour moi, cet éditorial a une signification particulière : c'est le dernier que je vous écris. Je ne regarde donc pas seulement en arrière sur une année associative, mais sur toute ma présidence depuis 2019 – une période riche en rencontres, en défis, en joie et en passion.

Tout à l'heure, j'étais assise près du feu, et ses flammes m'ont inspirée pour écrire ces lignes. Le feu possède une force unique. Il peut détruire – mais aussi permettre à du nouveau de naître. Et c'est exactement la même chose pour un engagement au sein du comité : on brûle pour une cause, on s'y investit pleinement, on fait un pas de plus que nécessaire. Mais un feu doit être entretenu, sinon il s'éteint.

Pour Prisca, un changement professionnel a fait que sa flamme pour le conseil Série ne peut plus brûler comme auparavant. Et pour moi aussi, divers facteurs – notamment familiaux – ont dispersé mon feu dans plusieurs directions. Une réorientation devenait nécessaire.

Mais au sein du comité restant, les flammes continuent de briller – fortes, chaleureuses et pleines de cœur. Nous avons pris vos retours, vos critiques et vos suggestions de l'année passée très au sérieux et avons travaillé avec beaucoup d'engagement sur les différents points. C'est magnifique de voir la force qui se dégage lorsque des personnes s'unissent pour une même cause.

Pour la dernière fois, j'ai l'honneur de vous inviter, dans les pages suivantes, à notre Assemblée Générale. Je me réjouis sincèrement de cet événement particulier, qui aura lieu le dimanche 25 janvier 2026 dans le chaleureux Diemtigtal.

Pour conclure, je souhaite remercier mes collègues du comité ainsi que chacun d'entre vous au LROs – pour votre soutien, votre ouverture, vos critiques, votre amitié, vos conversations, vos rencontres et tous les moments partagés qui ont rendu ma présidence si précieuse. Vous avez fait de ces années quelque chose d'unique pour moi.

Je vous souhaite, ainsi qu'à vos proches, de très belles fêtes de fin d'année, beaucoup de lumière, de chaleur et un départ joyeux et énergique dans la nouvelle année.

Happy Landrovering
Votre Babs



CHURCHILL



ORIGINAL – My daughter stood in admiration next to Churchill in 2015. He was indeed permitted to smoke in his car.

Land Rover Classic honours the most famous Land Rover owner with the Classic Defender V8 Churchill Edition: Sir Winston Churchill. Inspired by his personal Series I from 1954 – with the legendary registration plate "UKE 80" – this edition combines historical details with modern performance.

The Churchill Edition is limited to ten vehicles and is being created in collaboration with Classic partner Emil Frey, who owns the original Churchill Series I (in the small picture). Each example is individually crafted and is available as a 90 or 110 Station Wagon as well as a 90 Soft Top.

Under the bonnet works a 5.0-litre V8 petrol engine with 405 hp, combined with an 8-speed automatic gearbox.

Text: Olaf Grewe Bilder: Land Rover Media; Olaf Grewe (small picture)





UP UP IT GOES

Who doesn't remember the legendary Defender advert in which the vehicle pulled itself up a dam wall with pure power and a winch? The new Range Rover Sport continues this tradition. At its spectacular world premiere, it conquered the Karahnjúkar dam in Iceland: 294 metres of steep gradient, 750 tonnes of water per minute rushing against it.

Driven by James Bond stunt driver Jessica Hawkins, the new Range Rover Sport showed what it's made of: dynamics, luxury and pure engineering artistry. With up to 530 hp, an electric range of up to 113 km and innovative technologies such as dynamic air suspension or the Stormer handling package.

Text: Olaf Grewe Picture: Land Rover Media



MASTERFUL – James Bond stunt driver Jessica Hawkins demonstrated what the new Range Rover Sport delivers: grip, traction, performance and complete mastery.





FOUR-LEGGED ATTACKERS AT THE READY

...and the murderous
beast on four wheels

Text & Pictures: Conny und Mathias Jauch (October 2025)

It began - as so often - with a grand plan and an overly optimistic weather app.

Destination: Northern Greece in autumn.

Vehicle: our Land Rover New Defender, converted into a microcamper - a charming mixture of expedition vehicle, motorhome and mobile snack bar.

Route: Ferry Ancona-Igoumenitsa, then following the motto: "Let's see where it's nice."



NATURE – In Greece, the autumn package had it all. Crystal-clear starry nights and misty vistas. What more could one ask for?

Already on the ferry, not just the waves were surging, but also our anticipation. Greece – that sounds like sun, olives, mountains and the scent of gyros in the distance. That autumn in the mountains of northern Greece, however, has its very own, let's say, "strong-willed personality," we would soon discover.

The first days: dreamlike! Unpaved mountain roads winding like grey

spaghetti through slopes and peaks. Lonely overnight spots at over 2000 metres above sea level, the Defender above the clouds, silence, freedom, bliss.

Nature so overwhelming that you almost forget you're not a god, until at breakfast you spill coffee over the onboard kitchen because the wind has decided to put on a little weather show.

Hunted

A brief stop here, a village drive-through there, and again and again, hordes of furry missiles would gallop barking after the murderous beast on four wheels. Barking, growling, with the determination of bouncers outside a Greek nightclub, the dogs defended their sheep and goats.





GUARDED – They are guarded.

After a few days, the weather changed from "pure sunshine" to "epically dramatic". Rain, fog, temperature plunge. At higher altitudes, it even snowed, and our plan to climb the highest mountain was unceremoniously buried. So down we went to lower, milder climes where the roads were at least halfway visible again. But even in the northern Peloponnese, we found numerous brilliant hiking opportunities, abandoned villages and lost places to explore, as well as little roads to drive.

We now sought our overnight spots at lower altitudes – and had all the more opportunity to enjoy the delicious Greek food in nearby tavernas.

Between Plastic Cups and Panoramic Views

Of course, every paradise has its little blemishes. In Greece – besides occasional downpours and temperamental shepherd dogs – it's the coffee-to-go cups, which apparently undertake

their own migration across the country. You find them, along with other rubbish and PET bottles (latest generation always with lids, naturally), absolutely everywhere: on park benches, in riverbeds, at roadsides, even at 2000 metres altitude between sheep and fog. The Greek mountain wind seems to have a weakness for disposable plastic.

As far as waste separation and plastic avoidance are concerned, Greece could really do with some tuition. You notice:



CONTRASTS – The contrasts couldn't be starker. The beautiful three-arch bridge and our breakfast spot form an idyllic yet harsh counterpoint to the country's industrial heritage.



the Greeks love freedom – including for their rubbish, which quite obviously also enjoys travelling.

Trip conclusion:

Greece is a true mecca for overlanders. No driving bans, endless mountain roads connecting villages like pearls on a dusty string, friendly people, fantastic food, nature in XXL and pure adventure.

And the attack-minded dogs?

They're just doing their job. As soon as you stop, get out and talk to them (absolutely worth trying!), the angry four-leggers transform into friendly – often even shy – colleagues on four paws. They quickly realise that the murderous beast on four wheels is actually just an aluminium carriage with nice bipeds inside.



FREEDOM – Endless vistas above our Landy nest and beneath our wheels.





INVITATION

INVITATION

38. General Meeting 38. L'assemblée Générale

Text: Barbara Glück Pictures: Patrick Amann (November 2025)

On Sunday, 25th January 2026, the 38th General Assembly of the LRoS will take place. You are warmly invited to join the brunch from 9 a.m. Please note: the location has changed from previous years: we will meet in the beautiful, hopefully wintry Diemtigtal at the Wierihorn sports hall. The GA starts punctually at 12 noon. In this issue and in the last edition, documents and information regarding various items on the agenda have been published; we thank you for taking note.

Le dimanche 25 janvier 2026 aura lieu la 38e Assemblée Générale du LRoS. Vous êtes cordialement invités à participer au brunch dès 9h00. Attention : le lieu a changé par rapport aux années précédentes. Nous nous retrouverons dans le magnifique et - espérons-le - hivernal Diemtigtal, dans la Sporthalle Wierihorn. L'Assemblée Générale débutera ponctuellement à 12h00.

Ce numéro ainsi que le précédent contiennent divers documents et information concernant les points de l'ordre du jour. Nous vous remercions d'en prendre connaissance.

AGM

Agenda

Date: Sunday, 26th January 2026 from 09:00 (Brunch) or GA starts at 12:00

Venue: Wierihorn Sports Hall, Allmiried 32, 3755 Horboden. Please follow parking attendants' directions.

Registration: Please register for participation in the brunch and/or GA. Send your registration by 18th January 2026 at the latest to secretary@lros.ch or president@lros.ch. A registration link will also be sent.

Important: Voting cards will be distributed on coloured paper at reception. Annual accounts documents will also be available at the entrance.

Motions: Motions must be submitted to president@lros.ch by 23rd December 2025.

Costs: The club covers brunch costs for individual and family members. Non-members, passive members and children over 10 without family membership pay CHF 30.-, children up to 10 free of charge.

Accommodation: Various accommodation options are available in the area. You'll find further details on LROS.CH.

Agenda Points:

- | | | |
|---|--|-------------------------------|
| 1. Welcome & Election of Scrutineers & Approval of the Agenda | 6. Budget 2026 | 10. Social Media / Website |
| 2. Approval of the Minutes of the Last General Assembly | 1. 40th Anniversary: Repeat Vote from the 2025 GA on the Solidarity Contribution CHF 20.00 | 11. Series Advisory |
| 3. President's Annual Report | 2. Membership Fees | 12. Secretariat |
| 4. Events in 2025 (Review) | 7. Farewell from the Board | 13. Shop |
| 5. Annual Accounts 2025 | 8. Elections | 14. Honours |
| 1. Shop: Explanations on the Club Year 2025 | Break | 15. Vote on Statute Amendment |
| 2. Annual Accounts 2025 | 9. Club Magazine | 16. Events in 2026 |
| 3. Auditors' Report | | 17. Jubilee 40th Anniversary |
| | | 18. Any Other Business. |

Agenda

Date : dimanche 25 janvier 2026, brunch dès 09h00, début de l'AG à 12h00

Lieu : Sporthalle Wierihorn, Allmiried 32, 3755 Horboden. Merci de suivre les indications du service de parking.

Inscription : merci de vous inscrire pour participer au brunch et/ou l'Assemblée Générale. Veuillez envoyer votre inscription jusqu'au 18 janvier 2026 à : secretary@lros.ch ou president@lros.ch. Un lien d'inscription sera également envoyé prochainement.

Important : la carte de vote sera remise à la reception, imprimée sur papier coloré. Les documents relatifs aux comptes annuels seront également disponibles à l'entrée.

Les propositions : les propositions doivent être envoyées jusqu'au 23 décembre 2025 à president@lros.ch.

Coûts : le club prend en charge les frais du brunch pour les membres individuels et familiaux. Les non-membres, membres passifs et enfants de plus de 10 ans sans adhésion familiale paient CHF 30.- ; gratuit pour les enfants jusqu'à 10 ans.

Hébergement : divers hébergements sont disponibles dans la région. Tu trouveras plus d'infos sur LROS.CH.

Ordre de jour

- | | | |
|--|--|--|
| 1. Salutations, élection des scrutateurs et approbation de l'ordre du jour | 6. Budget 2026 | PAUSE |
| 2. Approbation du procès-verbal de la dernière Assemblée Générale | 1. 40e anniversaire : répétition du vote de l'AG 2025 concernant la contribution de solidarité de CHF 20.- | 9. Magazine du club |
| 3. Rapport annuel du président | 1. Cotisations des membres | 10. Réseaux sociaux / site web |
| 4. Programme annuel 2025 (rétrospective) | 7. Départ du comité | 11. Conseil Série |
| 5. Comptes annuels 2025 | 8. Élections | 12. Secrétariat |
| 1. Boutique : explications sur l'année associative 2025 | | 13. Boutique |
| 2. Comptes annuels 2025 | | 14. Honneurs & Remerciements |
| 3. Rapport des réviseurs | | 15. Vote sur la modification des statuts |
| | | 16. Programme annuel 2026 |
| | | 17. Jubilé - 40e anniversaire |
| | | 18. Divers |





ELECTIONS

Changes in the Board

Text: The Board (November 2025)

Prisca Greminger has reoriented herself professionally after several years of service on the board. As a result, time has become scarce for board engagement and she is stepping down from the board at the end of the 2025 business year. The board thanks her for her work and the time Prisca has invested.

Prisca had taken over her position from Patrick Amann, who stepped down from the board in 2023 after around 27 years. She inherited a long-standing legacy and reorganised our Scrutineers and conducted a workshop on FIVA passes for Series vehicles with Patrick Amann.

Patrick could never quite keep his fingers away from the club and returned as an advisor when the board briefly needed reinforcement. Subsequently, he also took on the chairmanship of the organising committee for the 40th Anniversary, which Patrick leads with an iron hand.

Patrick Amann is standing for election to the board again. He will take over the department from his successor as second priority, since his focus will be on organising our 40th Anniversary.

At the same time, we are looking for a young successor who would like to take on the Scrutineering/Series department. We seek a person with mechanical aptitude, enthusiasm for Series vehicles and the will to collaborate on the board. This includes organising Series-related events, articles for the magazine and preparing FIVA passes. Please contact the board, even if you're not experts in auto mechanics. Patrick Amann was never a professional motor mechanic and acquired his knowledge over time.

Presidential Succession

Our president Barbara Glück already announced her resignation from the board in spring. So far, no applications have been received for the presidential office. Our vice president, Thomas Strebel, has agreed to stand for the position and is presenting himself for election at the General Assembly. More on this in the next chapter.

"The board constitutes itself" – only the president is elected into and for his office. This as a footnote to the job descriptions of individual board members.

Portrait Patrick Amann

Patrick Amann served on the board for Land Rovers of Switzerland for around 27 years. Initially he was editor, later took on other duties, until he ultimately found his forte with Series vehicles. In his private workshop, where the club has frequently been a guest, he restores his own and others' vehicles in his spare time and lives the Series passion. Patrick gladly shares his comprehensive knowledge about Series vehicles and personally knows many Series vehicles on the market.

Portrait Thomas Strebel

Thomas only got his first Land Rover in 2019. Previously he didn't think our cars were so brilliant and drove English plastic cars throughout Europe. Thomas discovered his passion for Land Rover via a detour through a 6x6 military lorry (Bucher Duro). He realised that a lorry was too big and his English sports car too small for camping. At the beginning of 2020, with a friend's help, he converted his car and spent his first night in deep snow in his Land Rover on the Axalp. The following summer he was nominated as vice president and elected at the 2021 General Assembly. He is standing for election to the presidency.





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Weitere Infos unter www.bccars.ch



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CLUB-PROGRAMME 2026

All Events under / Toutes les occasions: <http://www.lros.ch/events>
Contact / contact : vicepresident@lros.ch
We inform via E-Mail / Nous informons par e-mail

We're delighted to present the varied annual programme for 2026, packed with fantastic events!

Alongside proven classics like the Gemschpfad, the traditional gathering at our honorary member Fritz's place and the popular Thenissey event in France, exciting new additions await you: partner clubs and trade fair organisers are enriching the programme with fresh ideas.

We're particularly looking forward to Cindy's invitation to Burgundy – not for a wine tasting, but for an action-packed off-road weekend.

Secure Your Place Now

The early-bird rate for our 40th anniversary celebration (www.40th.ch) expires on 31.12.2025 or after 300 registrations. Secure your ticket now for just CHF 99.00 – afterwards it costs CHF 129.00 (for the same package).

Further Highlights 2026

- National meet in Denmark, coinciding with the club's 50th anniversary.
- Norway meeting – this time with 500 km less travel.

Note: The programme is subject to approval at the 2026 GA. Changes and all information provided without guarantee. We look forward to an exciting club year with you!

Your Thomas

25th January 2026

The General Assembly

On Sunday, 25th January 2026, our General Assembly takes place. The invitation will be printed in our official publication (our magazine). We'll meet from 09:00 local time for brunch in Diemtigen at the Wiriehorn school complex. We're still looking for three volunteers for parking duty for 45 minutes each (shop@lros.ch). The board is also seeking one or two new members. Please contact vicepresident@lros.ch

27th February 2026

Gathering at... ?

The date is set, the location is still open. We're looking for a member with a workshop/garage where we can hold the gathering.

14th-15th March 2026

Axalp Ski and Snow Weekend

We'll meet on 14th March from 14:00 on the Axalp. There's no organised afternoon programme. Guest rooms

are available, or you can sleep in your Landy or pitch a tent in the snow or on your vehicle's roof. (Costs are the same for room bookers and Landy sleepers). For dinner (from 18:00) there's cheese fondue (CHF 25.-). Drinks and breakfast are available at cost (cash). Those wanting to ski, arrive Friday, need a room or have other requests, contact Peter Rubi.

Registration: baerghuus.axalp@bluewin.ch



27th March 2026

March Gathering in Oberkulm

Address: Oberkulm (Obersteg 26), from 18:00.

We'll meet at our honorary member Fritz Frehner's. You're welcome to bring cakes, salads, side dishes or other food. Drinks, barbecue items (for cash) and benches/tables are available. Overnight stays in vehicles are possible. Please indicate when registering if bringing something or staying overnight. Registration requested via link we'll send in February, by Tuesday before the gathering - after that Fritz goes shopping.

Coordination: vicepresident@lros.ch

24th April 2026

April Gathering at Frudes Offroad Oey

Meeting point & time: from 18:00 at Frudes Off Road / Burgholz 52 / 3753 Oey

Bring: Something for the grill, salads, desserts. Drinks can be purchased on site. You can overnight in your vehicle. Please share your wishes when registering. The Land Rover Shop will be open. Presentation: There'll be a presentation about tobacco and the art of cigar rolling with accompanying spirits. The event is also recommended for non-smokers.

Registration with Miriam 079 787 97 79 or info@frudes-off-road.ch

1st-3rd May

Offroad Meeting in Burgundy

The offroad meeting in Burgundy at a new location. Organised by Cindy Geissmann and her team, who know exactly how to have fun off-road. Details in first quarter. The event suits beginners and advanced drivers. Entry requirements: You have a 4x4 vehicle.

29th May 2026

Gathering at Vreni & Heinz Degen's

Address: Vreni & Heinz Degen, Schulstrasse 10, 4302 Augst

Topic: Electrical installations in vehicles and using the correct plugs.

We'll meet Friday 29th May from 18:00 at Vreni & Heinz Degen's. Grill and benches available. Drinks and barbecue items can be purchased on site.

4th-7th June 2026

Adventure & Allrad Bad Kissingen

Europe's largest adventure and off-road fair is visited annually by various club members. For logistical reasons, coordinated travel is waived as organisers won't reserve campgrounds for clubs. www.abenteuer-allrad.de

19th-21st June 2026

Land Rover Days (formerly D-Days)

The annual alternating D-Days or Series-en-Hélvétie meetings take place in Bure. The classic of French-speaking Swiss meetings enters the next round. Registration and further information in spring at: <https://series-helvetie.ch/>

26th June 2026

Grill & Chill at the Kander

18:00 at Frudes Off Road / 3753 Oey BE

Land Rovers of Switzerland invites you to barbecue at the Kander. We've rented a beautiful barbecue area for this weekend. Relaxed gathering, swimming in the Kander, lots of food, shop talk, simply enjoying life at a beautiful spot. Overnight stays in Land Rover or rooftop tent possible.

Dinner costs à discretion CHF 25.-/person. Registration info@frudes-off-road.ch

27th-28th June 2026

3 Passes Drive

We'll drive over three passes and overnight on the hill in our Land Rovers. Exact meeting point and programme follow in spring - the programme is designed so you can pilgrimage directly from "Grill & Chill" to the 3 Passes Drive.

10th-12th July 2026

Adventure Southside Friedrichshafen

Adventure Southside still captivates with its charm of being a small family fair. The fair offers everything around expedition vehicles, off-road accessories, self-builds & vanlife, rooftop tents, pickup cabins and trailers. There's a camp area, bushcraft lectures and tours. The club doesn't organise coordinated travel and there's no official LROS camp. Participants organise individually. <https://adventuresouthside.com>

12th-19th July 2026

Danish Land Rover Meet - 50th Anniversary

The Danish Club turns 50 and invites international participants. For logistical reasons, joint travel is waived. Please register directly with the Danish club.

14th-19th July 2026

Norwegian National Meet

The Norwegians annually host a "Landestreff": A meeting where the northernmost and southernmost Norwegians come together. The venue in the middle.

24th-26th July 2026

Thenissey (F) Offroad Classic

This year Daniel and Andrea Maurer organise the offroad adventure weekend at "Domaine du Château Thenissey" in France. The event suits both experienced and inexperienced offroad drivers. Cost: €180 per vehicle, including two nights' accommodation, Friday and Saturday dinners, Saturday/Sunday breakfasts and two days' off-roading.

Registration from February at adventure.thenissey@gmail.com

22nd August 2026

Tea on the Tailgate

Tea on the Tailgate comes from Britain and is intensively maintained by Land Rover drivers. We invite you to the first Tea on the Tailgate and honour the godfather, Ivan Zidek, who had the idea to bring the event to Switzerland. Ivan passed away on 22nd August 2025. We honour his idea and meet at the Grand Dixence dam in Valais. <https://www.teaonthetailgate.co.uk/>



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28th August 2026

Gathering at Patrick Amann's

We'll meet Friday 28th August from 18:00 at our honorary member Patrick Amann's at Malojaring 1 (Gate 3) in 4466 Ormalingen. Grill, toilet, seating available, and those wishing to overnight should indicate when registering. Drinks and food (including barbecue) can be purchased on site at cost. Participants are warmly invited to bring their own food/cakes etc.

Registration: seriesone@lros.ch

26th-30th August 2026

Salon du Tout Terrain - An Experience

From 26th-30th August, the Salon du Tout Terrain takes place in Valloire (F). Camping is by the river and on display are expedition vehicles, Toyotas, Jeeps, Ineos and all other 4x4 brands the Land Rover heart doesn't desire. However, Land Rover density is very high and from modified Range Rover to Series, there's sheet metal that would make the Swiss road traffic office's hair stand on end. Those wanting to overnight in unforgettable scenery at Col du Galibier just after Col du Telegraphe and marvel, take the tarmac under your All Terrains and head to the Western Alps. salondutoutterrainetduvoyage.fr

29th-30th August 2026

Gemschpfad 4th Edition

The fourth alpine adventure for real offroad enthusiasts. Experience the Gemschpfad: An event that makes offroad hearts beat faster! This spectacular panoramic tour leads us over challenging mountain routes up to a picturesque alpine pasture. There a culinary reward awaits you against a breathtaking mountain backdrop... a hearty alpine platter and homemade cake that leave nothing to be desired.

Registration: Available now!
Registration: info@frudes-off-road.ch

«Dank **individualisiertem Marketing**, sichern wir Ihnen **messbare Vorteile** in der Kommunikation.»



30th August 2026

British Car Meeting Mollis

9:00-16:00 Airfield in CH-8753 Mollis/GL (no registration necessary)

The TR7 Club invites you to the annual British Car Meeting. After the 2025 meeting had to take place in Kempthal, it's back at the usual location in 2026. With over 1,300 participating vehicles, the BCM is considered one of the most important meetings of the British vehicle scene in Switzerland. british-car-meeting.ch/

Interested parties confidentially contact Thomas: vicepresident@lros.ch

25th September 2026

Gathering at 4x4 Manufaktur (tbd)

Previously we could park in the surrounding car parks of 4x4 Manufaktur. The environment has changed and whether the gathering can take place at 4x4 Manufaktur is still open. We'll inform in summer.

11th-13th September 2026

Swiss National

Play in the gravel pit. Details to follow: stay tuned:

swiss-national.ch/aktuelles/

30th October 2026

October Gathering

The venue for the October gathering is still open. We're looking for a host.

27th November 2026

Raclette Gathering

Whether TravelTech's new home or even the old one is unclear. The popular gathering still stands on thin wheels but could happen. We'll inform in autumn 2026.

31st January 2027

General Assembly

The 2026 General Assembly takes place on Sunday 31st January 2027. The venue is still open. Official invitation follows in magazine 4/2026.

Still Open

Alfred Schleicher

Alfred Schleicher will probably give a presentation at Vreni and Heinz Degen's in June. Further information to follow.

Still Open

British Car Meeting St Prex (Morges)

The annual British Car Meeting in Morges hasn't communicated an official date yet. While the British Car Meeting Mollis targets "all brands", the meeting in St Prex is rather upmarket, although even the oiliest Land Rovers gain access.

Still Open

Saverne

It's still open whether there'll be a Saverne "Happy Driving" in 2026.

If you'd like to organise a meeting, outing, gathering or meet yourself, Thomas Strelbel (vicepresident@lros.ch) (+41 78 615 3000) is available to help: The club finances basic costs and guarantees deficit coverage for events.

The club provides financing for basic infrastructure (toilets/water supply/permits/site rental). The club provides signs/banners or signposts so everyone finds the meeting. Your event will be communicated to all club members in the club magazine and via email, and participant registration coordinated.

Contact Thomas with your event idea so the meeting can be planned, financed and implemented.



A SUMMER TRIP

In the mountains with the good old Series

Text & Pictures: Christoph Simnacher (October 2025)

We meet in the morning at Balz's in Flüelen. Our Series are ready, some spare parts are packed. These include basics like distributors, condensers and an electric fuel pump. As a heavy thunderstorm is coming down at start time, we wait a while longer in Balz's workshop. He has his green Series 2 on the car lift in progress. After around five years of restoration, it should be back on the road this year.



THE PROUD GROUP – The drivers look back happily and proudly at the miles climbed with their Land Rovers.

The heavy rain eases and we start in drizzle. Now our windscreen wipers are put to the test. The little electric motors turn and the wipers squeak. Modern vehicles really do this much better.

Above all, I discover on my freshly registered Series 1-80 that I didn't think

it necessary to replace the windscreen seals. Result: With every downward wiper movement, rainwater is channelled into the vehicle through the lower window rubber. Here the water drips onto the Smith heater, evaporates and creates a tropical-warm atmosphere in our vehicle. My wife Annette complains about this "abysmal" comfort.

Past the Traffic Jam

Via Amsteg and Wassen we flow smoothly up to Göschenen. Beside us on the motorway, traffic is backed up as usual. We're definitely travelling faster with our oldies...



We pass the Devil's Bridge and the Suvorov Monument. The weather still doesn't invite a photo stop. After Hospental we continue towards the Gotthard Pass. Now fog joins the rainy weather. Arriving at the top, we're amazed at the many travellers trying to take a "meaningful" photo.

Elegantly Down into the Valley

Antoinette, with her Defender 90, drives ahead down the main road to Airolo so Daniel doesn't have to wait too long for us. We take the Tremola with its many hairpin bends and bumpy cobblestone surface. Thanks to our short wheelbases, we navigate the many curves with verve, almost elegantly.

In Airolo we meet Daniel, who came to meet us from Biasca with his Series 2. Here in the village we also meet the previous owner of Sepp's Land Rover. This Series 2 was last missing its rear axle. It had torn off and the vehicle was destined for recycling. Sepp rebuilt the vehicle and registered it as a veteran. The previous owner is delighted that his vehicle has been awakened to a "second life".

Views with Obstacles

Our journey continues up to the Strada alta, which runs along the ridges to the left and offers an impressive view of the surrounding mountains. Certainly spectacular in sunshine.

A bit later we reach Daniel's horse farm in Biasca where we'll sleep in the straw. Daniel is a farrier and has set up his workshop on a Defender 130. With it he also drives over to German-speaking Switzerland.

Heli Ruins

During a walk in the neighbourhood we discover two Bell Huey helicopters from the Italian Navy, perhaps also waiting for a full restoration. They remind us of our own Landys, which were all in such a desolate state.



I SPY WITH MY LITTLE EYE – And that's the town of Airolo or the view up at the Gotthard. For the photo, it did turn nice after all.



LIFE'S GREAT – On the way up and down the Gotthard, over to the Strada Alta, things happen. Be it the cobblestones, refreshments under the vine canopy or heli ruins.

We enjoy aperitifs and dinner at a typical Ticino restaurant, where a group of men are celebrating a birthday and trying their hand at karaoke...

Time to Depart

After breakfast outside in the sun, it's slowly time to return. In sunshine we head back to Airolo and again over the Tremola up to the Gotthard Pass.

This time too the clouds are dominant but at least it's not raining. The return journey is uneventful, except that the cars on the motorway are still stuck in traffic.

Conclusion: We didn't need a distributor, condenser or electric fuel pump. We were simply out for fun!





ONE SHOT

The «golden Shot»

Text: Indulis Vesmanis Pictures: Indulis Vesmanis and Internet (October 2025)

Regarding the proper lubrication of chrome swivel balls (539741, for model years 1954 to 1984 and FRC 1931 for the V-8 engine variant) on the Land Rover Series II/III, there are differing opinions. Only on one point is there quick agreement: they're prone to leaking oil past the large seal ring (RTC3528), and also past the lower small O-ring (531433) of the steering arm—issues that the MOT inspector readily spots during an inspection and fails the vehicle for.

Not Quite Sealed

Oil leakage past the swivel balls has two causes that are actually "easy" to remedy: a) The large seal ring has worn through dirt contamination—being exposed—and has thus become leaky, and b) The chrome plating on the swivel balls has chipped off—through external impacts such as stone chips—and the sharp edges have damaged the seal ring.

In the first case, only the seal ring needs replacing, somewhat time-consuming to fit but financially negligible. In the second case, things look rather different. A new swivel ball is needed, not always available as a genuine part and properly expensive, whilst aftermarket parts are unfortunately of varying poor quality. Broken aftermarket swivel balls have been known to occur; a complete overhaul with aftermarket parts still runs to around 350 euros per side in materials alone. Unfortunately, many aftermarket parts have a poor reputation, with all rubber parts particularly affected. The problem lies with ourselves too. We want everything at bargain prices because money's

tighter these days, and thus things are manufactured cheaply, with questionable fit and inferior, cheap rubber materials. You can even tell by the unusual smell.

Oil leakage past the small rubber seal ring at the bottom is easily and quite quickly resolved. Here too it's advisable not to penny-pinch but to use genuine rubber seal rings. They simply last longer and aren't as quickly attacked by the lubricants used.

Well Lubricated—Worry-Free Driving

Land Rover's specifications for Series vehicles are clear and explicit, for example for the Series III: The swivel housing (FRC2074/5 and FRC1956/7 for the 109 V8) takes 0.5 litres of EP90 mineral gear oil, API GL4. Fill through the upper area with the wheels on lock (!) until it slightly overflows. The wheels must be on lock, otherwise the position of the chrome balls prevents proper filling.

I wrap the filler plug 3292 with some PTFE tape. Unfortunately, the filler plugs are always in a sorry state. The square head can normally be undone with a

13mm spanner, assuming the plug was screwed in sensibly beforehand. If not, removal can become a project, possibly requiring grips or (additionally) induction heating. Filling unfortunately isn't quite straightforward; you need patience here too, as the filler hole has a small diameter ($\frac{1}{2}$ -inch = 1.27cm) and when filling, some space must remain for air to escape.

The oil can be drained via a rather small screw 236070, which has a copper washer 230511 for sealing. Here too, removing the screw can cause major headaches. It can normally be undone with an 11mm spanner. The oil must be changed periodically; it's not a lifetime fill. According to Land Rover's instructions, the level should be checked every 6,000 miles (perhaps because of the notorious leaks?) and changed after 24,000 miles. Here I can honestly hold my hand up—I've done it very, very rarely.

EP is Essential

Land Rover's requirement for EP (Extreme Pressure) oil must absolutely be followed, not just here in the swivel housings but also in the main and transfer gearboxes and both axle differentials. The chemists have mixed many high demands into EP90 oil: mineral oil with extreme pressure protection, water resistance, corrosion protection, oxidation and wear protection. These so-called Classic Gear EP90 oils are offered by many companies, examples being Castrol Transmax Manual EP80W90, Castrol Classic EP90, or Kroon Oil Classic Gear EP90, likewise Penrite Mild EP Gear Oil, an SAE 110 oil that replaces SAE 90 and 140. Good experiences are also reported with Motul oils. As so often, every workshop has gathered its own experiences here.

From Gear Oil to "One Shot"

Particularly because we constantly struggle with leaks at the chrome balls, alternative lubricants were considered



THE DOSE – The Original "One Shot" from JLR and the Most Popular Single-Dose Offerings for Smooth Moments Under Your Landy.



VARIANTS – The "One Shot" advisory sticker in the engine bay serves as service information. Mother's best saucepan is ideal for heating the grease. On the right we see alternative options with semi-fluid gear grease, in the centre the military variant.

very early on, designed to noticeably reduce leakage at the chrome balls whilst still ensuring proper lubrication of the joints and bearings.

From old mechanics I know from stories that they like to mix gear oil with multi-purpose grease in an old saucepan and heat it. The housing is then filled with this new mixture. Critics note that the viscous mass might be flung to the outer wall of the housing during driving and the bearings would no longer be lubricated. Well, in reality the upper and lower bearings still get enough lubrication; they don't need to be completely immersed in lubricant to function. It's intended—think of the main and transfer gearboxes—that the lubricant is pressed against the walls, because there, and only there, is it adequately cooled by the airflow. Therefore, overfilling is always poison for the system; it leads to overheating, not cooling as one might think.

Semi-Fluid Gear Grease

I like using semi-fluid gear grease for my Series Land Rovers, for example from Kajo, an EP lithium soap grease.

Other companies also offer the grease, such as Eurolub Gear Fit EP, Äronix EP lithium grease, Meguin EP semi-fluid grease, and in military circles Semi-fluid Lubricating Oil is used; sometimes the military variant is offered cheaply at auction. The temperature range of the semi-fluid grease extends from -40°C to +150°C depending on mixture/manufacturer. Some greases are particularly water-resistant, others somewhat less so, but all have the desired EP additives and special additives against corrosion.

The semi-fluid gear grease is heated in a saucepan, then filled using a syringe. A 250cc plastic syringe with a short hose at the front is handy and well-suited. Filling the syringe by suction is difficult, but easy if the plunger is removed from the back. Those who prefer can naturally use the larger model, a 550cc syringe, which would then suffice for one swivel housing in one go.

"One Shot"

With the introduction of the coil-sprung Land Rover 90, 110, 130 and Defender models, Land Rover changed the specifications for swivel housing lubricant. The

Defender's somewhat smaller housings compared to the Land Rover Series now receive, under part number STC3435, a Semi-fluid Swivel Housing Grease in a 370ml plastic sachet, which can also be used to fill the housing. Britpart naturally also offers the lubricant, either in the sachet or in a plastic bottle that can be squeezed for filling. In handling, you quickly notice that you never get all the lubricant out of the sachet or bottle; some residue always remains in the container. "One Shot" isn't a special wonder product mixed specifically for Land Rover. It's a soft semi-fluid grease that's water-resistant and counteracts saltwater corrosion. It's manufactured by Texaco and the exact designation is Moly Tex EP90.

Naturally, "One Shot" isn't as fluid as EP90 gear oil; it approaches the consistency of SAE140 oil. However, it's capable of lubricating all bearings even in cold conditions, including the upper steering pin. Like the previously mentioned semi-fluid gear greases, "One Shot" is very adhesive. Some suppliers also include a sticker to be placed in the engine bay indicating that the swivel housings are filled with "One Shot". It's intended as a lifetime fill.

Conclusion

"One Shot" isn't a miracle cure. Yes, due to its viscosity it doesn't leak out as quickly, but: a leak is still a leak and must be fixed with a new seal. And it doesn't help with a damaged chrome ball either. As a lubricant, it's also a good and sensible alternative to EP90 gear oil for the Land Rover Series. However, it's still generally true that taper bearings prefer oil, whilst Railko bearings work perfectly well with semi-fluid grease. Yet this old guideline is often vigorously disputed. British YouTube videos show that sufficient lubricant (semi-fluid grease/"One Shot") certainly reaches the upper bearing and

adheres there too. It makes sense to fill the swivel housing with "One Shot" after an overhaul, especially as it's even intended as a one-time permanent fill. Here too the rule applies: regardless of which philosophy you choose from your own experience, any of the described options is better than no monitoring of the lubrication condition in the swivel housing.



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Ich freue mich auf deinen Anruf.



AUTUMN MAGIC

From the Emmental to Axalp – A Weekend to Remember

Text: Miriam Wittwer Pictures: Cornelia Künzi, Miriam Wittwer, Philipp Amstutz (October 2025)

There are moments in the life of a Land Rover driver that stick in the memory. Not because of spectacular off-road passages or technical challenges, but because you meet people who show you what true hospitality means. Last weekend in the Emmental was exactly such a moment.

When Conny and Thömu invited us to their alpine retreat, we didn't yet know what awaited us. Nine vehicles, a motley crew of metal companions from various model years, set off on Saturday for the Wasen region in the Emmental. The route took us through a long side valley where

narrow forest tracks wound between moss-covered trees. You had the feeling of leaving civilisation behind, immersing yourself deeper with every bend into a world that makes you forget all the hustle and bustle of everyday life. Here, deadlines don't matter, nor

do emails—only the next hill, the next bend, the next adventure.

Then, at 1057 metres above sea level, the landscape opened up to a view that made even hardened off-roaders pause for a moment. Conny and Thömu's hol-

INCREDIBLY BEAUTIFUL – The view, the camping spot, the landscape and everything else. It was a wonderful outing.

iday home lies so remote and deserted that you seriously wonder whether the rest of the world even still exists. Welcome to the mobile dead zone, where your phone surrenders and only Elon Musk's Starlink satellites send greetings from outer space. But that's exactly what makes this place magical. Simply magnificent!

The Splendour of Autumn

The autumn forest had dressed in its finest garb—a colour spectacle of gold, red and brown that was literally made to glow by the October sun. It was one of those moments when you involuntarily switch off the engine, get out and simply enjoy. Speaking of enjoying: naturally with a glass of wine in hand, open air, whilst nature puts on its best show. Sometimes life is damn good.

As the sun disappeared behind the Emental hills and the first long shadows crept across the meadows, the action shifted to Thömu's workshop. Here, amongst tools, wood and metal, our hosts' full hospitality unfolded. The generous barbecue area on the meadow forecourt was fired up, and our faithful overnight tin cans found their spots scattered between trees, meadow and house. A truly idyllic spot, the finest, so to speak.

The evening was fresh. Let's call a spade a spade: frosty. But sheltered in the workshop, surrounded by good company, barbecue aromas and stories of past adventures, the cold hardly bothered us. Outside, the auxiliary heaters hummed quietly to themselves, faithful guardians against nocturnal frostbite. It's this mixture of raw nature and technical comfort that makes Land Rover life so special—even if it's not yet fully modern in parts and 3-4 hot water bottles had to suffice.



But hey, who needs five-star comfort when you can have authentic adventure?

Sunday morning greeted us with a breakfast second to none. Conny and Thömu had laid on what the region has to offer: crispy plaited loaves, fresh bread and ciabatta, creamy yoghurts, a cheese platter with three different varieties and a meat platter that made your mouth water. Everything from local farms—authentic, honest, damn good. You could taste in every bite the

love for the region and the appreciation for local craftsmanship. You don't find such things often these days, and when you do, you should appreciate them.

It's no surprise that we provisionally booked for next year before departure. Such places and such hosts aren't found every day.

At this point, a huge thank you to Conny and Thömu: for the hospitality, for the food, for the perfect location and for



showing us how wonderful it can be to simply leave the hustle and bustle of everyday life behind. Absolutely brilliant!

Boredom couldn't set in, as Thömu kept us entertained with a short presentation on the art of knife forging and sharpening. It was highly interesting, especially as most of us probably subject our knives to torture rather than properly caring for and maintaining them. You could easily fill an entire day with this topic. It's actually much more exciting than you might initially think. So if you've got the urge to end your knife massacre and do better from now

on: Messerschmiede Solothurn looks forward to your visit.

Around midday, it was time to say goodbye with heavy hearts. The route took us via the Lüderenalp. And here's a tip for all who don't know it yet: definitely go there! The panorama over the dreamy Emmental hills is so breathtaking it almost seems kitsch. Almost. But only almost, because these gentle hills, stretching like green waves to the horizon, have something calming, timeless about them. It's Switzerland as you know it from picture books—only real.

Saying Farewell: Peter's Shop Closes Its Doors

For Thomas, Tom and me, the journey continued to the Axalp. A visit marked by melancholy, as we wanted to pay our last respects to Peter's shop. After 65 years—let that number melt on your tongue, 65 years!—Peter Rubi, together with his family, has decided to close the legendary "Rubi Lädeli" for good. Retirement, they call it, even though it's clear that people like Peter never really stop. At most, they withdraw a bit to have more time for the important things, like Land Rovers, for instance.



After the wonderful autumn sun in the Emmental, we immersed ourselves in the memories and stories surrounding this special place. Peter invited us for a farewell with cheese toasties, meat platters and cake, and together we celebrated the end of an era. It was a farewell with mixed emotions—sad because another piece of tradition is disappearing, but also deeply grateful for all the years that Peter and his family were there for countless people.

A Place to Find Everything

Whether holiday guests, tourists or locals—everyone found what they were looking for at Rubi Lädli: local delicacies, charming souvenirs and all those small, indispensable things you'd forgotten to pack at home. Although "forgotten" sometimes simply means: "Was somewhere in the Land Rover under three layers of outdoor equipment, two spare tyres and a box with mysterious contents whose origin nobody remembers anymore." We Land Rover drivers all know it—the famous "I've got it with me" statement, followed by a half-hour archaeological excavation in the load space.

It was more than just a shop; it was an institution, a meeting place, a piece of home in the mountains. Such places and such people have become rare, and when they go, they leave a gap that can't simply be filled.

The Good News

Even though the shop doors are closing, the guest house remains! And with it, the traditional LRoS fondue gathering. So in March 2026, we can look forward to the highly sought-after meet at Peter's again, where after extensive fondue, plenty of wine and the odd schnapps or two, the naked truth usually emerges around midnight in the steaming hot tub. What happens in the mountains stays in the mountains, thankfully!



COSY – The event could hardly have been cosier. Whether in terms of pitch or barbecue..

Some traditions change, but the most important ones remain—just like our faithful Landys, which simply keep going, year after year, adventure after adventure.

It was a perfect weekend full of contrasts: the spirit of new beginnings at the Küenzis', the farewell at the Axalp. Both together painted a picture of what makes our club: community, tradition and the readiness to forge new paths together whilst honouring the old ones.



RECYCLED DINOSAURS

HOLIDAY TIME, TRAVEL TIME

A Theoretical Calculation and a Call to Action

Text & Bilder: Olaf Grewe (August 2025)

My "Lucy", a veritable Land Rover Defender TD4, with her 2.2 litre engine, tackled the route to my parents in Westphalia (Germany) with flying colours. As soon as I start the engine, I also know that I'll be leaving a lot of money at petrol stations on the way north. But money is one thing. The other is the fundamental consumption of diesel fuel, the resulting environmental impact and the associated use of oil as a resource. A model calculation intended to stimulate reflection. The premise of this article is fictional and is scientifically "bold" (to put it mildly).

Litres of diesel per 100 kilometres is the standard way I calculate and monitor Lucy's consumption. Everyone does it this way, though depending on nationality it might be gallons or other units. So I've taken a more universal unit of measurement, namely animals that everyone likes: the T-Rex. But let's start at the beginning.

From Microorganism to Fuel

Every drop of diesel is extracted from the raw material crude oil. And crude oil forms over millions of years through a very intensive process: tiny organisms like plankton, algae and bacteria die and sink to the bottom of shallow seas and coastal regions. Layer upon layer, their remains accumulate, covered by sediments that preserve them from decay. Under anaerobic conditions, enormous energy expenditure in the form of immense pressure and temperatures between 60°C and 150°C, nature begins its work.

From the organic remains, kerogen initially forms. This transforms into petroleum with further heating (around 100°C-150°C). The resulting oil seeps through porous rock until it meets

impermeable layers and accumulates there. In these oil traps, the oil remains until it's brought to the surface through drilling. In refineries, corporations then transform this "primordial soup" into various products, including Lucy's preferred diesel.⁽¹⁾

Responsible Use

This entire process takes millions of years; consumption happens very quickly. Since we can't simply produce petroleum—at least not without enormous energy input—petroleum is a non-renewable resource. My calculation with T-Rexes gives me a clearer picture that we should treat fossil fuels with reverence and responsibility. Because my Lucy is just one cog in the great global diesel combustion machine.

The Dino in the Tank

So back to Lucy's thirst. My Lucy consumed around 162 litres of diesel on the 1440-kilometre journey. That corresponds to about 400 kilograms of CO₂ and fuel costs of around 260 CHF. Average consumption was 11.25 litres per 100 km. We also know that we need around 38 kg of biomass for one litre of diesel.⁽²⁾ For

our hypothetical calculation, I choose as reference my favourite dino, a T-Rex with an estimated weight of 10.1 tonnes.⁽³⁾ Therefore the following calculation applies:

- T-Rex equivalent for 1 litre of diesel: 0.00376 T-Rex
- Calculation: 0.038 tonnes / 10.1 tonnes per T-Rex = 0.00376 T-Rex per litre of diesel
- Consumption per 100 kilometres: 0.0423 T-Rex
- Calculation: 11.25 L × 0.00376 T-Rex/L = 0.0423 T-Rex
- Total consumption for the journey: 0.60912 T-Rex
- Calculation: 162 L × 0.00376 T-Rex/L = 0.60912 T-Rex
- Range with one whole T-Rex: 2364 km
- Calculation: 1440 km / 0.60912 ≈ 2364 km

Conclusion

Since Lucy and I have now covered about 200,000 kilometres together, according to the above assumptions I've "tanked up" around 84.6 T-Rexes. That's quite a respectable herd to fill a prehistoric theme park. On the other hand, that's "only" a fraction of the T-Rexes from a herd of 33.8 million animals. That corresponds to a "consumption" of about 0.00000296% of all T-Rexes that ever existed.⁽⁴⁾

Notes and Footnotes

(1) The process can be read about briefly here: . For my calculation, I'm simplifying and ignoring a few details that Shell and Co would certainly throw at me... leifichemie.de/erdoel-und-organische-stoffklassen/einfuehrung-die-organische-chemie/grundwissen/erdoelaufbereitung sowie auf den Seiten von BP noch granularer aufgeschlüsselt: bp.com/de_de/germany/home/wer-wir-sind/bp-in-deutschland/raffineriegeschaeft/verfahren-in-raffinerien.html For my calculation, I'm simplifying and ignoring a few details



that Shell and Co would certainly throw at me...

(2) The amount of prehistoric biomass needed to produce 1 litre of diesel is much less than for crude oil. Moreover, crude oil from which diesel is refined comes from the remains of marine organisms, not land dinos. For accurate calculations, we would need to use realistic figures based on the energy density of diesel and the efficiency of natural processes that convert biomass into oil over geological time periods.

Efficiency of crude oil formation: It's estimated that about 1-10% of the original organic matter is converted into oil over millions of years.

Energy density: Diesel has an energy density of about 38 MJ/L (megajoules per litre).

- Energy content of biomass: Let's assume an average of 20 MJ/kg for ancient marine biomass.
- On average, one litre of crude oil yields about 0.3 to 0.4 litres of diesel.
- With this information, we can estimate:
 - Energy in 1 L diesel: 38 MJ
 - Equivalent biomass energy: $38 \text{ MJ} \div 20 \text{ MJ/kg} = 1.9 \text{ kg}$
 - Accounting for conversion efficiency (assuming 5%): $1.9 \text{ kg} \div 0.05 = 38 \text{ kg}$

IMPORTANT: However, these are all very bold figures and merely serve as an approach to the topic. I'd need to speak with specialists to verify or falsify this. I'm not doing that here! Anyone who wants to tackle this, please get in touch.

We therefore assume that a Tyrannosaurus Rex weighed between 6 and 15 tonnes live weight. geo.de/natur/tierwelt/t-rex-doppelt-so-gross-wie-angenommen-32925664.html as well as: forscher-berechnen-t-rex-zahl-auf-der-erde-30484494.html

Assumption: The population was approximately 2.5 billion T-Rex, as Charles Marshall et al. wrote in their 2021 study. [science.org/doi/10.1126/science.abc8300](https://doi.org/10.1126/science.abc8300)





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LAND-ROVERS OF SWITZERLAND

4LoS

JUBILEE UPDATE

9 – 11. Juli 2027

Text: Patrick Amann (November 2025)

As usual, I'm writing here with news from the organising committee for the jubilee. For many of you, 2027 still seems far away. But if we want to be ready on 9th July 2027, there's already plenty to do now. The organising committee met on the weekend of 15th/16th November in the mountains and racked their brains so we can successfully work on and plan our jubilee.

For us on the organising committee, it's astonishing that more people from abroad have registered than LRoS members. Certainly in our fast-paced times it's become a habit to decide on things only at the last moment. This late decision-making will cost you CHF 50.– more per person for the same services at the jubilee than if you register now.

If you spontaneously change your mind and can't or don't want to attend the jubilee, you can sell or give away the ticket. So all options remain open. It's now up to you what you wish for at Christmas.

Programme

At the moment, two topics particularly occupy us. Firstly, the daily programme on those days, and secondly, the catering. Some from the organising committee attended other events at home and abroad this year. I myself was at a "mud event". It became clear to everyone that a single attraction isn't enough to lure Landy drivers into the pit or onto an excursion.

This shows me that without a programme and events, people will

INSCRIVEZ-VOUS – Scannez le code avec votre smartphone et inscrivez-vous comme bénévole: www.lros.ch/lros-mitglieder-anmeldung-jubi-2027/

ANMELDEN – Scannt den Code mit dem Smartphone und meldet Euch als Helfer an: www.lros.ch/lros-mitglieder-anmeldung-jubi-2027/



stay away. My colleagues who attended foreign meetings reported similar experiences.

Conclusion: The organising committee is currently planning various highlights for the meeting in the Upper Goms. As soon as we've developed the programme further, you'll learn more, but this much in advance: in a few weeks you'll be able to register for new excursions on the jubilee page.

Catering

The second topic occupying us is catering. I know tastes differ, and everyone has their preferences. But

we're not concerned about preferences, rather about time. "What does time have to do with catering?" you'll ask.

Let me give an example: When you return from an excursion, full of wonderful emotions, and arrive at our camp at 16:30, you're surely hungry and want to eat before we sit down cosily together in the hangar. If you then have to queue for more than an hour before getting your food, your emotions drop because you're "starving". Result: You retreat to your Landy kitchen, and the cosy get-together in the hangar falls through. The emotions have evaporated, and frustration rises.

"Why are there such long waiting times?" you'll now ask. I'll do a simple calculation: We're 500 people, and to serve one plate the kitchen needs 30 seconds (which is very ambitious).

That makes four hours and ten minutes for 500 people. Even if we triple the service points, everyone still has to wait 1 hour and 24 minutes.

And what do we do if we're 600 people? We're working on keeping waiting times as short as possible and ensuring everyone gets what they want—so we can sit cosily together in the hangar on Saturday evening.

Comme d'habitude, je vous écris ici les dernières nouvelles du comité d'organisation pour le Jubi. Pour beaucoup d'entre vous, 2027 semble encore loin. Mais si nous voulons être prêts pour le 9 juillet 2027, il y a déjà beaucoup à faire. Le comité s'est réuni le week-end du 15/16 novembre dans les montagnes pour se creuser les méninges afin que nous puissions travailler et planifier avec succès notre Jubi. Oui, 2027 est encore loin, MAIS cela ne sera plus moins cher... profitez de la réduction pour inscription anticipée.

Pour nous, au comité, il est surprenant de constater que plus de personnes venues de l'étranger se sont inscrites que de membres du LRoS. Il est vrai qu'à notre époque où tout va très vite, il est devenu habituel de ne se décider qu'à la dernière minute. Mais cette décision tardive vous coûtera 50 CHF de plus par personne pour les mêmes prestations lors du Jubi, comparé à une inscription maintenant.

Si vous changez d'avis à la dernière minute et que vous ne pouvez ou ne voulez finalement pas participer au Jubi, vous pouvez revendre ou offrir votre

ticket. Toutes les options restent donc ouvertes. À vous maintenant de décider ce que vous voulez vous offrir pour Noël.

Programme d'accompagnement

Actuellement, deux sujets nous occupent particulièrement : d'une part, le programme quotidien pendant ces journées, et d'autre part, la restauration. Plusieurs membres du comité ont participé cette année à d'autres événements en Suisse et à l'étranger. Pour ma part, j'étais au Swiss National à La Chaux-de-Fonds.

J'y ai remarqué qu'une simple fosse en gravier ne suffit pas à attirer les conducteurs de Land Rover dans la zone de 4x4 : il y avait plus de Landis en excursion qu'en train de rouler dans la fosse. Je doute que ce soit ce que les organisateurs avaient prévu. Cela montre qu'un programme et des animations sont indispensables pour attirer du monde. Mes collègues qui ont participé à des rencontres à l'étranger ont fait des constats similaires.

Conclusion : Le comité planifie actuellement plusieurs temps forts

pour la rencontre dans le Haut-Valais (Obergoms). Vous en saurez bientôt plus, mais voici déjà une information : dans quelques semaines, vous pourrez vous inscrire à de nouvelles excursions sur le site du Jubi.

Restauration

Le deuxième sujet qui nous préoccupe est la restauration. Je sais que les goûts sont différents et que chacun a ses préférences. Mais ce n'est pas une question de préférences, c'est une question de temps. « Quel rapport avec la restauration ? », vous demandez-vous peut-être. Prenons un exemple : si vous revenez d'une excursion à 16h30, remplis d'émotions, vous aurez sûrement faim et voudrez manger avant de vous retrouver confortablement dans le hangar. Si vous devez attendre plus d'une heure pour obtenir votre repas, vos émotions retombent, car vous êtes « affamé ».

Conclusion : Vous finirez par vous réfugier dans votre cuisine de Landi, et la soirée conviviale dans le hangar ne sera qu'un lointain souvenir. Les émotions s'envolent, et la frustration monte.

Team Update

I'd also like to inform you that Astrid Aebi has left the organising committee. Thank you, Astrid, for your work and the many clarifications you've already made. You've shown us which direction we need to go. I regret your decision but understand it.

Sponsors

The first sponsors have been approached, and negotiations are underway. If you know someone you absolutely want to have on site who needs to exhibit, get in touch. We'll approach that business.

Pourquoi de si longues files d'attente ?, vous demandez-vous. Faisons un calcul simple : si nous sommes 500 personnes et que la cuisine met 30 secondes à servir un plateau (ce qui est déjà très rapide), cela fait 4 heures et 10 minutes pour tout le monde. Même en triplant l'offre, chacun devra encore attendre 1 heure et 24 minutes. Et que ferons-nous si nous sommes 600 ? ...

Nous travaillons à réduire au maximum les temps d'attente et à garantir que chacun obtienne ce qu'il souhaite, afin de pouvoir passer une soirée conviviale ensemble dans le hangar le samedi soir.

Mise à jour de l'équipe

Je tiens également à vous informer qu'Astrid Aebi a quitté le comité. Merci, Astrid, pour ton travail et pour toutes les clarifications que tu as apportées. Tu nous as montré la direction à suivre. Je regrette ta décision, mais je la comprends.

Partenaires

Les premiers sponsors ont été contactés, et les négociations sont en cours. Si vous

With this in mind, I wish you a peaceful and cosy Christmas time, a good slide into 2026, and hopefully we'll see each other at the AGM in January. There you can speak to me directly.

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ONE RIDE.**

**Schon in der Höhle stand's geschrieben:
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Wann: 9-11. Juli 2027

**Gastgeber: Land Rovers of Switzerland
Ort: Flugplatz Goms / Obergoms, CH
Programm: Eine Land Rover Feier**

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4LROs
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connaissez quelqu'un que vous aimeriez absolument voir sur le site et qui doit absolument exposer, faites-le-nous savoir. Nous le contacterons. Dans cet esprit, je vous souhaite un Noël paisible et chaleureux, une excellente entrée en

2026, et j'espère vous voir à l'assemblée générale en janvier. Vous pourrez alors m'aborder directement.



20 CHF

Safety is important to us, but not at any price

Text: Der Vorstand Bilder: Mistral.AI (November 2025)

Why we're shelving the 20-CHF security payment for the 2027 jubilee for now.

The Treasurer has not yet sent out the invoice for the CHF 20.00 security payment for the 40th Anniversary 2027. The Board has re-tabled the matter for the General Meeting and wants to put it to a vote. On one hand, the agenda item was not explicitly listed on the agenda at the last General Meeting, and on the other hand, circumstances have changed.

Why the Change of Heart?

The financial planning for the 40th Anniversary is in place and there are good reasons to hold the jubilee without an additional security deposit. As owners of anachronistic British vehicles, we understand how to traverse rough terrain and guarantee onward travel with limited resources.

What Does This Mean for the Club?

On one hand, there's a financial risk, particularly in bad weather. On the other hand, we cushioned the risk of a financial fiasco with last year's membership fee increase. We are planning with tight resources—after all, we know how to manage scarce resources when steering a Series through the Alps (cf. Christoph's report).

The Next Steps

We invite you to discuss the topic thoroughly at the 2026 General Meeting. Please look at the options we offer:

Early Bird Rate – This way every participant benefits doubly: participants save additional costs and secure a coveted spot on the festival grounds now. At the same time, the organising committee gains planning certainty.

Sponsoring – A platform is offered to advertise your business and do more than just be present. At the same time, the club has the opportunity to put its finances on a secure footing.

Promotion – Like the club, the 40th Anniversary lives from its participants. The more registrations received, the further the event can be scaled.

Praise and Criticism

Following the 2025 General Meeting, there was mixed feedback. Whilst some members thanked us for the foresight, planning security and immense efforts, others criticised the lack of explicit tabling of the matter and the "salami tactics" of raising membership fees in a first step and requesting the security deposit in a second step. The communication was indeed unfortunate.

The Challenge

The challenge in planning a major event is the "step costs". Assuming 200 vehicles register with double occupancy, this results in a positive profit statement, as the rented space, existing toilets, natural access routes and catering are adequate and secured with the existing infrastructure. If 250 vehicles register

with single occupancy, this means the space is insufficient and therefore, for logistical reasons, additional toilets, space and infrastructure must be rented and set up, whilst only half the income is possible: the event runs at a deficit.

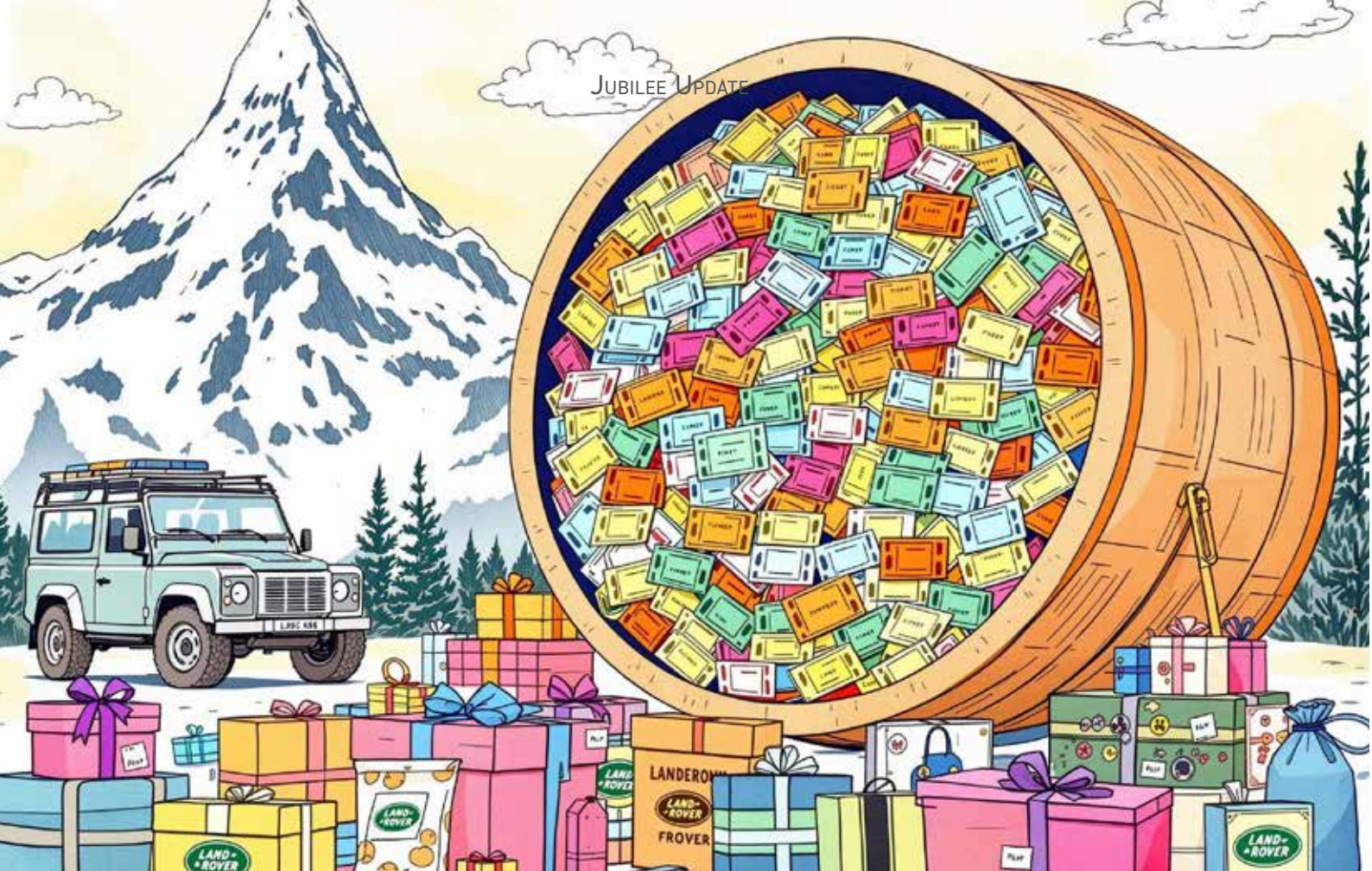
At around 400 vehicles, these step costs recover and again result in a positive profit statement. In the end, the motto is: the more the merrier and the earlier the safer. Register for the 40th Anniversary today. This guarantees planning security and step costs carry less weight. Moreover, every participant saves a considerable amount compared to the box office price.



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- technische Beratung für Reisen
- Fahrzeug-Checks
- Verkauf von Zubehör und Ersatzteilen
- Carrosseriesattler-Arbeiten



TREASURES WANTED

Your Sponsoring Opportunity. Be Part of It!

Text: Der Vorstand Bilder: Mistral.AI (November 2025)

Got something to give away? Perfect! For our 40-year jubilee in the Goms, we're looking for cool prizes and vouchers for the tombola. The best part: you can not only do good for us but also showcase your brand. Whether CHF 5.- or CHF 100.-: every contribution makes the event even better. And the best thing: we'll even collect your donation!

The tombola is a centrepiece of our festival and it needs your support. Whether products, vouchers or promotional items: everything worth CHF 5.- to CHF 100.- is welcome. With or without logo, just as you like. Your donation goes directly to participating Land Rover fans and ensures beaming winners' faces.

We Make it Easy

You say "Yes, I've got something for you" and we'll arrange whether we collect it or you send it. It almost couldn't be simpler. Send your donation to Frudes Off Road GmbH, Burgholz 52, 3753 Oey or get in touch with us. We look forward to hearing from you!

Want More?

If you have bigger plans: We also have sponsorship packages (from CHF 100.-) for dealer stands, advertisements or event naming. Or we'll create your tailor-made offer together with you.

We've contacted you as club members

and advertising partners first. You should be the first to have the chance to get the best opportunities.

Sponsorship Packages

Platinum Package: CHF 5,000.- You get a 10x5m stand space (premium location), logo on all materials, VIP reception for 6 people, 20 jubilee memorabilia, social media campaign, area naming.

Gold Package: CHF 3,000.- Your 6x5m stand space is secured. Plus logo on website & publications, VIP reception for 4 people, 15 jubilee memorabilia, social media features.

Silver Package: CHF 1,500.- 4x5m stand space, logo on website & pro-

gramme, VIP reception for 2 people, 10 jubilee memorabilia, zone naming (e.g. "Service Corner [Company]")

Bronze Package: CHF 800.- Mention on sponsors page, stand space (2x2m), VIP reception for 1 person, 5 jubilee memorabilia

Special Sponsoring

Dealer Mile Stand XL CHF 400.- Space for a 10m wide sales stand for your products, mention as "Partner". From CHF 1,000 turnover, 10% share for LRoS.

Dealer Mile Stand L CHF 200.- Space for a 5m wide sales stand for your products, mention as "Partner". From CHF 1,000 turnover, 10% share for LRoS.

Dealer Mile Stand S CHF 100.- Space for a 3m wide sales stand for your products, mention as "Partner". From CHF 1,000 turnover, 10% share for LRoS.

Drinks Sponsor CHF 2,000.- Branding on drink cups (approx. 3,000-2,000 pieces), mention as "Official Drinks Partner", logo at drinks stands

Camping Naming CHF 1,000.- Naming of a camping area after your company, logo on signposts

Catering Sponsor CHF 1,200.- Branding on menu cards, mention as "Official Catering Partner", VIP catering for 2 people

Course Sponsor CHF 800.- Naming of a driving route, logo on route signage, presenter mentions

Wir beschriften.



Goodie Bag Sponsor CHF 500.- Promotional material (flyers, samples, etc.) in goodie bags for all participants

Workshop Partner CHF 900.- Presence as "Official Workshop Partner", logo at service points, mention in programme

Social Media Partner CHF 400.- Logo on all social media posts, story highlights, mention as "Digital Partner"

Basic Sponsoring

We all know money doesn't grow on trees. Therefore, alongside the tombola,

we also have options for everyone who wants to support the jubilee.

Supporter Package CHF 300.- Mention on website, logo in digital programme, 3 jubilee memorabilia

Material Donation Individual Donations in kind (e.g. wood for signage, printing costs, etc.) worth at least 200.-, mention as "Supporter"

Helper Sponsor CHF 200.- Cover catering for 1 helper, mention as "Supporter"

Community Partner CHF 100.- Mention on website, logo in "Thank You Gallery"

Whatever you have in mind, let's talk and make the jubilee unforgettable. Contact: Miriam & Olaf (Marketing/Sponsoring)

LANDY KIDS

Thinking about the Kids

At the jubilee, our youngest members can look forward to a unique adventure: "Professor Ugg's Stone Age Academy".

Our Landys are as primitive as stone age people. Therefore, we're planning a programme to offer something for those not yet licensed to drive—and those who fancy it.

Stone Age Academy

Over three days, Professor Ugg and his English friend Lisa offer a completely new world with stone age art and a spectacular rescue mission for the "first Land Rover in history".

Whether cave painting with natural colours, building stone age wheels or a wild mammoth rally, history comes alive here! At the end, "caveman driving

licences" await, plus a show for the parents where the children present their adventure.

Language, Crafts and Theatre

The young stone age kids invent their own language, build stone age spare parts for a broken Landy and master challenges like real cave people. Along the way, they playfully learn English, history and manual skills. A programme that entertains whilst fostering community and inventiveness—completely in the spirit of our club philosophy!

Register Now

The children's ticket costs 10 CHF. That should be worth your little ones' education. So we can plan accordingly,

we'd be grateful to know if you want to take up this offer.

Greetings from Prof. Ugg and Lisa



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- verzinkte Chassis
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- Wartungsarbeiten
- MFK-Bereitstellung
- Verkauf

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4LRoS

 **LAND-ROVERS**
OF
SWITZERLAND

**40 Jahre LRoS
Wir feiern Passion &
Abenteuer!**

Wann: 9-11. Juli 2027

Gastgeber: Land Rovers of Switzerland

Ort: Flugplatz Goms / Obergoms, CH

Programm: Eine Land Rover Feier

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 **LAND-ROVERS**
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A YEAR AT THE LIMIT Of China Brandings and Golden Spoons

Text & Pictures: LRoS Shop (November 2025)

It began like any good thriller: with a classic failure. The story of our first shop expansions should have been a success with pen sets and bottle openers. But what arrived? Chinese ware.

Not only that: The bottle openers bore a fat China branding, as if I'd accidentally kicked in the wrong door when ordering. The supposedly Swiss company turned out to be a master of creative origin labelling. Lesson learned, chapter closed, moving on.

But real heroes don't give up. After this setback came revenge in the form of

colourful Defender keychains. Red, green, pink. The announcement at the AGM in Lucerne had barely faded when orders came flooding in. Even better: Range Rover and Discovery drivers could finally step out of their vehicle-specific isolation and become part of the keychain family. The demand? Enormous. The joy? Boundless.

The Hip Flask Affair

Then came the hip flask affair. Several enquiries had piled up, pressure was mounting. So I introduced the 8oz hip flask, elegantly wrapped in leather, logo discreetly printed. A gentleman among drinking vessels, if you will. The public loved it immediately. So much so



that I'll probably need to find a worthy successor soon.

Now it gets complicated. Mugs. Everyone already had one from the last three years; the jubilee had created oversupply. So innovation was needed: robust stainless steel mugs in silver and gold. Double-walled, naturally, so no one burns their fingers anymore. The contents stay warm, hands stay safe. A perfect plan. Or was it? Of course not. Barely had sales started when the tea and Ovaltine faction raised their fingers in protest: Too small! The classic 3 dl wasn't enough for their morning rituals. So came the 4.5 dl version. Problem solved? Almost.

Because now came twist number two: The larger mug was too tall for normal teaspoons. Imagine the drama: A perfect mug, but the spoon doesn't reach the bottom. Unbearable! The solution? Matching spoons in gold and silver, naturally available as an additional option. And for all espresso fanatics out there: Yes, I haven't forgotten you. A smaller variant will probably come, but patience is a virtue. 2026 will be your year.

Fine Art of Dining

While we were on eating and drinking culture: Plates. Silver and gold, stainless steel, what else? The logical addition to the mug fleet. But that wasn't enough. Already a year ago, I was asked whether one couldn't have a complete set. Plates, cutlery, everything at hand. From December it becomes real: A case with logo, optionally empty or fully equipped with plate, knife, fork and spoon. And yes, naturally the whole thing comes in gold and silver. I like to repeat myself with the nice things.

Textiles in the Shop

On the textile front, meanwhile, another battle raged. The shop is growing; we now fill around 15 Euroboxes. This means: Jackets and hoodies are no longer stocked but produced to order. Advantage? Almost infinite colour and design possibilities. Disadvantage? Delivery times. You can't have everything, and our club treasurer Christoph shouldn't get any more grey hairs. At this point: Sorry Christoph.

Tragic news from the far north: The high-quality winter jacket tested in Norway is no more. I just managed to rescue the last specimens, but that's it. For next winter we need an alternative. Yes, Thomas, you read correctly: You may drive north again for testing. And no, the club won't cover travel costs.

From Head to Toe

The ordering system opened up unexpected possibilities, so now there are also practical sports/travel bags with logo. And here it gets really nice: I recently got to dress a baby from head to toe in club clothes. T-shirt, stylish dungarees and matching hoodie. A walking, crawling club mascot, so to speak. The sight was simply priceless. The best part? Pre-ordering makes such special requests possible in the first place. So anyone who wants to see their child, their dog or themselves in tailor-made club clothes, contact me directly. On request, there's even underwear with club logo. Because real fans start with the socks and don't stop anywhere.

BEWITCHING – The baby is over the moon, that's how cosy the hoodie is. And anyone still looking for the matching spoon for their little mug will now find it too..



So ends the chronicle of an eventful year. With highs, lows, China brandings and golden spoons. What next year brings? That's still written in the stars. But one thing's certain: It won't be boring.

And Now It's Your Turn

Who has ideas or input for what absolutely must be added to the shop? Perhaps you have the ultimate item in mind that I don't even know about. Or suggestions for the big 2027 jubilee? What absolutely belongs in the goodie bag? Which jubilee fan articles should be offered for sale?

Now's the moment to share your wildest wishes. After all, the shop lives from your suggestions, and sometimes it's precisely the crazy ideas that become bestsellers. So get in touch in good time, so I have enough time to find a reputable supplier. Otherwise I'll end up again with one of those Swiss companies that coincidentally store their goods right next to the Great Wall of China.



IN SMALL – The next generation needs to know what's coming their way. Therefore, even more children's fashion in the shop now.



BUDGET

Text & Pictures: LRoS Vorstand (November 2025)

Enclosed is the current state of the budget. This status is from the day the magazine went to print. The current budget will be presented at the AGM.

Vous trouverez ci-joint l'état actuel du budget. Cet état correspond à la date d'impression du magazine. Le budget actuel sera présenté lors de l'assemblée générale.

Verein		2026	
		Budget	
		Ertrag	Aufwand
6201	Mitgliederbeiträge (100.-/80.-/45.-)	50'000	
6000	Shop Warenverkauf	8'000	
6100	Inserate	12'000	
	Reaktivierung Rückstellung Jubi	-	
69	sonstiger Ertrag / Zinsen / Währung		
4000	Einkauf Souvenirartikel		3'000
6011	Warenwert-Steigerung /-Verringerung		5'000
4110	Druck Heft (inkl. Software Lizenz)		18'800
4111	Versand Heft		4'800
4112	verpacken Heft		2'400
4300	Anlässe LROS		6'400
4301	GV-LRoS Essens-Zustupf		
4302	Anlässe Beteiligungen		3'000
4312	Jubiläum		1'000
4401	Drucksachen		1'500
4402	Geschenke		600
4403	Internet		850
4404	Verbandsmitgliedschaften		900
4700	Porti		500
4702	Büromaterial		200
4710	GV-Infrastruktur		5'700
4301	GV-Kostenbeteiligung Brunch		7'000
4703	Vorstandssitzungen		3'300
4712	Bank/- Postspesen		500
4705	Übersetzungen (de-fr)		950
	Steuern		-
4720	allg. Verwaltung / EDV-Infra		600
49	sonst.Aufw. /Abschreibungen/Verluste		2'000
Reingewinn/-verlust		70'000	69'000
		-	1'000
		70'000	70'000

Shop		2026	
		Budget	
		Ertrag	Aufwand
6000	Shop Warenverkauf	8'000	
4000	Einkauf Souvenirartikel		3'000
6011	Warenwert-Steigerung/Verringerung		5'000
Shop Reingewinn/-verlust		8'000	8'000
		-	-
		8'000	8'000

Association		2026	
		Budget	
		produits	charges
6201	Cotisations des membres (100.-/80.-/45.-)	50'000	
6000	Ventes d'articles via le shop	8'000	
6100	Annonces	12'000	
	Réactivation provision jubilé	-	
69	Autres revenus / intérêts / devises		
4000	Achats d'articles de souvenir		3'000
6011	Valeur des marchandises - variation		5'000
4110	Coûts d'impression brochure (avec licence du logiciel)		18'800
4111	Frais de livraison brochure		4'800
4112	Frais d'emballage brochure		2'400
4300	Occasions LROS		6'400
4301	Coûts liés à l'AG-LROS		
4302	Participations Événements		3'000
4312	Jubilé		1'000
4401	Imprimés		1'500
4402	Cadeaux		600
4403	Internet		850
4404	Cotisations associations		900
4700	Frais de port		500
4702	Fournitures de bureau		200
4710	AG-Infrastructure		5'700
4301	AG-frais de participation au brunch		7'000
4703	Conseils d'administration		3'300
4712	Frais bancaires / postaux		500
4705	Traductions (de-fr)		950
	Impôts		-
4720	Charges d'administration / informatique		600
49	Autres dépenses/amortissements/pertes		2'000
Bénéfice net / perte nette		70'000	69'000
		-	1'000
		70'000	70'000

Shop		2026	
		Budget	
		produits	charges
6000	Ventes d'articles via le shop	8'000	
4000	Achats d'articles de souvenirs		3'000
6011	Valeur des marchandises - variation		5'000
Magasin Bénéfice net / perte nette		8'000	8'000
		-	-
		8'000	8'000

BIENVENUE UND

HELLO!

per 23. November 2025

On behalf of all club members, we warmly welcome our new friends to LRoS!

Nous souhaitons, au nom de tous les membres du club, la bienvenue à nos nouvelles amies et nouveaux amis du LRoS !

Robert Suter

Louis Skaanild

Familie Giovanna und Urs Schilling

Andreas Schreiber

Become a Member

We look forward to new members. Our club is open to all Land Rover fans. Religion, language or origin play no role. Naturally, owners of newer Land Rover models are also warmly welcome!

Membre famille FAMILIENMITGLIED	Membre actif AKTIVMITGLIED	Membre passif PASSIVMITGLIED
100.- CHF / YEAR	80.- CHF / YEAR	50.- CHF / YEAR
für Familien und Paare im gleichen Haushalt	für Einzelpersonen	kein Stimmrecht
2x Stimmrecht	1x Stimmrecht	keine Vergünstigungen
Vergünstigte Preise bei Anlässen für die ganze Familie	Vergünstigungen bei Anlässen	Land Rover Magazin (4x)
Land Rover Magazin (4x)	Land Rover Magazin (4x)	pas de droit de vote
famille et couple non marié	personne individuelle	pas de réduction de prix
2x droit de vote	1x droit de vote	
toute la famille profite de prix réduit	prix réduit aux activités	

Clubadresse	Land Rovers of Switzerland, Brunnenwiese 38, 8132 Egg b. Zürich	
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Vize Präsident / Vice-président	Thomas Strebel	E-Mail: vicepresident@lros.ch
Kassier / caissier	Christof Kummer	E-Mail: treasurer@lros.ch
Webmaster / webmaster	Tom Hunziker	E-Mail: webmaster@lros.ch
Sekretär / secrétaire	Patrick Gerber	E-Mail: secretary@lros.ch
Magazin Redaktion / magazine	Olaf Grewe	E-Mail: clubmagazine@lros.ch
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