

# Land-Rovers of Switzerland

Das Clubmagazin

34. Jahrgang Ausgabe 1/2026



LAND-ROVERS  
of  
SWITZERLAND

Wellspring of the  
Holy «Klonk»



Range Rover Land Rover Range Rover Land Rover

# AUTOLAND

Ihr Partner für alle Ersatzteile

Grosses Ersatzteillager für mechanische - und Carrosserieteile, Austauschgetriebe und - Motoren

**Kompetent**

**zuverlässig**

**schnell**

**Autoland AG**  
**CH - 8620 Wetzikon**  
**Zürcherstrasse 53**

**Tel. 044/ 934 60 00**  
**Fax 044/ 934 60 06**

Range Rover Land Rover Range Rover Land Rover



# Content



Page 14  
Fondue at Axalp



Page 16  
Ronny's Balkan Travels I



Page 28  
Burgund Offroad Event



Page 34  
Report from Annual Meeting

À propos	4	Babs says Farewell	30
Short News	6	Fire & Ice	46
Engine Collaps	8	Shop	53
Technical Corner with Indulis	24	The LRoS Card	56
		New members, Imprint	59

Cover: The external 'innards' of a wonderful engine.  
Photo: Urs Spielhofer

## Imprint

**Publisher** Land-Rovers of Switzerland (LROS); Brunnenwiese 38, 8132 Egg b. Zurich

**Distribution** To club members, advertisers and friends.

**Editor-in-Chief** Olaf Grewe, Buechbergstrasse 20a, CH-9425 Thal; clubmagazine@lros.ch

**Text and Photo Editing** As credited per article

**Subscription Management** Club Secretariat: secretary@lros.ch

**Frequency** Four issues per year

**Print** Ast&Fischer AG, Bern

**Print Run** 850 copies in German; digital editions in English and French.

**Disclaimer** The editorial team reserves the right to amend, abridge or remove articles. The content of articles and advertisements does not necessarily reflect the views of the committee or the editorial team.

**Data Protection** lros.ch/datenschutzerklaerung/

**Copyright Notice** All texts and illustrations are protected by copyright. Reproduction – including in part – photomechanical reproduction and translation are permitted only with the prior written consent of the editorial team and with full attribution of sources.

Copy Deadline Issue 2/2026:  
20 May 2026



Member of Association of Rover Clubs Ltd  
Member of Swiss Historic Vehicle Federation SHVF





# À propos: Welcome

---

# À propos : bienvenue

Dear Friends

Goodheavens! Whatever happened here? That's precisely what I asked myself after the Annual General Meeting at the end of January in the Diemtigtal. Somehow everything seems new, and yet everything is just as it always was?

Not quite. For starters, you'll now see my face here in this section. Ah yes, that's new too — it's called «À propos». Because we want to give everyone who'd like to write a foreword the opportunity

to do so. And I get to go first. Me, the «Heftlischruuber» (the magazine tinkerer). What an honour!

Our president Thomas is also new — well, not entirely new. The vice-president stepped up and has offered his chair to anyone interested. But we haven't yet found more than one interested party. And like all Land Rover drivers: we want «spare parts». So do get in touch!

You're already accustomed to me playing around with the layout from time to time.

Same here. I was inspired by my editorial colleagues at the Land Rover clubs in the Netherlands and Germany. Thank you, my friends!

Last but not least: thanks to Indulis! A friend and reliably loyal contributor to the magazine for decades. New this year: he is Member of the Year.

Enjoy the read.  
Yours Olaf

Chères amies et chers amis du club,

Sacrebleu! Que s'est-il passé ici? C'est la question que je me suis posée après l'assemblée générale fin janvier dans le Diemtigtal. Tout semble nouveau, et pourtant tout est comme avant?

Pas tout à fait. Car c'est désormais mon visage que vous voyez ici, dans cette rubrique. Ah, elle aussi est nouvelle, et s'appelle «à propos». Nous voulons en effet donner la parole à toutes

celles et tous ceux qui souhaitent écrire un éditorial. Et c'est moi qui ouvre le bal. Moi, le «Heftlischruuber». Quel honneur!

Notre président Thomas est lui aussi nouveau. Enfin, pas si nouveau que ça. Le vice-président a pris la relève et a proposé son siège aux personnes intéressées. Mais nous n'avons pas encore plus d'un candidat. Et comme tout bon conducteur de Land Rover: nous cherchons des «pièces de rechange». Alors, manifestez-vous!

Vous avez l'habitude que je joue de temps en temps avec la mise en page. C'est encore le cas ici. J'ai été inspiré par mes collègues rédacteurs des clubs Land Rover des Pays-Bas et d'Allemagne. Merci, mes amis!

Last but not least: merci à Indulis! Un ami et un auteur fidèle du magazine depuis des décennies. Nouveauté: il est membre de l'année.

Bonne lecture.  
Votre Olaf



# Desert Warrior

# Mission Accomplished



### Similarity?

Quite a nice rear end as well. Several design elements seem oddly familiar.

The Jetour T2, barely anyone knows it, yet it's worth a second look. An acquaintance from Tunisia showed me this essentially Chinese SUV, which is selling very successfully in Tunis through Wallys Car.

Under the bonnet: as a 4x4 plug-in hybrid, 620 hp. Outside: 4.78 metres in length, LED headlamps, imposing styling. Inside: leather, a panoramic roof, and all the necessary electronic gadgetry. Where Defenders or Ineos Grenadiers are rumbling about in Europe, it seems that North Africa takes a more pragmatic approach.

Text: Olaf Grewe Pictures: Wallyscar.com

Defender Rally won the Dakar 2026 — and did so doubly: first and second place in the Stock class. Rokas Baciūška and Oriol Vidal posted a combined time of 58:09:45 hours; Sara Price and Sean Berriman followed directly behind.

The vehicle: the Defender Dakar D7X-R, derived from the production OCTA. Same D7x bodywork, same 4.4-litre V8 twin-turbo, supplemented by a wider track, greater ground clearance, and a modified chassis.

Congratulations!!

Text: Olaf Grewe Pictures: Land Rover Media



### Winners

The Defender Teams of Dakar 2026.



Small mercies. A hundred metres further down or further up, and we'd have been mentioned on the radio as the cause of a motorway closure...

# Engine Collapse

## The TD4 passed out...

Text & Pictures: Urs Spielhofer

### Lucky Escape, Part 1 — First Things First...

We had planned to drive to La Chaux-de-Fonds with the caravan behind the Defender, and afterwards spend a few days camping on the shores of Lake Constance.

But on the motorway slip road between Biel-Ost (Bözingenfeld) and junction 23 Biel in the Taubenloch, my Emily began knocking heavily. I knew immediately that I would have to stop right away, but where exactly? Everything there is single-lane because of roadworks. Anita called out: <There's space to the right here!> and so I was able to pull my rig off the road at the nearby roundabout, onto the access road to the power station.

### Emergency Stall

As the engine wanted to keep running despite being switched off, I stalled it. It was immediately clear to me that this was a serious matter and that we couldn't continue the trip to the Swiss National like this. Oil had evidently got into the induction circuit from the crankcase, which explained the runaway. On top of that, oil was escaping from the front of the engine, making a bit of a mess.

### Time Is of the Essence

So at 14:50 I rang the breakdown service and explained my situation. I was transferred and had to explain the situation and location again. About an hour later I received a call from the operations centre and was once again asked for my location and situation, whereupon I was told that a recovery truck would be arranged.

This fellow rang at around 17:00; I explained our location again and also the size of the rig. He then promised to send a lorry. This vehicle rang at twenty to six to say it was on its way, and it duly arrived at ten to six.

Contrary to the usual practice of transporting breakdown vehicles only to the nearest garage, the kind gentleman — after a heartfelt plea from Anita — took us along with the entire rig all the way to my workshop in Messen. That is genuine helpfulness!

What was really wrong with Emily I didn't yet know at that point — my mechanic Luky was still on holiday until the beginning of October, after which he certainly had his work cut out!



## Lucky Escape, Part 2 — Check the Oil Level!

With the old petrol engines of the Series Land Rovers, you check the oil level to make sure the bearings don't run dry, because older engines in particular tend to consume a fair amount of oil.

With the TD4 an occasional check is also advisable. Oil consumption isn't the issue here — my recommendation has the opposite reason. With modern low-viscosity thin oils — in this case 5W-30 — it isn't entirely straightforward to determine the oil level correctly after filling up, because the dipstick tube gets oiled up when you pull the dipstick out. In my Emily, the dipstick was always black right up to and above the ridged section during such checks.

### The Cause

When draining the engine oil, approximately 12 to 14 litres flowed into the container! The nominal fill quantity for engine oil is 6.5 litres. That quantity of diesel could not possibly have got into the sump via the cylinder walls. Such a malfunction of the injectors would have resulted in an extremely rough engine note, but the engine ran quite decently right up until it collapsed.



### Extendes Oil Level Check

1. Insert the dipstick into the guide tube only as far as Mark 1: the level MUST lie within the ridged section!
2. If the upper part of the dipstick only remains clean from the second mark upwards, a visit to the garage is unavoidable! Hindsight is always a wonderful thing.
3. This is the mark (15 cm above the normal level!) at which the oil stood in my Emily after the engine collapse.

The only source from which such a quantity of diesel can get into the sump is the high-pressure pump. All other diesel pathways run outside and around the engine.

Everything written so far applies solely to TD4 engines. In these, the camshaft timing chain also drives the high-pressure pump for the common-rail injection system. If this pump develops a leak, diesel flows via the drive shaft into the sump.

When the oil level is so high that it is nebulised by the crankshaft, the oil-diesel mist passes through the crankcase breather into the inlet tract, from where the turbocharger blows it into the combustion chambers.

This leads to heavy knocking and uncontrolled run-away of the engine, which can only be stopped by immediately and firmly releasing the clutch with a gear engaged!

### The Damage

In my case, I managed to stall the engine in time. All four cylinders are still achieving healthy compression figures, so the damage is limited to external components. This still generates quite



### So kennen wir es.

Gewohntes Bild bei Kontrolle: bis oben verölt.



### Nicht gut.

Ölstand 15 cm über Maximalniveau!

enough work. Removing the complete inlet tract from a modern diesel engine involves considerably more spanning than completely removing and dismantling the engine from a Series 4-cylinder, which is itself quite a laborious procedure.

### Horror Stories — The Bloody Hand at the Churchyard Wall

In the period after the Second World War, you could buy rather thin little booklets at the kiosk. In Germany they were called «3-Groschen Romane» (Penny Dreads); we Swiss called them somewhat dismissively «Schundromane» (pulp novels). One of these

literary works bore the title «The Bloody Hand at the Churchyard Wall».

As I was able to help out as a general dogsbody during Emily's spell at Luky's, I made my first acquaintance with the peculiarities of modern engines. An old German engine guru — he developed racing engines for Porsche more than 50 years ago — once referred somewhat disparagingly to the adventurous belt drives of modern engines as «entrails».

### Belt Entrails

The belt drive on the TD4 is indeed considerably more convoluted than that of my Series 2.

What the Porsche guru didn't know back then with his air-cooled 6-cylinder flat engines was a far worse tangle of hoses and cables!

### The Bloody Hand at the Engine Block

By the time all the hoses, connectors and the very awkwardly fitted EGR valve had been loosened and removed, I had scratched my hands quite bloodily.

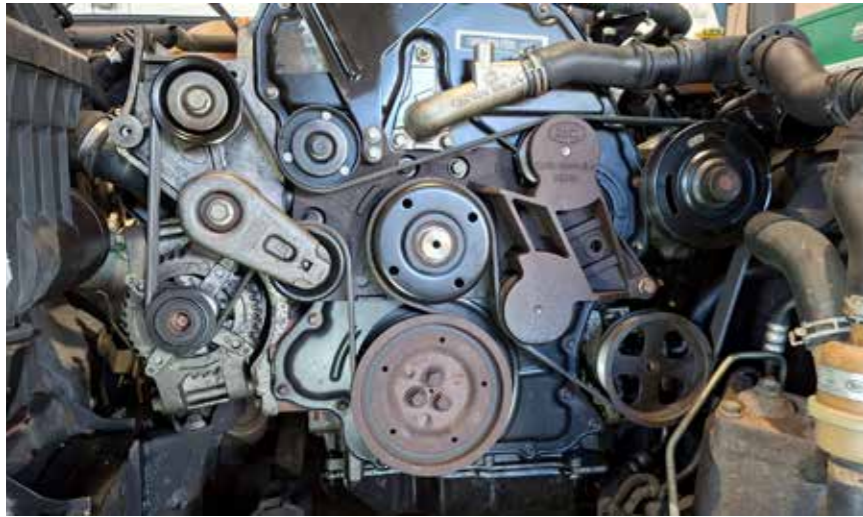
### Lucky Escape, Part 3

On Friday the 7th of November, the moment had come. After a thorough inspection and a few corrections to my labouring work by Luky, we rolled Emily out of the workshop.

Before the engine started for the first time, it needed a good cranking. This is perfectly normal, because after such an intervention the entire injection system is still full of air. Assuming a healthy battery and starter motor, this also helps the lubricating oil to reach all the right places.

Then it started! Healthy revs right from the start, no stuttering or hunting. I couldn't resist quoting our universally known former Federal Councilor Adolf Ogi: Joy reigns!





**A Piece of Art** Belt Entrails on the TD4.

A heartfelt thank you to Luky, Astrid and family, and to Anita, who could barely get a look-in during those days!

On the Road again!



**Riiight... now what goes where?**

Entrails of hoses and cables



**Nakatanenga**  
4x4-Equipment



**Ausrüstung, mit der  
du weiter kommst!**



**Unterfahrschutz, Stoßstangen, Seitenschutz, CargoBear Dachträger, Transportboxen, Schubladensysteme, Heizboxen, Standheizungen, Komplettfahrwerke, Schnorchel, Lenkungsämpfer, Federn, Stoßdämpfer, Hauptscheinwerfer, Arbeitsscheinwerfer, Innenbeleuchtung, LED-Signalleuchten, Anfahrhilfen, Seilwinden, Bergeseile, Reserveradhalter, Schmutzfänger, Leitern, Tritte, Komplettradsätze, Felgen, Schneeketten, Dachzelte, Sonnensegel, Markisen, Reparaturen, Umbauten, Rahmentausch, Motorüberholungen und vieles mehr!**

**Unsere beste Werbung? Tausende zufriedene Schweizer Kunden.**

**[www.nakatanenga.de](http://www.nakatanenga.de)**

**[info@nakatanenga.de](mailto:info@nakatanenga.de)**



The fondue is steaming just as hot as the hot pot. Peter has prepared everything for the meat soup and the cheese.

# White Smoke

## The Hot Pot Smokes, Then Comes the Fondue

Text: Olaf Grewe Images: Miriam Witter, Olaf Grewe

### Article

There are club events about which there really isn't much left to say. Because on the one hand, what happens on the Axalp stays on the Axalp. And on the other — more importantly — it's an event one simply has to experience.

Corinne and four other helping hands prepared the garlic, which was then used by Peter's family in the cheese fondue. What followed was the finest cheese fondue of the club year.

### Noteworthy

Two things were particularly noteworthy, however. We were guests of the Rubi family for the 31st time. The attendees unanimously voted to count the Corona event — which was a 'Chäsbrätele' (cheese toasting) rather than a fondue — as a valid occasion.

Also noteworthy: there was a great deal of snow! Just in time for the event, there was plenty of it.

On that note: thank you, Peter!





# Mountains of the Balkans

## A Journey with Everything That Comes with It.

Text and Images: Rony Bachmann

On the 6th of April 2025 at 05:15, my journey began in Switzerland. Via Chiasso, Como and Bergamo I drove to Lake Iseo and on to Pilzone, where I spent the first night at the Olivello campsite. The following days I enjoyed the Italian

cuisine in Padua, before heading on to Trieste and the Croatian border.

From the 10th to the 17th of April I had rented a flat in Istria (Croatia). From there I made day trips to explore the Roman history

of Pula, in particular the impressive amphitheatre. The region here in Croatia is still quietly touristy in April; the problem is that many campsites are still closed, and undisturbed wild camping is difficult.

### Off-Road Adventure in Bosnia-Herzegovina

On the 17th of April I continued my journey along the Croatian coast via Rijeka to Senj. From there I headed towards Zeljava, where I crossed the border into Bosnia-Herzegovina. In the Una National Park, my off-road adventure began on tracks that mostly led through dense forests.

In this valley, traces of the war were still visible: abandoned houses and

shell craters. I spent the night in the valley above the combat zone of the Bosnian War 1992–1995. After this rather unsettled night, the morning continued through forests that had not yet been felled.

### Snowflakes

Near Glamoč the road continues across this plateau as far as Kukes. At a military base, the route climbs into a large forested area, where once again a now very sizeable fir tree is lying across the path. This one was defi-



### Bridge? Bridge!

First I had to manoeuvre the Landy across this bridge before setting off along the route following the river, up through the valley.



### Scars of War

In this valley the scars of war are still visible — houses were never rebuilt and lie abandoned.



**Landy:**  
**Defender 110 TD5**  
**Start KM: 201'200**  
**End KM: 208'500**  
**Total: 7300 km**

### Route:

- **Switzerland:** Seelisberg–Chiasso–Bergamo–Lago Iseo–Padua–Trieste
- **Croatia:** Istria–Pula–Rijeka–Senj
- **BiH:** Željava–Bihać–Donji Lapac–Bosansko Grahovo–Glamoč–Kupres–Gornji Vakuf–Prozor–Mostar–Bračina–Morine Plateau–Foča–Hum
- **Montenegro:** Piva Plateau–Durmitor
- **Albania:** Koplik–Theth–Shkodra–Gjegjan–Pukë–Kukës–Shishtavec–Kolešjan–River Drin–Peshkopia–Shupenzë–Bulqizë–Klos–Elbasan–Devoll Valley–Pogradec–Lake Korçë–Përmet–Osum Valley–Çorovodë–Berat
- **Greece:** Konditsa–Central Pindus Mountains–Aos Reservoir–Vikos Gorge–Vouvoussa–Katara Pass–Metsovo–Christos–Theodoriana–Tzoumerka Pass–Arta–Igoumenitsa–Sagiada
- **Albania:** Konispol–Gjirokastër–Tepelena–Vlorë
- **Italy:** Brindisi
- **Switzerland:** Seelisberg





Swiss Adventure Tech GmbH  
 Hämmerli 10  
 CH-8855 Wangen SZ



+41 (0)55 511 88 12  
 www.swiss-adventure-tech.com  
 joerg.boesinger@swiss-adventure-tech.com

## TRAVELTECH

Ein gutes Gefühl sicher unterwegs zu sein



- Eure kompetente Anlaufstelle für:
- Reparaturen- und Wartungsarbeiten
  - Fahrzeug-Abnahmen für die MFK
  - Fahrzeug-Upgrades, Einbauten und Spezialumbauten
  - technische Beratung für Reisen
  - Fahrzeug-Checks
  - Verkauf von Zubehör und Ersatzteilen
  - Carrosseriesattler-Arbeiten

### Article

nitely too large for the axe. Fortunately I was able to drive around it through the forest; otherwise I would have had to turn back.

Then comes open terrain on a lightly travelled track, with snow still lying in places. From Kukes I drive to Gornji Vakuf. My plan is to tackle a mountain pass road from there leading to Prozor. I very much hope there's no snow at the top, as the mountain peaks in the distance are still quite white.

### Mostar and the Heyduk Micro-Republic

The Vranica mountain massif is part of the Dinaric Alps; the summit Nadkrstac, at 2,112 metres, is the third highest peak in Bosnia-Herzegovina. From the western valley, the track climbs steeply up the hillside in an adventurous fashion. At the top there are small huts with alpine meadows not yet in operation, then the track climbs still higher along the slope to the pass height.

Unfortunately, just under two kilometres from the pass, the driving came to an end. There was still too much snow and I had to turn back. I therefore spent the night further down on the alpine meadow — a



### Remains

Unfortunately, too much snow on the track. I therefore had to turn back. By way of compensation, however, there is a UNESCO World Heritage Site: the medieval burial ground Nekropole Dugo Polje (Stećci).



good base for my drive the next day down to Gornji Vakuf. A leisurely tar-mac road, the M16.2, took me to Prozor-Rama.

### The Road to Mostar

From Prozor-Rama, today's route to Mostar is exciting but not especially demanding: 106 km through the Heyduk Micro-Republic, which has its own state flag and was founded in 2002 by Vinko Vukoja. During the Ottoman era, Heyduks were considered outlaws who organised themselves in bands. They fought against foreign rule and were later celebrated as heroes — probably in much the same way as the

Swiss Confederates of old.

Outside Mostar I found a pleasant campsite, which came with a bottle of red wine as a welcome gift. The following day I did some shopping in Mostar and also acquired a bear pepper spray, just in case. Up in the mountains I had already spotted bear droppings. They're hungry right now, having exhausted their reserves over the long winter. That night I found my overnight spot above Mostar near the wind turbines, close to a military ruin.

Commotion at the Border Bridge to Montenegro

Alone and without a winch, it was getting risky.



From here there are two options for continuing: on the E762 road down through the Tara Gorge, or – after customs formalities – back and up the off-road track before the bridge. I chose the E762 as the ridge was completely overcast, so there would have been no spectacular view of the gorge.

**Off the Beaten Track**

I soon left the E762 and turned left onto the P14, which leads into the Durmitor mountains. After 20 km of tarmac and at 1,818 metres, the off-road track branches off to the right. A few metres around the bend, there was still a long snowfield of 300 metres with a metre of snow, and there had already been small snowfields on the tarmac road. I could drive around or through those, but this



**Mostar**

The famous bridge of Mostar. It is an impressive area with some fine pistes. However, not wanting to take too many risks on my own, I turned back on the piste from Mostar to Brasina.



**Borders**

At the border they all stand and wait.





### The Tara Gorge

The Tara Gorge is the largest and deepest canyon in all of Europe. It stretches over a length of 82 km and reaches a maximum depth of 1,300 metres.

one is relatively long. There was already a track in it, but the weather was moderately warm and it was raining. The snow surface is therefore quite slushy, and I don't know whether this crust can take 3.5 tonnes.

Sinking into the snow would be disastrous and would probably mean hours or days of digging. But I wanted to continue on this route — no risk, no fun. Made it... the way is clear and now it's downhill into lower altitudes.



### The Journey

That was Part One of Rony's journey. You'll find Part Two in Issue 2/2026.



Ob Service, Reparaturarbeiten, Umbauprojekte  
oder Speziallösungen wir freuen uns auf deinen Auftrag

4x4manufaktur GmbH  
Bubikonerstrasse 41a  
8635 Dürnten

Anna Heinze

+41 55 265 16 16  
info@4x4manufaktur.ch  
www.4x4manufaktur.ch

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





# Attached Magnetic Drain Plugs for the Series

Text and Images: Indulis Vesmanis (February 2026)

The question of whether a magnetic oil drain plug makes sense was already a topic in my student days, as back then I drove a VW Beetle, a VW Bus T1 and later a VW 181. Vehicles that didn't have a highly sensitive oil filter — just a

metal mesh for the coarser stuff. For the gearbox, they spoke of a lifetime fill. The engine oil change interval was set by VW at 5,000 km; we were already changing the mineral oil every 2,500 km. Using a magnetic oil drain plug was

'cult' back then and proved itself extremely well.

Later, particularly for trips to Tunisia, a bypass oil filter from Purolator was retrofitted. But what about our Land Rover Series? Does this make sense for

the engine, the gearbox, and the axle differentials?

## Search for a Solution

My Land Rover Series III vehicles, with the 2.25-litre petrol and diesel engines, are all equipped with a non-magnetic oil drain plug, part number 536577. We also find it on the 2.6-litre petrol engine, as well as on the 2.5 NA and 2.5 TD. This plug has a 3/8 BSF thread. I searched endlessly for a magnetic plug but never found one. The same applies to the gearbox and axle differential plugs.

And about 35 years ago — quite some time back — I was in contact with Mr Eggers from Hamburg, who amongst other things fitted Peugeot diesel engines into the Series. Unfortunately Mr Eggers has long since passed away.

At the time I discussed my Dormobile with him, which had the 2.5 naturally aspirated Peugeot diesel that he himself had fitted into the vehicle. About the magnetic plugs he said: 'No problem, I'll make you some — just send me the plugs.' No sooner said than done, and my plugs came back fitted with a magnet.

## A Magnet Is Not Just a Magnet

A raw magnet is the basis for various applications. These magnets are available in disc form, as cylinders, cuboids, or even as rings. For some specialist applications, however, alnico magnets (HF) are required — these are fairly inexpensive permanent magnets. For extreme temperatures, AlNiCo magnets are used, which can withstand temperatures from -270°C to 550°C. For magnetic drain plugs, Neodymium-Iron-

Boron magnets (NdFeB) are preferred, as they are the strongest permanent magnets available.

These NdFeB magnets were used in my filler and drain plugs, in two different sizes and strengths. The large plugs were fitted with a magnet of 21 mm outer diameter and 20 mm length. Only the inner circle — in this case with 12 mm diameter — is magnetic. The red coating around the outside of the magnet is not magnetic, and there is



## Variants

Above you can see my collection of magnetic filler and drain plugs. On the magnetic plugs, only the dark inner circle is magnetic. And here is part 235592 — transfer box drain plug, English design with flat magnet.



also a cover which must be removed when fitting the magnetic plug.

I demonstrated the strength in the title photograph: the magnet holds a military shackle weighing 1.55 kg. The smaller filler and drain plugs have a magnet of 17 mm diameter and 16 mm length. The magnetic inner circle is 10 mm.

**Fitting the Magnet**

Plugs intended from the outset to be fitted with a magnet can be prepared industrially. Here the magnets are usually pressed into the plug with adhesive. This is not possible with our plugs. Our magnets have an M5 thread recessed into the back. An M5 thread is cut into our Land Rover plugs, and with a bonded and screwed short M5 rod, the magnet can be firmly attached to the plug.

**Purpose and Benefit of Magnetisation**

Our oil filters on the Land Rover are not bad. They do filter out dirt particles in the engine, but the heavier iron particles tend to stay behind. I also had a magnetic oil drain plug made for the engine back then and am surprised at every — absolutely every — oil change at how much ultra-fine swarf is visible on the magnet. There is no doubt that the overall cleanliness of the engine oil is improved, the service life is extended, and early signs of ‘mischief’ are also signalled.

Our Series gearboxes have no filter. Bearing in mind that we also drive with unsynchronised gearboxes, the thought of using magnetic plugs here naturally suggests itself. Since the gearbox oil is thrown around energeti-

cally inside the gearbox — also for cooling purposes — it makes good sense to replace the filler plugs with magnetic ones. My experience shows that I find metal swarf on the filler plug of the Series III’s synchronised gearbox too. The same naturally applies to the auxiliary/transfer gearbox.

The front and rear axle differentials of the Land Rover Series are put under considerable load. The front axle less so, of course, when free-wheeling hubs are fitted. It is striking that the oil from the rear axle differential in particular noticeably changes colour after a relatively short running time — it turns dark grey. Here too one is well advised to use magnetic plugs; I find fine ‘metal dust’ on the drain plug at every change.

**Supply and Demand**

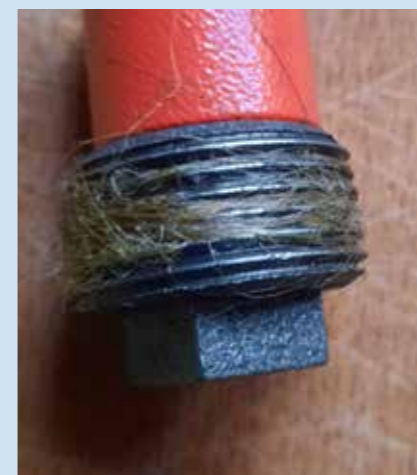
Demand is hard to gauge. The fact is that I haven’t yet found a supplier in England for magnetic engine oil drain plugs for the Land Rover Series. Only one supplier, Megasquirt-V8 (www.megasquirt-v8.co.uk), offers a magnetised drain plug for the gearbox. Here the magnet is kept flat but is super strong.

Things thus don’t look promising for the Land Rover Series. Under the part number TYB500120, Brit-Part does offer a magnetic plug for the axle of the Defender and Discovery 2. Price varies between €20 and €30 per item.

**Conclusion**

Magnetic drain plugs are standard practice in modern vehicles and — since they have metric threads — are available in

great variety on the market for potential retrofitting at a reasonable price. For the Land Rover Series, however, things look decidedly bleak, despite the fact that it would be a most valuable thing to do: it gives early warning of wear and keeps the engine, gearbox and differentials clean.



**Parade**

From left to right, various plugs. Part 235592: drain plug for transfer box, front axle and rear axle differential; 540870 (230960): gearbox drain plug; 608246 (FRC3412): drain plug with internal square drive, rear axle differential LR III 109; 607172: plug with external square drive, rear axle differential LR III 109; 3292: gearbox filler plug with external square drive.



The right tyres, the right vehicle and the perfect surface for a great deal of fun. With Nicolas and Cindy, we're off to Burgundy on the 1st of May.

# Fun in the Mud

## Labour Day in Burgundy

Text & Images: Nicolas Kaiser and Cindy Gaismann

### Article

Now I've gone and done it! A single, brief phone call with our new president was all it took to land me with the job of writing this — and here I am, sitting at the keyboard without the faintest idea where to begin. Well, so be it...

Protesting is so yesterday. Getting mucky is where it's at today.

Anyone who this year has no desire to join the annual demonstrations on the 1st of May — or simply sit at home — is warmly invited to waste their precious free time with us.

Time and again we find ourselves drawn, alongside Saverne and Thenissey, towards St. Symphorien de Marmagne and Éric, the owner and operator of the magnificent "Espace Tout Terrain Les Combes Grondées" — a place that has given rise to many a tall tale over the years. Some of you will no doubt remember it from earlier times as the venue for the French National.

### Convinced

Despite an already thoroughly packed calendar, we managed to persuade Éric to grant us three days of exclusive use of the entire site at a genuinely fair price.

The driving terrain offers virtually everything that makes an off-road enthusiast's heart beat faster. Spread across 47 hectares, alongside wide tracks you'll find predominantly sandy and rocky obstacles ranging from the laughably easy to the genuinely intimidating — and a decent stretch of woodland thrown in for good measure.

### Firewood

Ah yes, woodland... Dear Nick, dear Lewis, the sheer quantity of deadwood in the forest makes your attendance as our resident pyromaniac duo practically obligatory! We plan to give you largely free rein over the terrain, whilst also marking out a number of smaller and larger challenges for all those who fancy a go.

Adjacent to the driving area there is a campsite with a fire pit. Showers and toilets are available.

Please bring your own food and provisions — we intend to pass on the €150 site fee to you without any additional charge.

### When and Where

Date: 1. to 3. May 2026

Venue: Espace Tout Terrain les Combes Grondées, 71710 St. Symphorien de Marmagne, France

Cost per vehicle: €150

Transfer to: Cindy and Christian Geissmann; Wiesenweg 4, 5614 Sarmenstorf, CH93 0023 2232 1019 67M1 U

Registration: Nicolas / Cindy



# Farewell, Babs!

## Auf Wiedersehen, Adieu, Adiós

Text and Images: Barbara Glück

Dear Club Friends,

The Annual General Meeting of January 2026 was a special moment for me. I am very pleased that the role of President will now be filled by Thomas Strebel. I wish him great

stamina, all the best, and continued success on all four wheels. I should like to extend my heartfelt thanks to him and to the entire committee for their constant dedication.

It was my pleasure and

honour, dear club friends, to be there for you over these past years, to go through highs and lows with you, and to put things into practice with you — both the successful and the imperfect. Stay creative and courageous.

Our surroundings have changed in the meantime; the reorientation is in full swing. The almond blossom is a delight, and doing gardening in February at 20 degrees Celsius is a pleasure. Our 'Werner' will continue to support us in a new sphere of activity. The date palm

L'assemblée générale de janvier 2026 a été un moment particulier pour moi. Je suis très heureuse que Thomas Strebel occupe désormais le poste de président. Je lui souhaite beaucoup de persévérance, bonne chance et beaucoup de succès sur toutes les roues. Je tiens à lui exprimer, ainsi qu'à l'ensemble du comité, mes sincères remerciements pour leur engagement constant.

Ce fut un plaisir et un honneur, chers amis du club, d'être à vos côtés ces dernières années, de traverser avec vous des hauts et

that was presented to me as a farewell gift is still in Switzerland in a suitable winter quarters. It will arrive at the finca at the beginning of April with the next transport and take up its sunny new home.

If you'd like to visit us — you are most welcome. We have

des bas, de réaliser avec vous des projets réussis et imparfaits. Restez créatifs et courageux. Notre environnement a changé entre-temps, la réorientation bat son plein. La floraison des amandiers est magnifique et le jardinage en février à 20 degrés Celsius est un vrai plaisir. Notre « Werner » nous soutiendra également à l'avenir dans un nouveau domaine d'activité.

Le palmier dattier qui m'a été offert en cadeau d'adieu est encore en Suisse, dans un quartier d'hiver appro-

plenty of room for Landy friends and overlanders. On LR Free Camps we are the first spot in Spain.

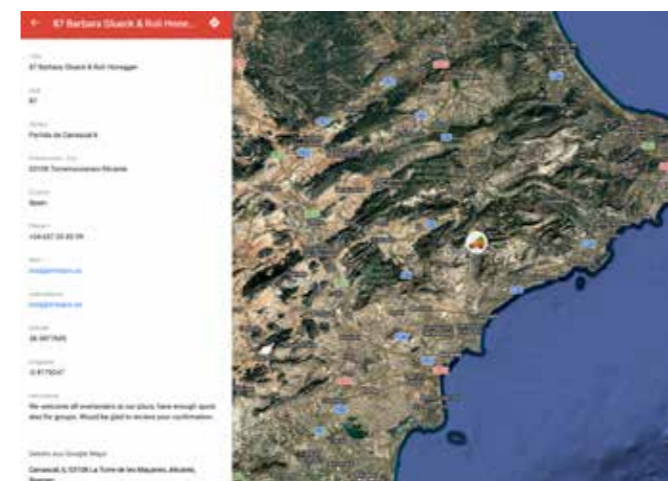
Warm regards,

Babs Glück & Roli Honegger

prié. Il arrivera à la finca début avril avec le prochain transport et emménagera dans son nouvel habitat ensoleillé.

Si vous souhaitez nous rendre visite, vous êtes les bienvenus. Nous avons suffisamment de place pour accueillir les amateurs de Land Rover et les overlanders. Sur LR Free Camps, nous sommes le premier spot en Espagne.

Cordialement,  
Babs Glück &  
Roli Honegger





# Annual Report

## Auf Wiedersehen, Adieu, Adiós

Text and Images: Barbara Glück

Dear Friends,  
With mixed feelings — both laughing and crying — I deliver my final annual report as LRoS President today. This report is not intended to be a list of the events of the past year — Thomas will guide you through the occasions

and encounters as usual.

### Seven Club Years Together

I would rather look back on seven club years shared together. Since 2019 I have had the honour of leading the LRoS. And I do not regret a single moment

of this eventful time.

During these years our club has consistently counted around 650 members — that is approximately 800 people who are passionate about a common denominator called Land Rover. This figure

means more to me than a statistic. It stands for encounters, conversations, helpfulness, camaraderie, and many unforgettable moments.

Not all years were easy. At times we had to live with restrictions, improvise and rethink. And yet we never lost courage. We met when it was possible, and we even organised a gathering of 200 people that was able to take place despite difficult circumstances — perhaps not perfectly, but with a great deal of heart.

### Growing Events

Our events, including the Annual General Meetings, enjoyed growing popularity. Attendance figures and the number of events rose steadily. With this came higher costs against stable income — a challenge the committee has always met with great commitment.

After the jubilee in 2022, the desire arose to celebrate the next occasion on a larger scale again. In my search for a suitable venue, I came across the wonderful location in the Goms. Today I am very pleased that Patrick Amann has been found as a dedicated organising committee president, and

that many helping hands are now actively involved. I wish the LRoS a successful, joyful and unforgettable birthday party.

### 2025

The last Annual General Meeting was lively. In the days that followed, I had to address many of your concerns, while at the same time being confronted with a bereavement in my immediate family. This was very difficult for me. I am all the more grateful to my committee, which gave me the space I needed for a necessary break. A heartfelt thank you once more for that support.

I have always made my decisions in the interests of the LRoS, supported many new events, and invested a great deal of time and enthusiasm in our shared hobby and club life.

Over the past year I was able to take on responsibility, learn from the situations encountered, and contribute to the club being able to continue on its way in peace.

It is important to me to emphasise that this year too the committee worked enormously hard and was able to present you with numerous solutions

throughout the year and today at the AGM as well. We are particularly pleased about the positive figures in the annual accounts.

My original plan was to hand over my role after the jubilee year 2027. Developments within the LRoS, but also changes in my family situation, led me to take this step earlier. Alongside this, from this year I have also adjusted my professional succession planning and living situation accordingly.

I very much look forward to remaining part of this great Landy family in the future as a near 'ordinary' member — or rather as an overseas member.

Thank you for your trust. Thank you for being here. Thank you for the encounters.

Thank you for the time shared.

Hasta luego,

Barbara

# Rapport annuel de la Présidente

## Au Revoir, Adieu, Adiós

Chers amis,  
C'est avec un rire et une larme que je vous présente aujourd'hui mon dernier rapport annuel en tant que présidente. Ce rapport n'a pas pour but d'énumérer les événements de l'année écoulée – Thomas vous guidera, comme à l'accoutumée, à travers les rencontres et les moments forts.

### Sept années de club partagées

Je souhaite plutôt jeter un regard en arrière sur ces sept années passées ensemble. Depuis 2019, j'ai eu l'honneur de présider le LRoS, et je ne regrette aucun instant de cette période si riche en événements.

Durant ces années, notre club a compté en moyenne environ 650 adhésions – soit près de 800 personnes passionnées, investies de cœur et d'émotions autour d'un dénominateur commun appelé Land Rover.

Ce chiffre représente bien plus qu'une statistique pour moi. Il incarne des rencontres, des échanges, de l'entraide, de la camaraderie et une multitude de moments inoubliables.

Toutes les années n'ont pas été faciles. Il nous a parfois fallu composer avec des restrictions, improviser, repenser nos manières de faire. Et pourtant, jamais nous n'avons perdu courage.

Nous nous sommes retrouvés dès que cela était possible, et nous avons même organisé une rencontre avec 200 personnes, qui a pu avoir lieu malgré les circonstances difficiles – peut-être pas parfaite, mais pleine de passion et de cœur.

### Des événements en pleine croissance

Nos événements, y compris les assemblées générales, ont connu un succès croissant. Le nombre de participants et d'événements

n'a cessé d'augmenter.

Cela s'est accompagné de coûts plus élevés alors que les revenus restaient stables – un défi que le comité a toujours relevé avec beaucoup d'engagement.

Après la fête du jubilé de 2022, le souhait est né d'organiser à nouveau la prochaine célébration dans un cadre plus grand. Dans ma recherche d'un lieu approprié, j'ai découvert le magnifique site du Goms.

Je suis aujourd'hui très heureuse qu'un président de comité d'organisation aussi dévoué que Patrick Amann ait été trouvé et que de nombreuses mains se soient déjà engagées activement.

Je souhaite au LRoS une fête d'anniversaire réussie, joyeuse et inoubliable.

### 2025

La dernière assemblée générale a été animée. Dans les jours qui ont suivi, il



m'a fallu accueillir plusieurs de vos propositions, tout en traversant un deuil au sein de ma famille proche – une période très éprouvante pour moi.

Je suis d'autant plus reconnaissante envers mon comité, qui m'a permis de prendre le recul nécessaire. Je leur adresse ici mes remerciements les plus sincères pour leur soutien.

Toutes mes décisions ont toujours été prises dans l'intérêt du LRoS. J'ai soutenu de nombreux nouveaux événements et investi beaucoup de temps et d'enthousiasme dans notre passion commune et la vie du club.

L'année écoulée m'a permis d'assumer des responsabilités, d'apprendre des situations rencontrées et de contribuer à ce que le club puisse poursuivre son chemin sereinement.

Je tiens à souligner que cette année encore, le comité a accompli un travail remarquable, présentant de nombreuses solutions tout au long de l'année et aujourd'hui encore à l'assemblée générale. Nous nous réjouissons particulièrement des chiffres positifs de la clôture des comptes.

À l'origine, je prévoyais de transmettre mon poste après l'année de jubilé

2027. Cependant, l'évolution du LRoS ainsi que des changements dans ma vie familiale m'ont conduit à avancer ce pas. J'ai donc adapté, dès cette année, ma planification professionnelle ainsi que ma situation de logement.

Je me réjouis beaucoup de rester à l'avenir membre – presque « normal » – ou plutôt membre à l'étranger de cette grande famille Landy.

Merci pour votre confiance. Merci pour votre présence. Merci pour toutes les rencontres. Merci pour le temps partagé.

Hasta luego,  
Barbara

# Indulis Vesmanis

## Member No. 209 is Member of the Year!

**Text:** Olaf Grewe  
**Image:** Indulis Vesmanis

Indulis Vesmanis — known to many of you as a regular contributor to the club magazine — has been named Member of the Year!

We in the club can count ourselves fortunate to have him in our ranks, for he embodies reliability, commitment and a genuine love of the marque.

### **Substance over Small Talk**

When I think back to the early days of our collaboration — I had just taken over as editor-in-chief of the magazine — one moment stands out. Indulis mentioned, almost in passing, that we had around 30 of his articles still waiting to be published. That saved me. It meant I could fill the pages of the magazine — and fill them with proper content. Not waffle.

Indulis does not simply submit pieces. He delivers substance. His articles on technology, models and international highlights go into genuine depth — without ever losing us as readers. On the contrary: they spark curiosity, they explain, they inspire. Without his writing, our magazine would be poorer for want of readable, technically grounded content. And I personally would be poorer for want of one of my most valued sparring partners.

### **A Man of Substance**

Because with Indulis, you can talk. Really talk. About shrews in the Mediterranean — he is a trained biologist. About politics, social upheaval, the small pleasures of everyday life. Or, naturally, about Land Rover — for hours on end, if need be. That versa-

tility, that curiosity, that ability to build bridges between subjects — that is what defines him.

Indulis is not a man who seeks the limelight. But he is someone you can count on. Consistently, reliably, and to a high standard. That is what makes a club like ours strong. And that is what sets the man apart — my friend Indulis.

Thank you, Indulis, and heartfelt congratulations!





# A Review

## The 38th AGM from the Perspective of the New President, Thomas

**Text:** Thomas Strebel  
**Images:** Rose Strebel

The shock ran deep when Miriam learned, five days before the meeting, that due to fire safety regulations the Annual General Meeting could not take place at the planned venue on the Horboden. With the help of the local municipality and good local con-

nections, Miriam managed to hold the AGM without additional costs in the cosy hall in Oey. A wholesome buffet with rösti, muesli, instant coffee, plaited bread (Zopf), croissants and friendly service awaited us. The AGM was broadcast on a single pro-

jector instead of the intended dual-projection setup, and the sound technician was our webmaster Tom.

In advance there were numerous cancellations. Partly for understandable reasons — the journey from the canton of Grau-

bünden is indeed a long one — while others were apparently afraid of the salt on the roads. It seems that there is less salt on the roads between certain participants' homes and the Swiss Transport Museum, whereas in the Bernese Oberland the crystalline curse for our vehicles must be rather more prevalent.

The attendance figures showed it: our club wants to hold the Annual General Meeting 'centrally' and preferably 'down-town'. We will endeavour to find a central solution for next year.

### Annual General Meeting

**Heartfelt Thanks**  
Despite several letters to the entire club, nobody came forward for ages to volunteer for traffic duty. After all, it's a 'dirty job' to stand outside in the cold freezing your shins off whilst everyone else is inside dining and chatting. In the end, two brave souls were found who assisted the paid traffic service. A heartfelt thank you to Andres Bauer and Jürg Junker.

### The 3x Extra Twenty Francs

At the AGM, a vote was held once again on whether members wish to

pay an additional 3x CHF 20.00 into the club treasury over three years (2025/2026/2027) into a special account as security for large events. This matter was discussed not only within the committee but also with former members (who resigned because of it), the organising committee, and among friends. Even within the committee there was no unanimity. The repeat vote produced a majority decision in favour of the extra 3x CHF 20.00. Thank you for this great show of confidence in our future.



### Handover

Barbara steps down and passes the presidency to Thomas. He presents her with a date palm for her Spanish home. The members voted him in.

### A Proper Occasion

There could be no more fitting way to open the AGM for a Swiss club than with traditional home-grown music.

Our thanks go to all the helpers who supported Miriam as organiser in pulling the AGM together. Without you, none of it would happen. Thank you so much!

**The New Developments**

Until now, the ‘foreword’ entitled ‘At the Helm of the LRoS’ belonged to the president. In the future, the editorial will be written by members and the committee. This gives every voice a platform in the club, since we stand for the club together rat-

her than as a single person or the committee.

Patrick Amann was re-elected to the committee after a two-year absence. As organising committee president for the 40th Anniversary, this is his first priority; in second priority he

will work towards developing a younger successor for the ‘Series Advisory’ role. It may be worth considering whether we shouldn’t rename this portfolio, as nowadays not only Series vehicles but already 200/300 TDI and soon TD5 vehicles are entering veteran age.

**Committee Positions**

The committee is looking for applicants for the committee. On the one hand, for the Technical Corner (Series Advisory) we need someone with a mechanical interest who enjoys tinkering with vehicles and is prepared to acquire the necessary knowledge. It is not strictly necessary to be an automotive expert, mechanic or mechatronics engineer. We are looking for a younger person with an interest in taking on this role.

**The WhatsApp Affair**

The Land Rovers of Switzerland is introducing a new WhatsApp group in which club topics as well as off-road subjects can be discussed.

The ‘WhatsApp Group’ matter had been put off for years. A group needs to be administered and, as everywhere, there are trolls who don’t abide by the



**Getting Together**

Sometimes you’d love to be a fly on the wall and hear what the trophy and off-road drivers are discussing — here Cindy (left) chatting with “Mech” Luky (centre).



**Table Talk**

Alongside the bazaar, the buffet and the voting, the AGM was also very much about keeping in touch with one another. There was no shortage of opportunities to do so.



**A Feast for the Ears and the Stomach**

Accompanied by live music, attendees enjoyed the AGM in fine style.



**Shop and Bazar**  
 Shop and Bazaar  
 For the first time, participants were able to sell items at the bazaar. The selection on offer was more than generous.  
 Edith and her team of helpers kept the LROS shop busy throughout.



group guidelines. Our editor has taken on this administrative work and the 'WhatsApp Group' experiment has been started.

The launch led to one resignation and raised eyebrows, as Meta's data protection is questionable. It is correct that Meta (the company) uses our data – our capital – for profit. The metadata (the data) of our chats is indexed and our text is subsequently appended to our electronic profiles by technical means, thereby creating a quasi-identity online that reveals our interests, so that instead of Mitsubishi, Landy spare parts

or off-road trips to distant destinations are displayed. Communication between us is admittedly encrypted, but through keyword tagging, profiles are created which are then used commercially to show us adverts or websites.

Alternatives such as Threema or Signal do not use this technology. The disadvantage of these channels is that their acceptance, and thus market penetration, is low. Despite the limited data protection, the committee decided to conduct a pilot trial on WhatsApp. Participation in the channels is voluntary, and offi-

cial information remains available as before via email, the website and social media; users suffer no disadvantage should they wish to stay away from the channel.



**Good Spirits**  
 Some conversations leave their mark. In this case, laughter lines.

Information about the committee and the AGM, including the minutes, can be found online at [lros.ch](http://lros.ch).



## Ihre LAND ROVER DEFENDER Garage



### Unsere Kompetenzen mit LAND ROVER DEFENDER

- verzinkte Chassis
- Restaurationen und Neuaufbauten
- Rostschutzarbeiten
- Karosseriearbeiten
- Umbauten für Reisen und Offroad
- Wartungsarbeiten
- MFK-Bereitstellung
- Verkauf



# New Board

Text: Thomas Strebel  
Image: Rose Strebel

At this year's Annual General Meeting of Land Rovers of Switzerland, a significant item was on the agenda: the election of the new committee.

With the strong endorsement of the membership, Thomas Strebel was elec-

ted as the new president, taking the helm of our club from Barbara Glück. Rejoining the committee is Patrick Amann, responsible for the Series portfolio.

"It is a great honour and pleasure for me to take on the role of president of

our club," said Thomas. He extended particular thanks to the members, whose active participation enriches club life, as well as to the entire committee for the trust placed in him.

All the very best,  
Thomas!



Iceland's beauty is difficult to put into words. Yet this image captures it perfectly: raw, striking and utterly unique.

# Fire and Ice

## A holiday in Iceland — seven of us, two families, two cars.

**Text & Images: Herbert Güntert**

At the heart of this story is our Discovery 3 TDV6, a 2009 manual, with which I tow an old Swiss Army Puch trailer. It carries all our kit — tents, camping furniture, cooking utensils, jerrycans, sleeping bags, tools, a portable loo, and more. There's a great deal of equipment, but with average temperatures of 15°C in July, you want to be

prepared. And since everyone else is flying, I'm driving the support vehicle.

### **Sunday, zero-six-hundred hours. Engines on.**

The rig is fuelled, loaded and ready for five weeks of adventure in Iceland. But in truth, it had all begun two years earlier, on a week-long canoe trip with friends through

the Swedish wilderness. The weather forced us to take a rest day on some small island. We'd made ourselves a cosy camp and sat out the day.

Around a cheerful campfire, we swapped stories with the children about our past travels, tales from old scouting days, and put the world to rights. My account

of a trip through Iceland more than 30 years ago — back then in a Land Cruiser — sparked a sense of adventure in the group. A few conversations later, and with the ferry and flights booked in November 2024, the thing was settled.

### **Preparations**

In the weeks before departure, the tow vehicle was given a thorough once-over, finally received the long-awaited



### **Puffins**

These colourful birds are quintessentially Icelandic. This particular specimen stands almost as a symbol of Iceland's distinctive nature and the magic of the Nordic avian world.

winch, got a new set of tyres, and the trailer still had to be finished off as a proper camping trailer.

And then departure day arrives: Sunday — perfect for cruising across Germany with as little lorry traffic as possible, cruise control set to 105 km/h. Just under 1,000 km and twelve hours later, I reach my first overnight stop at Kruså in Denmark, just north of Flensburg.

On Tuesday, it's 48 hours on the ferry from Hirtshals to Seyðisfjörður. Eat, drink, sleep, eat, drink, sleep... ...and in the evening, listening to the troubadour in the bar for a while. And on Thursday, after 35 years, the Landy finally touches Icelandic soil again.

### **Icelandic Tarmac**

Straight off westwards, as by Saturday I need to collect three of our group from Reykjavík air-



### Hot and Cold

This is what Iceland stands for: fire and ice. On one side, the volcanoes that draw you in with an almost magical pull. On the other, the grey-white glaciers and vast expanses of ice. Wondrous and breathtakingly beautiful.



port. Driving through the south along the Ring Road, the vast plains and ever-changing landscapes left me completely overwhelmed — I had no mem-

ory of any of this. Simply pressing on along the Ring Road would have been rather graceless.

So on my second day on

the island, I was already heading up the first F-roads to the hot springs at Landmannalaugar, then on along tracks to Selfoss, and finally to my destina-



### Under the Car

There's always something that needs doing. Sometimes you simply have to get to work on the heavy trailer — I had to repair the brake rod three times.



### Camp

Holidaying together also means camping together. That looks rather cosy.

tion for the day — Þingvellir, Iceland's answer to the Rütli meadow.

Today is Saturday — time to collect my wife Anita and our friends Karin and Stephan from Keflavík airport. We pick up our friends' hire car (a Land Cruiser GX) and head back to Þingvellir.

### Tectonic Knowledge

In the evening we take a walk through the national park, and I hold forth impressively on the American and Asian tectonic plates drifting apart here — knowledge gleaned from a ranger-led tour I'd joined that morning.

### Iceland in Miniature

On Sunday we set off on our first leg towards the Westfjords. Exploring the Snæfellsnes Peninsula — said to be Iceland in miniature — we take in the entire north-west. We wind our way around fjords stretching for kilometres, climb steep roads rising 500 metres, only to drop straight back down to sea level again. Time and again we relax in hot pools, which are simply everywhere up here.

A highlight is the F622, a track that clings to the steeply plunging mountainside and at times follows the surf right at sea level.

### Among the Puffins

Here we also visit the westernmost point of Iceland and see puffins for the first time — thousands of them nesting there.

And then it happens: the brake rod on the trailer snaps. (I always thought Swiss Army kit was indestructible.) My wife is somewhat alarmed, and so we hunt as quickly as possible for someone in the nearest village who can weld it back together.

After the first week we have to head back towards

Reykjavík, as our son and the daughter and son of our friends are arriving by plane on Sunday.

### Complete

Now our travel group is complete. All the luggage is repacked, and our friends are more than relieved to

the Sprengisandur, a fine highland track. The first off-road driving for our travelling companions.

The brake rod bids farewell for the second time, but between whale watching and waterfalls in Húsavík I find someone

Our roadbook promises the largest sand desert in Europe, lava fields strewn with sharp rocks looking to shred your tyres, lush green plains, enormous river crossings, and solidified lava sheets where you have to hunt for the track. Five hours



### Basalt Gorge

Egilsstaðir is distinguished by its imposing rivers cutting through solid basalt.

leave a good deal of their gear in our trailer. We tick off the Golden Circle — Gullfoss and Geysir — before heading north along

to braze it back together.

Past Goðafoss, we head deep into the highlands towards the Askja volcano.

for 120 km, they say.

### Better than Expected

Reality far exceeds our imagination. We reach our

destination — the Askja volcano — after eight hours of pure driving time, at 10 o'clock in the evening. We are rewarded with unique landscapes, indescribable shapes and colours, glaciers and alternating vegetation — though after eight hours, I was the only one still finding it amusing.

### More than Expected

Forewarned for the next day, we place no faith in the predicted five and a half hours for 130 km — and indeed it takes nine. The track is very demanding for our companions' Toyota. I get out repeatedly to guide my friends over obstacles so they don't rip anything off or get stuck. Not a problem I'm familiar with — after all, I can raise my vehicle by 13 cm on the air suspension. Don't worry.

The jolting in the Toyota turns Karin's stomach. Though perhaps it's just an excuse to get behind the wheel herself. She has developed a taste for river crossings, and a running dispute has broken out in the Toyota over who has the right to tackle them.

My wife is more than happy to let me do the driving, enjoys the comfort of the Disco, and I'm free to let the big kid in me run wild.

### Bustle instead of Solitude

Via superb off-road tracks we reach Landmannalaugar and the south, where the brake rod parts company with us for a third time and has to be welded once more. Along the Ring Road we explore all the southern sights. After the solitude and quiet of the highlands, the tourist presence here is noticeably greater.

### Into the Fire

On the way back to Reykjavík we visit the active volcano near Grindavík — a primordial spectacle of nature. I fly my drone over 3,400 metres to the volcano. Hovering at the edge, I suddenly wonder just how hot it might be around an active crater. I fly slowly up to the crater rim, tilt the camera downwards, and an extraordinary view opens up into the churning lava below. The drone returns to me unscathed.

### Into the Water

On Sunday I drop my six travelling companions at Keflavík, leaving me four days to make my way back to Seyðisfjörður. I set my sights on Þórsmörk and the river Krossá. The Krossá has a fierce reputa-

tion, and there are dozens of YouTube videos of cars being swept downstream. After watching an Icelandic highland bus make the crossing, I decide not to push my luck unnecessarily. Everything has gone well so far — and I need a reason to come back soon and try it then.

### Between Rocks

I drive swiftly to Egilsstaðir in the east, where I set up my final camp. Here there are imposing river valleys with striking basalt formations, which I explore by drone — seemingly endless plateaus, a hot pot where steaming water trickles down as a waterfall, and workshops where the brake rod can be welded for the fourth time.

On Thursday of the fifth week, the ferry is waiting, and in the 48-hour crossing I process the unforgettable impressions of the journey just past.

### Homeward Bound

On Saturday the homeward drive begins at 12:15 from Hirtshals. Two fuel stops, a dinner break, various comfort stops, a bulb-replacement stop, 1,450 km and 17 hours later, I was back home at 5:15 in the morning.

**Looking Back**

Iceland is beyond description — you simply have to experience it. With its volcanic origins unlike anything we know, the resulting landscapes with their bizarre formations and unfamiliar vegetation, it casts a spell on you anew every single day.

Despite all the sceptics, my Disco covered over 9,000 km without a single problem, and we burnt through 1,000 litres of diesel at CHF 2.40 per litre.

**Glowing Beautifully**

I like to say now that the Landy was in its natural habitat and simply felt at home in Iceland. How else to explain the fact that barely ten days after returning, the entire Christmas tree lit up on the dashboard?

It certainly won't be 35 years before I go back!

Sjáumst!  
(Icelandic for “see you soon”)



# Stop the Chaos

## Our new clutter set for you!



shop.lros.ch

You know how it is — at a picnic, on the campsite or anywhere else, you spend ages hunting for the right piece of cutlery, and in the end everything clatters and crashes about in complete chaos. And you can bet your bottom dollar that the one teaspoon you need is nowhere to be found, leaving you to wrestle your yoghurt out of the pot with a soup spoon. Well, no more! We are delighted to introduce our new cutlery set — the perfect solution for everyone who values order, style and functioning nerve endings.

**The Bag with the Club Logo**

The centrepiece of our set is a high-quality black bag, proudly embroidered with our club logo. It doesn't just look the part — it's also supremely practical: every piece of cutlery has its designated place. Nothing gets muddled up, nothing falls

out, and best of all: no more metallic symphony concerts! The compact bag is always close to hand.

**Unfilled or Filled**

You have the choice between two versions: the bag is available empty — perfect for all the control enthusiasts who prefer to pack their own favourite cutlery (no judgement here!). Or you can opt for the filled version, which comes fully equipped: plate, fork, spoon, knife, teaspoon and dessert fork — everything you could need. Your cutlery deserves a fashion statement too!

Don't forget to order the matching 3dl or 4.5dl stainless steel mug at the same time. Eating without something to wash it down with is frankly no fun at all.

Cheers to that!



**Always ready. Complete Set**

Whether camping, travelling, at a relaxed get-together or simply in everyday life, the cutlery set always cuts a fine figure. No more loose pieces, no more maddening rummaging (and muttering under your breath!), no more clattering. Instead: order, clarity and a stylish accessory bearing our club logo.



Exklusiver Vertriebspartner der TimeMAX-Produkte in der Schweiz

## ROSTFREI FÜR IHREN LANDY

ZUVERLÄSSIGER SCHUTZ MIT DEN BEKANNTEN  
PRODUKTEN VON TIME MAX

In unserer Werkstatt entfernen wir den alten Unterbodenschutz schonend mit Trockeneis. Die nach dem Strahlen zum Vorschein gekommenen Rostschäden werden fachmännisch repariert und ihr Fahrzeug vor weiterer Korrosion geschützt. Exklusiv in der Schweiz bieten wir die Möglichkeit,

den Unterboden Ihres Fahrzeugs in Wagenfarbe mit TimeMAX Color oder neu mit TimeMAX UBS Clear (transparent) langfristig vor weiterer Korrosion zu schützen. Kritische Stellen und Hohlräume werden anschließend mit den bewährten Korrosionsschutz-Produkten von TimeMAX behandelt.

Weitere Infos unter [www.bccars.ch](http://www.bccars.ch)

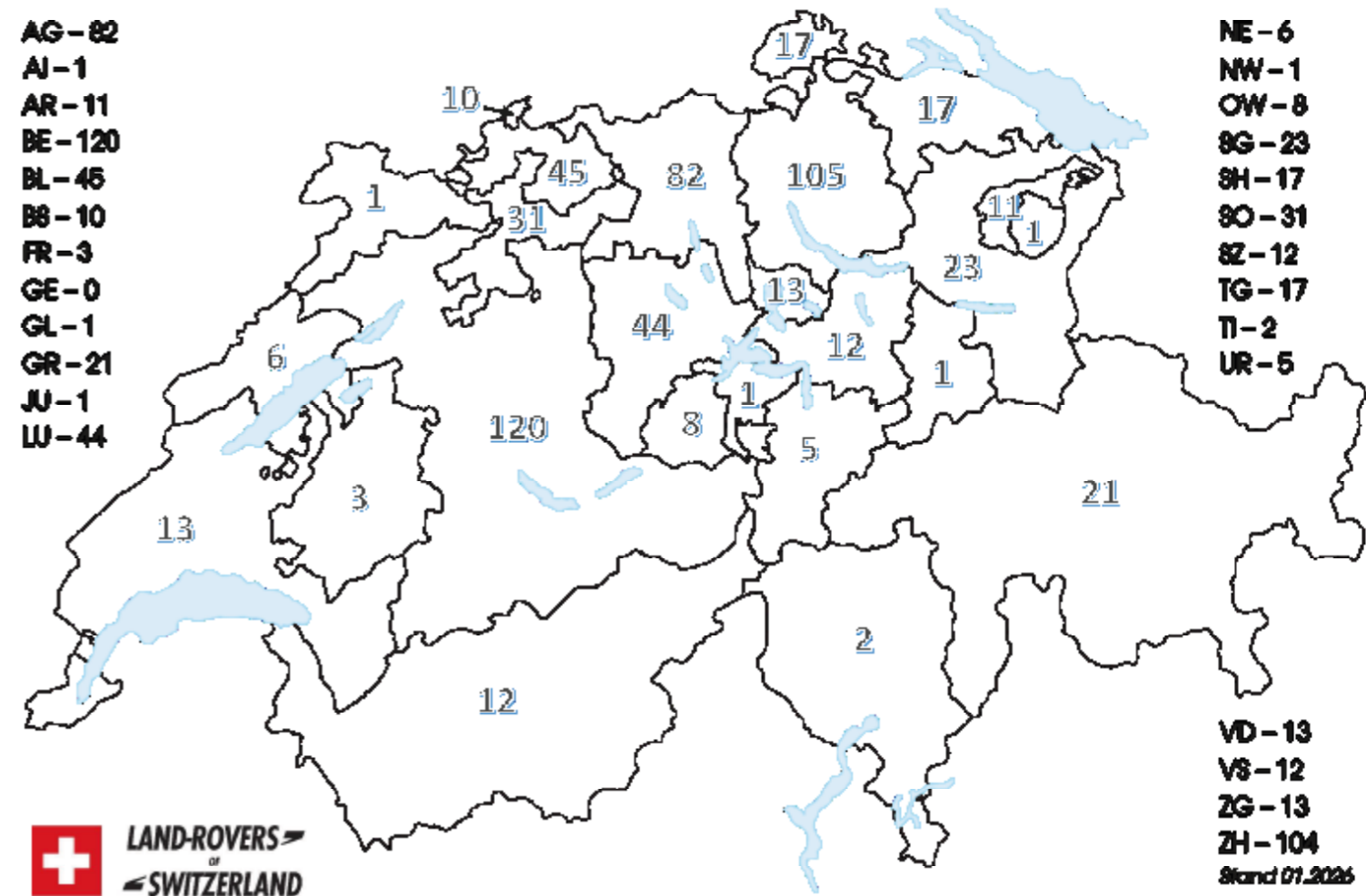


★ TROCKENEISSTRAHLEN ★ UNTERBODEN- UND ROSTSCHUTZ ★ HOHLRAUMVERSIEGELUNG

Brechbühl Classic Cars GmbH / CH-8241 Barzheim / Tel. +41 (0)52 640 00 66 / [info@bccars.ch](mailto:info@bccars.ch) / [www.bccars.ch](http://www.bccars.ch)

LROs Mitgliederverteilt auf Kantone (pro Mitgliedschaft)

AG-82  
AI-1  
AR-11  
BE-120  
BL-45  
BS-10  
FR-3  
GE-0  
GL-1  
GR-21  
JU-1  
LU-44



# A Swiss Club

## The LROs Canton-Check

Text & Image: Miriam Wittwer

Where the Landy grafts, where it gleams, and why Geneva prefers a Tesla – our great cantonal check-up.

Switzerland, that wonderful little country of 26 cantons, mountains, lakes and culinary specialities, reve-

als something telling in the LROs membership figures too: a Landy is not just a Landy! While in some cantons the vehicles still do a proper day's work, elsewhere they are chauffeured through the city as a set of wheels on a business card. Let us dive into the fascina-

ting world of regional Land Rover cultures – with a wink and no guarantee of political correctness.

**The Heavyweights**  
Bern vs. Zurich – Workhorse against Status Symbol

Bern leads the rankings with a whopping 120 LROs members, and for good reason. Here, the Land Rover is still what it was built for: a workhorse. The Bernese Landy has no acquaintance with the car wash — only mud, forest tracks and the occasional farmyard. “Dä Wagä isch zum schaffe, nid zum blöffe,” the Bernese would say, as he trundles cheerfully off in his mud-caked Defender to chop some wood. Gleaming bodywork? Not a chance. But every switch works here — most of the time. (The pampered residents of Gstaad naturally excepted.)

Zurich follows with 104 members, but here the Landy presents itself in a rather different light. In Zurich, the Land Rover is the automotive equivalent of a Rolex: you don't drive one because you need it, but because it shows you can afford it. The Zurich Defender parks outside the golf club, is hand-polished weekly, and has in all likelihood never experienced off-road contact. “Off-road? No fear, the roughest I go is over the cobblestones on the Züriberg!” The worst thing that can happen to the Zurich Landy: a bird relieves itself on the freshly waxed bonnet. Catastrophe!

The verdict? Bern wins not only on numbers but on authenticity. The Bernese Landy works; the Zurich one gleams. Both are perfectly happy — just in completely different ways. There are exceptions, of course.

### **The Solid Middle Ground: Where the Landy Still Makes Sense**

Aargau, with 82 LROs members, proves the point: Rüebliland needs robust vehicles. Between nuclear power stations, gravel pits and farmland, the Defender is in its element here. The Aargau Landy carries everything — building materials, tools, and sometimes the farmer himself. It only gets washed before the MOT, and even then under protest.

Lucerne (44 members) has a split Landy personality: in the city it serves as a tourist-friendly status symbol parked outside the grand hotels, while out in the countryside it still hauls hay.

### **Landys of Both Basels**

Basel-Landschaft (45 members) beats Basel-Stadt (10 members) by a country mile — obviously! In the Baselland you genuinely need the Landy for forestry tracks and farming. In

Basel-Stadt, by contrast? It mostly just gets in everyone's way in impossibly tight car parks, or waits to be keyed by so-called climate activists. The Baselland contingent just grins and drives off to the next patch of woodland.

### **Among the Mountain Goats**

Graubünden (21 members) deserves a special mention: here the Landy is indispensable. Steep mountain roads, snow-covered passes, wildlife crossings — the Graubünden Landy earns its keep through hard graft. It gets washed by the snow and polished by the mountain wind. Luxury? If the heating works and you've got a galvanised chassis that can hold its own against the road salt, you're laughing.

### **The Mountain Cantons: The Landy as a Lifeline**

Schwyz (12), Appenzell Ausserrhoden (11), Obwalden (8) and Uri (5) tell the same story: in the mountains, a Land Rover is not a hobby — it's a necessity. These Landys know every forestry track, every pothole, and have probably clocked more vertical metres than road kilometres on the odometer. The Uri Landy laughs at gradients that

would reduce other cars to tears. Rust spots? Up here they call it “patina” and wear it with pride.

### **The Lone Heroes: One Landy for All Occasions**

Appenzell Innerrhoden, Nidwalden, Glarus and Jura each have precisely one single member. One pictures a solitary Landy driver cruising through their little canton thinking: “I'm the only sensible one around here!” Perhaps they are the true pioneers — or simply the only ones who have grasped that a Land Rover makes perfect sense in a small canton: capable off-road, robust, and besides, you know everyone at the petrol station anyway. In Appenzell Innerrhoden, the Landy presumably doubles as the Landsgemeinde shuttle. In Glarus it carries everything from Schabziger cheese to wood-burning stoves. Multi-purpose to the last.

### **La Suisse Romande: Où est le Rover?**

Vaud manages 13 members — not bad for a canton better known for its vineyards than its off-road tracks. The Vaud Landy? An elegant compromise: robust enough for the grape harvest, smart enough for the drive to Lausanne. “C'est pratique et élégant!” Fribourg (3) and Neuchâtel (6) show that French-speaking Switzerland is rather more restrained in its Landy devotion. Perhaps it's because people there prefer French marques, or because a good espresso matters more than four-wheel drive? Or could it be that they tend to gravitate towards the French-speaking Land Rover club instead?

### **The Tragic Losers: Geneva Prefers a Tesla**

And then there is Geneva. Zero members. Absolutely none. The international city, home to the United Nations and countless

luxury brands, has failed to win over a single Land Rover enthusiast for our club. Why? Simple: in Geneva one drives a Tesla or a Porsche Cayenne. If something vaguely rugged is called for, a Range Rover Evoque will do — though naturally that doesn't count as a proper Landy. The Genevan verdict: “Un Land Rover Defender? Mais non, c'est trop... rustique!” Too rustic, too practical, not nearly electric enough. While the rest of Switzerland wallows in the mud, Geneva glides silently and emission-free through the diplomatic quarter.

Ticino also disappoints with just 2 members. Too busy with Alfa Romeos, la dolce vita and Sunday outings to the Lago? “Un Land Rover? Troppo rumoroso! Preferisco la mia Vespa!” The Ticinese has a taste for Italian elegance — and the sturdy Brit simply doesn't fit the bill.



#### **Fun Fact**

Valais is the canton with the highest number of vehicles per 1,000 inhabitants — 675, to be precise. Trailing well behind is the canton of Basel-Stadt with just 306 vehicles.

When it comes to electric mobility, Zurich leads the way with 6.6 per cent, while Geneva — perhaps surprisingly — brings up the rear with a share of just 3.7% of electric vehicles. Even the Jurassians (3.8%), residents of the cantons of Neuchâtel and Uri (3.9%) and the Ticinese (4%) drive more electric cars.

Source: Federal Statistical Office, 2025

# Ihre Land Rover Garage in der Nordwestschweiz



- **Reparaturen und Umbauarbeiten**
- **MFK-Bereitstellung**
- **Rostschutzarbeiten**
- **An- und Verkauf**
- **Professionelle Reinigung**
- **Restorationen**
- **Wartungsarbeiten**

FARAG AG  
Nicolas Gubler  
Eidg. dipl. Automobildiagnostiker  
Gerenweg 9  
5073 Gipf-Oberfrick  
Tel. 062 871 23 80  
Email: info@farag.ch

# BIENVENUE AND HELLO!

per 10. March 2026

On behalf of all club members, we extend a very warm welcome to our new friends joining the LROs!

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

Nufer, Ueli  
Finkbeiner, Tim  
Willi, Tom, Sylvie, Anna und  
Mäx  
Schorno, Robin  
Kuhn, Corsin  
Weiss, Frank

Tschan, David  
Clara, Luis  
Klafs, Sabrina  
Perrenoud, Matt  
Frischkopf Raphael  
Wasser, Roman und Alena  
Iseli, Alexandra

Rösti, Manuel  
Vogt, Michael  
Brown, Ian  
Ledergerber, Julian  
Kämpf, Gian

## Become A Member

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 2x Stimmrecht Vergünstigte Preise bei Anlässen für die ganze Familie Land Rover Magazin (4x) famille et couple non marié 2x droit de vote toute la famille profite de prix réduit.	für Einzelpersonen 1x Stimmrecht Vergünstigungen bei Anlässen Land Rover Magazin (4x) personne individuelle 1x droit de vote prix réduit aux activités	kein Stimmrecht keine Vergünstigungen Land Rover Magazin (4x) pas de droit de vote pas de réduction de prix



# “Am Lagerfeuer” Rainer’s Podcast

**Text & Images: Rainer Schuler**

Moin, Grüss Gott, Grüezi and hello, dear Landy fans! For over three years now I’ve been producing the podcast Landy & Leute.

I’m Rainer Schuler, aka “die Land Radde”, and I talk to people who love and live with our faithful companion — on the road, off-road and in everyday life. It’s about adven-

ture, off-roading, freedom, kit and real stories of the kind you’d normally only hear around a campfire. In short: campfire talk to go — perfect for those long drives in the Landy, when the journey is once again the destination.

It has become a meeting point for the Landy family, where we share experiences, learn

from one another and celebrate our shared passion for Land Rover together.

I invite you to pull up a chair by the fire as a listener or as a guest, to share your story with us. You’ll find it wherever podcasts are available, e.g. Spotify.

hello@landyundleute.com —  
www.landyundleute.com



# Club-Programme April–June 2026

Alle Anlässe unter / Toutes les occasions: <http://www.lros.ch/events>

Kontakt / contact : [president@lros.ch](mailto:president@lros.ch)

Wir informieren via E-Mail / Nous informons par e-mail

We look forward to new events — joint drives, a group visit to a museum, tackling a great route together, or perhaps simply a barbecue at the edge of the woods.

Get in touch with Thomas at [president@lros.ch](mailto:president@lros.ch) or on mobile at +41 78 615 3000.

## Principles:

The club covers basic costs and provides a deficit guarantee for events.

The club is prepared to fund basic infrastructure (toilets, water supply, permits, venue hire).

The club provides signs, cones or waymarkers so that everyone can find their way to the meet.

To ensure all club members are invited, your event will be communicated in the club magazine and by email, with participant registration coordinated on your behalf.

## Nächste Termine

**24. April 2026**

**April-Höck bei Frudes Offroad Oey**

**1.–3. Mai 2026**

**Offroad-Treffen im Burgund**

**4.–7. Juni 2026**

**Abenteuer & Allrad Bad Kissingen**

**29. Mai 2026**

**Höck bei Vreni & Heinz Degen**

**19.–21. Juni 2026**

**Die Land Rover Days (früher D-Days)**

**27.–28. Juni 2026**

**3 Pässe Fahrt**



Clubaddress: Land Rovers of Switzerland, Schulstrasse 4, 8415 Gräslikon  
President / présidente Thomas Strebel, M: 076 683 14 00  
E-Mail: president@lros.ch  
Vice President / Vice-président Vakant  
E-Mail: vicepresident@lros.ch  
Cassier / caissier Christof Kummer  
E-Mail: treasurer@lros.ch  
Webmaster / webmaster Tom Hunziker  
E-Mail: webmaster@lros.ch  
Secretary / secrétaire Patrick Gerber  
E-Mail: secretary@lros.ch  
Magazine / magazine Olaf Grewe  
E-Mail: clubmagazine@lros.ch  
Shop / Boutique du club Miriam Wittwer  
E-Mail: shop@lros.ch  
Serie Consultancy / Patrick Amann a.I.  
E-Mail: seriesone@lros.ch  
Technica Consultancy / Parts  
conseils techniques / pièces détachées Heinz Degen  
E-Mail: techinfo@lros.ch

**Online-Membership / Inscription on-line: [lros.ch/mitglied-werden](http://lros.ch/mitglied-werden)  
Mutationen: [www.lros.ch/mutationen/](http://www.lros.ch/mutationen/)**

The official magazine of Land Rovers of Switzerland is now in its 34th year of publication and appears four times a year in German, French and English. Each issue runs to between 56 and 64 pages, with a print run of 850 copies. Of these, approximately 700 copies go to members, with the remainder distributed to advertisers, dealers and at events and meets.

Publishing Dates 01: 01.04.2026 | 02: 01.07.2026 |  
03: 01.10.2026 | 04: 01.12.2026  
Copy Deadline 01: 22.02.2026 | 02: 24.05.2026 |  
03: 30.08.2026 | 04: 31.10.2026

**Advertising rates per issue (print-ready PDF, ads with full bleed and 3mm crop marks)**  
213 x 152 mm (1/2 Seite) CHF 150.00 per issue  
213 x 303 mm (1/1 Seite) CHF 250.00 per issue  
Cover inside page 3 (1/1 Seite) CHF 300.00 per issue  
Text Ad (Land-Rover Börse) CHF 20.00 free for active members  
Loose inserts (print-ready) ab CHF 200.00

**Disclaimer:** The opinions and content expressed in articles and advertisements do not necessarily reflect the views of the editorial team or the LROS and are the sole responsibility of the respective authors and advertisers.

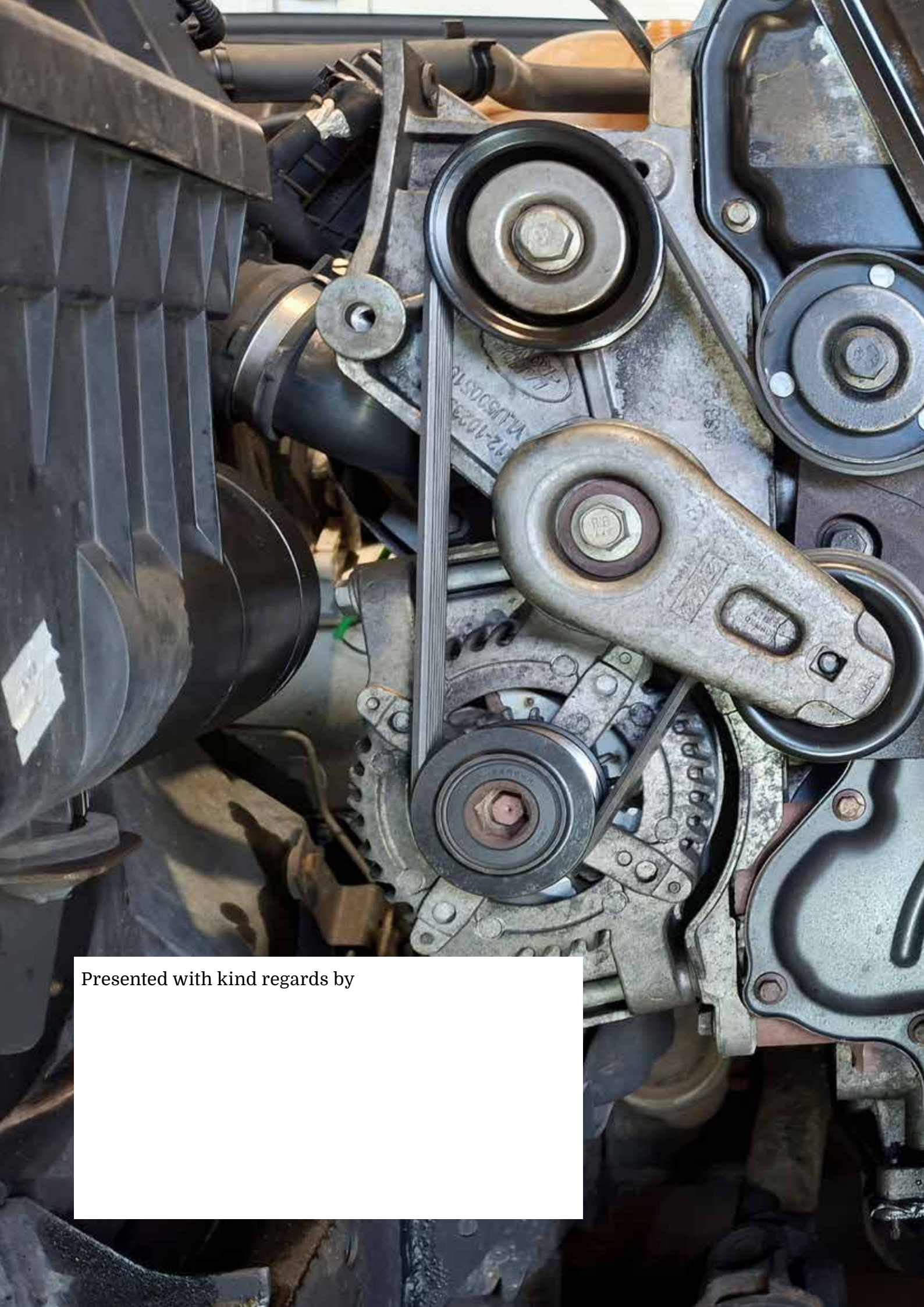
KUMMER  
TREUHAND AG

Wir spielen auf der  
gesamten Klaviatur  
des professionellen  
Treuhandwesens.

Kummer Treuhand AG

Mittelstrasse 14 · 4900 Langenthal  
T 062 922 16 37 · F 062 923 45 39

info@treuhandweb.com · [www.treuhandweb.com](http://www.treuhandweb.com)



Presented with kind regards by