

For all but a minuscule percentage point of the world's population, the fight for a share of the flagship 4x4 market is a total irrelevance. But for the companies involved the few thousand units the segment accounts for globally is massively worthwhile for the significant profit margin involved in these vehicles. There's a share of corporate ego involved here too, as the three British marques blue over bragging rights, even if two (Bentley and Rolls) have German parents and JLR is owned by the Indian Tata Group. "Is there a detailed plan to go further at the moment? No. But is it possible? Is there headroom there? On the Range Rover brand, I think there is," added Goss

Currently, ultra-high end SVAutobiography Range Rovers are modified by JLR's two-year old SVO division, which also looks after SVR-badged performance models and the as yet unseen SVX badge for high-performance off-roaders. Its most recent Range Rover SVAutobiography addition has been the Dynamic short wheelbase model, which borrows the 404kW supercharged V8 engine from the Range Rover Sport SVR. That goes some way to bridging the power gap to the 447kW Bentayga. But what a \$400,000-plus Range Rover would compromise in terms of equipment and performance and who would potentially build it, Goss wasn't saying. "Truth is there's not that plan at the moment, but if you ask that theoretical question with Bentayga could Range Rover go further the answer is yes." Goss said the advent of Bentayga and the Rolls-Royce now being developed under the name Cullinan, as well as other potential entries from the likes of Benz luxury brand Maybach wasn't necessarily a bad thing for Range Rover, which has held sway in this market since its launch in 1970.

"They [Bentley] are generating a huge level of interest in the segment and that means that people start to have choices and sometimes they bring things forward. "I don't think it's a problem and it's a bit trite as a corporate guy to say it's an opportunity. I am not saying it's an opportunity, it's just a fact. "They [Bentley] have produced a car there; it's not mass volume. They know we are the King; we are always going to be the King in that segment there. That's a fact and that's our intention there. "Do we look at what they do and think 'yep that's interesting?' Yep we do and I think a lot of customers would look at the car and they will probably try it. "And I think a lot of customers are probably thinking 'I might come out of some other type of vehicle and I will look at the Bentayga and I have to look at the Range Rover as well'. "That's probably the fact of the matter. "I think in practice cars like that tend to expand the segment because they create interest."

LAND ROVER REVEALS NEW DISCOVERY

New Discovery is highly desirable with unrivalled capability and technology like no other. It has been designed from the outset to enable Land Rover customers to live the lifestyle they aspire to. The result is the best family SUV in the world.

The Seven Wonders of Discovery: *Seven principles describe the essence of Discovery and have guided its creation:*

1. The Magnificent Seven: every seat is the best seat in the house

- Flexible interior provides seven full-sized adult seats, instantly configurable from your smartphone using the world-first remote Intelligent Seat Fold technology

2. A much loved member of the family: keeping you safe for the last 27 years

- Semi-autonomous safety technology provides the family peace of mind
- Premium interior combines leading design with durable, high-quality materials and space for the whole family

3. King of the hill: unstoppable on all surfaces, all terrains and in all weathers

- Land Rover's full-sized SUV architecture delivers world-beating all-terrain capability
- Lightweight aluminium construction saves 480kg, delivering enhanced efficiency and CO2 emissions from 159g/km*
- Super clean Ingenium family grows with adoption of 240PS, four-cylinder diesel engine with 500Nm of torque
- Towing king: best-in-class 3,500kg towing capacity** and semi-autonomous Advanced Tow Assist take the stress out of difficult reversing manoeuvres

4. British creativity: designed with charm & sophistication loved by the world

- Design retains key Discovery family cues, adding optimised proportions and sophisticated surfaces

5. Storage addiction: discover the space for everything

- Up to 2,500-litres of luggage space and clever storage for 21st century family essentials

6. Connects every generation: Ingenious features that make life easier

- Digital Discovery equipped with up to nine USB ports, six 12-volt charging points and an in-car 3G WiFi hotspot for up to eight devices

7. After the roads end: reaching threatened habitats and vulnerable people

- New Discovery will continue Land Rover's work in humanitarian aid and conservation projects around the world

The New Discovery embodies Land Rover's drive to go Above and Beyond, combining British desirability with an unstoppable spirit of adventure. It's an authentic, three-row, seven-seat SUV with unbeatable capability and versatility.

Everyday ingenuity has been at the heart of the Discovery for the last 27 years. New Discovery signals the transformation from cogs to code with more than 1.2 million customers with us on every step of the journey.

The fifth-generation model benefits from Land Rover's strong, safe and light full-size SUV architecture, delivering comfort and adaptability like no other.

The New Discovery is for the digital age. Ingenious technology keeps your family safe, connected and confident on all surfaces, all terrains and in all weathers to ensure your destination is reached.

Revolutionary design

New Discovery was previewed by the Discovery Vision Concept, which showcased the future direction of the entire Discovery family when it debuted at the New York Auto Show in 2014, and represents a radical departure for Land Rover's most versatile SUV. The revolutionary design gives Discovery a dynamic appearance with sophisticated surfaces and precisely engineered details designed to resonate with customers on an emotional level. The Discovery family has always had a spirit of adventure and the new model provides a dramatic



reinterpretation of Discovery's 27 years of heritage and practical DNA with a sophisticated design that pays homage to previous models without being restrained by them.

Trademark design features include the stepped roofline, which has identified each of the four previous generations of Discovery and provides an elegant solution to a practical need. The stepped profile optimises headroom for passengers travelling in the third row of seats. It also accommodates Discovery's customary stadium seating configuration, which sees each row of seats positioned higher than the one in front, ensuring every seat is the best seat in the house.

Land Rover's design and engineering integrity ensures New Discovery is able to accommodate seven full-sized adults in an SUV body measuring less than five metres in length (4,970mm). Most similar-sized competitors provide 5+2 seating but New Discovery is designed for 95th percentile adults to sit comfortably in its rearmost seats, providing complete interior flexibility. Both third-row seats incorporate ISOFIX mounting points (five in total), so families have the freedom to put child seats in the most appropriate seat for any journey.

The interior of New Discovery continues the design revolution started by the Discovery Sport, where customers can specify a range of premium materials including luxurious Windsor leather upholstery and natural oak veneers.

The limited-run 'First Edition' model showcases the very best of New Discovery. Only 2,400 examples will be available globally with exclusive features including unique etched map detailing on the aluminium trim for the doors and fascia, unique badges, bold colour choices and a comprehensive list of standard equipment.

The optional Dynamic Design Pack gives New Discovery a more purposeful, stealth-like appearance both inside and out, with features including a contrast roof, athletic front and rear bumper designs, luxurious leather upholstery and a sports-inspired steering wheel and pedals setting it apart.

Connecting every generation of the family

New Discovery provides world-first Intelligent Seat Fold technology, allowing customers to reconfigure the second- and third-row seats with minimal effort using controls at the rear of the vehicle, the central touchscreen and even remotely via a smartphone app as part of the InControl Touch Pro Services. The innovative feature allows owners to rearrange the seats from inside a shop while they queue to pay for large or bulky items, ensuring the vehicle is perfectly configured to accommodate their purchases.

All three rows are available with heated seats – heated and cooled in rows one and two – while massage seats are available for the driver and front passenger to optimise comfort on long journeys.

Enjoying the spacious interior of New Discovery is made easier by another thoughtful Land Rover innovation. Auto Access Height technology reduces the ride-height by up to 40mm as passengers prepare to enter or exit the vehicle.

Alongside the spacious and flexible seating layout, the other key to New Discovery's superior versatility is Jaguar Land Rover's InControl Touch Pro infotainment system. The intuitive set-up features a large 10-inch touchscreen positioned high on the centre console, enabling Land Rover's designers to reduce the number of switches on the centre console by a third, delivering a clean and uncluttered appearance.

Crisp graphics and easy-to-navigate menus incorporate the latest navigation and entertainment technologies including door-to-door navigation, which can share directions to a paired smartphone to help customers complete journeys on foot. Seamless iOS and Android connectivity combine with a 14-speaker Meridian digital surround system, with additional subwoofer, and 3G WiFi to provide the ultimate listening experience, whether streaming songs online or playing music directly from a connected device.

Up to six 12V charging points ensure New Discovery is perfectly equipped to cope with the demands of the most connected families, while as many as seven USB sockets (up to nine when the rear seat entertainment is fitted) allow passengers in each row to power their smartphones or tablets simultaneously.

Another technology feature for active families is Land Rover's state-of-the-art Activity Key wristband, which allows customers to enjoy sports and active hobbies without carrying the standard key fob. Holding the waterproof Activity Key up to the 'D' in the Discovery badge on the tailgate simultaneously locks the vehicle and disables the ordinary key, which can be left safely inside. This leaves customers free to run, swim, ride or play without worrying about the security of their vehicle.

Stowage addiction

At every stage of its development Land Rover has designed New Discovery around the needs of its customers. This is evident when you look around the cabin. Land Rover's design and engineering teams have an addiction to stowage, which has resulted in a host of convenient interior storage solutions for modern families, including:

*Hidden cubby stowage in the central console capable of holding four iPads or a pair of two-litre drinks bottles

*A central armrest cubby large enough to house five iPads with a lid that hinges through 180 degrees to function as an armrest even when open

*Hidden small-item stowage behind the fold-down Climate Control panel

*A flush-fitting push-operated 'curry hook' in the front passenger footwell capable of securing carrier bags

The effort put into developing New Discovery's first-rate cabin stowage has been matched by the thought put into its luggage space. The premium SUV provides up to 2,500 litres of load capacity, or up to 1,231 litres behind row two, and the new dual-purpose Powered Inner Tailgate provides all the versatility expected from a vehicle wearing the Discovery badge.

When raised, the fold-down panel at the leading edge of the load area operates as a practical load restraint, but when lowered the 285mm overhanging section doubles as a useful bench for event seating or changing muddy footwear, all under the shelter provided by the new one-piece tailgate. This simple device replicates the functionality of the horizontally split tailgate fitted



to previous generations of Discovery.

Comfort and capability

New Discovery retains renowned Land Rover all-terrain capability thanks to its combination of excellent off-road geometry and advanced technology, while improving its everyday usability. Ground clearance is rated at 283mm (up 43mm) while a maximum wading depth of 900mm (an increase of 200mm) puts Discovery in a class of its own, providing unrivalled confidence when tackling both waterlogged tracks and flooded roads. A comprehensive suite of off-road driving technologies ensures New Discovery's supreme all-terrain capability is easy to access for even inexperienced drivers. Land Rover's multi-mode Terrain Response 2 system optimises a range of settings, from throttle sensitivity to gearchange characteristics, to suit the driving conditions at the turn of a rotary controller – and can even select the optimum setting automatically if drivers are unsure of the best choice. When tackling particularly challenging terrain, All-Terrain Progress Control (ATPC) can be programmed to autonomously maintain a suitable crawl speed chosen by the driver. The clever technology allows the driver to concentrate solely on steering the vehicle as they negotiate obstacles, without the distraction of operating the throttle or brake pedals, and can also be used from a standstill to help when pulling away on slippery surfaces.



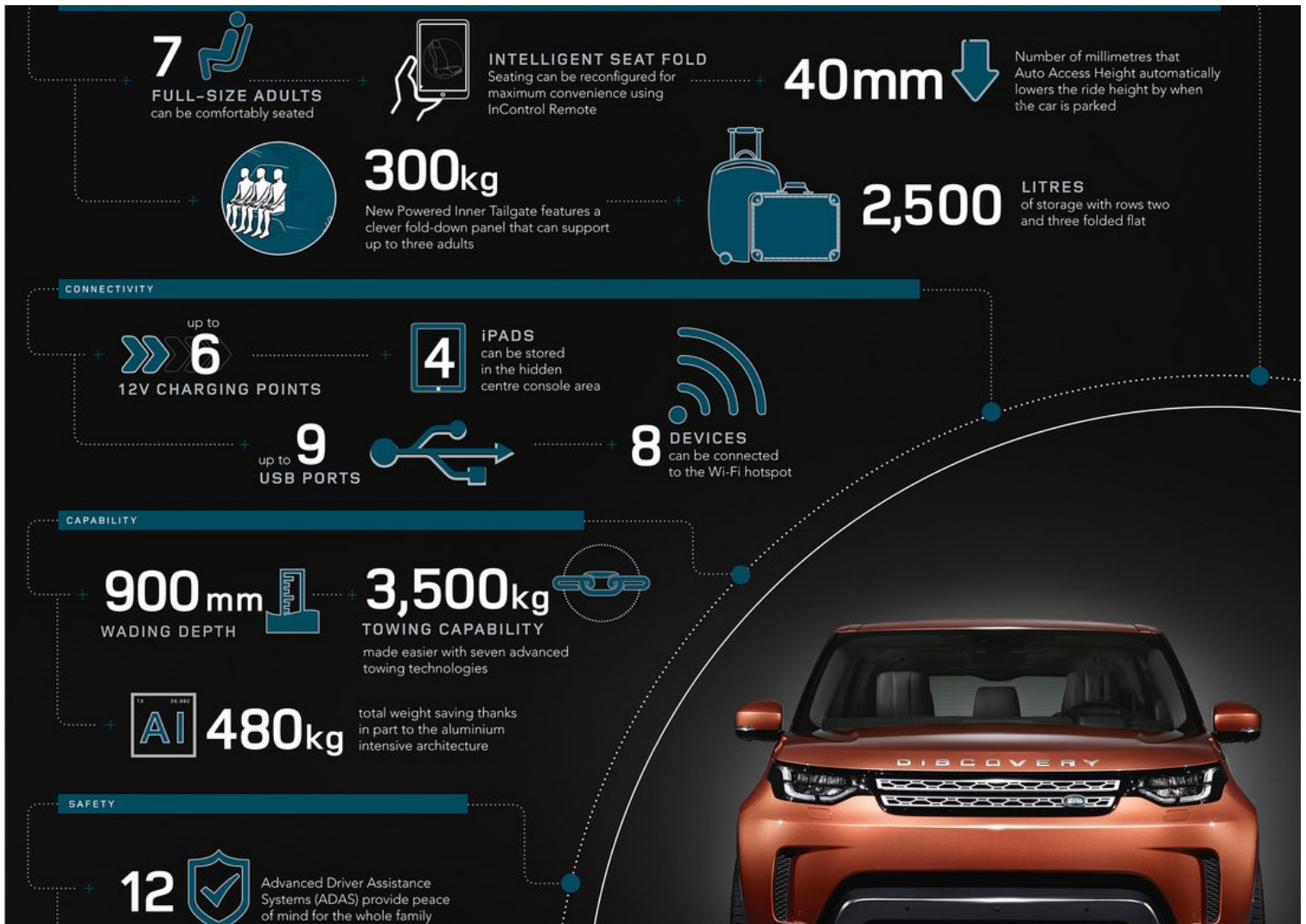
On-road performance is enhanced by Land Rover's proven lightweight and durable aluminium monocoque architecture, which contributes to a 480kg weight saving compared to steel ladder construction. Land Rover's advanced integral link rear suspension delivers superior handling characteristics without compromising the superb ride comfort that has defined successive generations of the Discovery family.

Land Rover's trademark Command Driving Position also allows customers to enjoy New Discovery's enhanced breadth of capability in complete confidence, irrespective of the road and weather conditions, by providing excellent visibility.

This confidence extends to towing capability, which has been a hallmark of every generation of Discovery since it was used to tow a train at its original launch in 1989. With a maximum towing capacity at a class-leading 3,500kg (3,720kg in USA), Land Rover has developed clever technology to make the Discovery's towing ability more accessible than ever.

Advanced Tow Assist is an ingenious development, which allows drivers to complete potentially difficult reversing manoeuvres when towing trailers, caravans and horseboxes with ease.

Even absolute novices will be able to park using the clever system as it takes care of the tricky counter-steering required to position trailers accurately when reversing. The driver can simply guide the trailer into the desired space using the rotary controller for the Terrain Response 2 system. To make the job even easier, responsive guidance lines overlaid on the feed from



the rear-facing camera are displayed on the central touchscreen, taking the stress out of an otherwise tricky task.

Effortless efficiency

New Discovery is powered by Jaguar Land Rover's efficient range of four and six cylinder petrol and diesel engines, all paired with a smooth and responsive ZF eight-speed automatic gearbox. They include:

The award-winning new 180PS 2.0-litre Ingenium four-cylinder Td4 diesel engine is the most efficient in the range and delivers combined fuel economy of 47.1mpg with CO2 emissions from 159g/km* – a reduction of 22 per cent over its equivalent predecessor.

The more powerful twin-turbo Sd4 Ingenium four-cylinder diesel produces 240PS and an impressive 500Nm of torque with fuel economy of 44.8mpg and CO2 emissions from 165g/km.

Six-cylinder diesel power comes from the 258PS Td6, which delivers 600Nm of torque for strong performance, pulling power and efficiency.

For petrol customers, Land Rover's advanced 340PS supercharged petrol 3.0-litre V6, the Si6, provides 450Nm of torque to deliver relaxed performance and capability.



Jaguar Land Rover showcases new autonomous and connected vehicle technologies

Jaguar Land Rover (JLR) is stepping up its game in the autonomous and connected vehicle fields, showcasing three new technologies at this week's UK Autodrive demonstrations. The company says it is working with other manufacturers including Ford (former owner of Jaguar and Land Rover) and parent Tata Motors to test the connected technologies that allow vehicles to communicate with each other in addition to roadside infrastructure – such as traffic lights.

Advanced Highway Assist is the first of three new systems JLR demonstrated at the event, which allows the vehicle to overtake other vehicles automatically, and stay in its lane on the highway without any driver input.

Second is Electronic Emergency Brake Light Assist, which warns drivers when a vehicle ahead brakes severely or unexpectedly. JLR says this is particularly useful when driving in poor weather conditions like dense fog, or when the vehicle ahead is out of sight.

Finally, Green Light Optimal Speed Advisory, which connects the car to traffic lights advising the driver of the ideal speed required to reach the lights when they are green.

JLR claims this third solution will help to improve traffic flow, reduce CO2 emissions and give the driver a better experience behind the wheel.

Earlier this year, Land Rover revealed its plans to create a fleet of more than 100 research vehicles to test and develop a range of connected and autonomous vehicle (CAV) technologies over the coming four years, along with several autonomous technologies for on- and off-road applications. Tony Harper, head of research at JLR, said the partnerships developed with Ford and Tata will help the company to create a standard for all connected and autonomous cars. "Until now we have focused on the communication between Jaguar and Land Rover vehicles, this collaborative approach is a major stepping stone towards all connected and autonomous vehicles co-operating with each other in the future," he said. "Our aim is to give drivers exactly the right information at the right time and collaborations with other manufacturers are essential to help us deliver this commitment to our customers." UK Autodrive is an association made up of leading technology and automotive businesses, local authorities and academic institutions working together on a three-year British trial of self-driving vehicles and connected car technologies. It will also investigate other aspects of autonomous driving, including safety and cyber-security issues along with the public's acceptance for connected and driverless vehicles.



Land Rover's 2016 Model Year Spring Runout



FOR A LIMITED TIME RECEIVE COMPLIMENTARY OPTIONS UP TO \$4,000*

Spring is the season to stand out and look your best. And now you can with Land Rover's 2016 Model Year Spring Runout. Receive \$4,000* worth of options on Discovery Sport, Range Rover Sport and Range Rover Evoque. This offer won't last long, so visit your local Land Rover dealer today.

*Complimentary options offer applies to new and demonstrator 2016 model year Discovery Sport, Range Rover Sport and Range Rover Evoque vehicles ordered and delivered between 1 October and 30 November 2016 at participating dealers while stocks last. \$4,000 maximum value refers to total retail value of factory options fitted to the individual vehicle. Consult your Land Rover dealer for availability

Roadtrip to Australia's explosive history

Once seen never forgotten, Maralinga is our atomic ground zero.

We are a nation of travellers in Australia and there's a place that's well and truly off the beaten track and well worth making the effort to go and see. It's called Maralinga and it's the location in outback western South Australia where the cold war made a real impact on Australian soil.

It was established at the height of the cold war in 1956 by the British defence department with the full co-operation of the Australian government to conduct a series of atomic explosions and military tests. The British left in 1967, leaving behind a village, an international standard airport and a landscape poisoned by seven major atomic explosions and hundreds of smaller, yet equally dangerous radioactive experiments. It took multiple clean-ups, millions of dollars and even a Royal Commission to sort out the mess and ensure the rightful owners, the Maralinga Tjarutja people, got their land back. Now they have opened the place for tourism, which means if you've got the time and the right vehicle to make the trip then an important piece of Australian history is ready to be visited. And that's just what we are doing.

To find it we've turned north off the Nullarbor Plain west of the Nundroo roadhouse, crossed the trans-Australian railway line and headed into the desert in a vehicle just right for the purpose, Land Rover's Discovery Sport. It's a return to its roots for the Disco Sport because the Maralinga site was developed by famed outback explorer Len Beadell using Land Rovers. It's a straight-forward trip to Maralinga on a combination of well-kept dirt roads and ageing bitumen that the British laid when the village was being built. Driving around the village now is a pretty eery sensation because most of the buildings are gone. There are many concrete slabs and lots of streets, but not a lot left that captures the feeling of what it must have been like here in the 1950s and 1960s.

However, you certainly get a sense of the desolation.

If you want more obvious proof of just how important to the British war effort this place was then head across to the airport.

There you will find a 2.4km runway with five metres of concrete embedded in each end to make sure anything ever invented could land on here. The Space Shuttle could be safely put down here it is so well built.

But the main attraction – if that is the right word – at Maralinga is ground zero, 30km north of the village, where there were seven major detonations in the 1950s. It is an eery and desolate place, where life still struggles to re-assert itself.

On the ground there are shards of glass, cooked from the sand by the infernal heat of the detonations. There are tangles of wire, mounds where planes, tanks and other structures were anchored, even a concrete blockhouse from where the explosions were photographed.

The centre of the massive clean-up is a desolate, windswept place codenamed Taranaki, where the last bomb was detonated. Here, contaminated rocks and soils collected from across the blast zones have been drowned under tonnes of soil in a huge pit. The machinery and vehicles that conducted the clean-up were also driven into this massive hole, crushed and buried.

Showing us around is Maralinga site manager and tour leader Robin 'Nobsy' Matthews, who has been working in the vicinity since the 1970s. "There is so much history here," he enthuses. "But it's not only British history -- this is where people get confused. It's indigenous history, Australian history, British history and world history out here. "I feel a sense of pride in what I do," he adds. "As people are driving away I am thinking 'there goes another satisfied customer and they will go back and tell their friends and then they will come and visit this place'." And we'll add our support to that. Maralinga may not be a fun family holiday, but it's a must-see for anyone with an interest in Australian history.

Motoring.com.au



Log Truck Warning, Moroka and Tamboritha Roads.

Parks Victoria Ranger Dannica Shaw has sent an email advising that log trucks will be using the Tamboritha and Moroka Roads north of Licola from October the 3rd. The logging operation is on Crown Land but not in the Alpine National Park boundary. The coup is called One Shot and is off the Moroka Road near Horseyard Flat. There will be "Log Trucks Using Road" warning signs and travellers are asked to use UHF 40. The operation will continue through the summer months and into autumn next year. During this period there will not only be log trucks but operation support vehicles and heavy machinery using the road.

Land Rover Owners' Club of Gippsland, Minutes of Meeting Held On Monday the 3rd of October 2016

Venue: Gippsland Land Rover showrooms, Morwell.

Meeting started at: 8:02 .

Attending:

David Murray, Eric Shingles, John Jennings, John Kerr, Heather Kerr, Ross Howell, Sue Howell, Rod Catchpole, Loris Catchpole, Susan Markham, Ken Markham, Lois Rose, Greg Rose, Helen MacRae, Alan MacRae, Tonee Harlow, Alan Harlow, Ian Blake, Paul Whitehead, Bruce Coulter, Terry Heskey, Charlie Calafiore, Ray Massaro, Grant Williams, Monica Williams

Visitors: Nil

Apologies:

Annette Fleming, Bob McKee, Jim Hood, Ted Allchin, Shirley Allchin, Brian Johnson, Don Little, Shirley Little, Barb Heskey.

Minutes of Previous Meeting

Moved: Sue Howell. Seconded: Rod Catchpole.

Correspondence

In: LROCV Review magazine, Trackwatch, Obsession magazine

Out: Nil

Emails. (Greg Rose)

Letter of thanks for support to Marco Tripodi, Dealer Principal, Gippsland Land Rover. (From AGM)

One still to be sent to Ray Massaro – unable to send.

Treasurer's Report

Moved: Alan MacRae. Seconded: Alan Harlow

Publicity Officer's Report.

Charlie now has club brochures for distribution, however has since realized our web address has been omitted from the initial print.

Charlie is off to Sydney in the coming weeks for the introduction of the Discovery 5 and the Evoque convertible.

Jaguar vehicles not expected to be available from VSL until after the move of the dealership to a new location.

Editor's Report.

Eric hopes you enjoyed your newsletter, and is always looking for more items.

Technical Report.

Discussed not having a Technical Officer currently in place, and that Beau Missen from the dealership is currently being courted to be our Technical Advisor in lieu of this position.

Rod Catchpole advised of oil leak issues being experienced by Ted and Shirley Allchin with their Discovery 2.

Events Co-ordinator's report.

Past Events: No reports.

Future Events:

Sunday 9th October. Lady Vera Mine and battery site. Trip leader David Murray. Some walking involved to reach the site.

POSTPONED until further notice due to the recent wet weather.

*Saturday the 15th and Sunday the 16th October. Four Wheel Drive Victoria Regional Representatives Meeting in Traralgon. Trip on the Saturday, probably Walhalla/Aberfeldy area. Meeting at the DELWP Offices, Hotham St Traralgon, on the Sunday, from 9.30 to approximately 3.30. See Greg if you'd like to be involved.

*Sunday 23rd October Last of the Chrome Bumpers display, Lardner Park, Warragul; Vintage cars, Hot Rods

*Saturday the 22nd and Sunday the 23rd of October. Working with Rudi Paoletti and Noel Lees of DELWP to install two walkway bridges on the Store Point Hut Discovery Track over McKean's Creek. Contact Craig Murray for details.

*Thursday 27th October to Wednesday 2nd November Melbourne Cup Weekend this year will be at Beechworth. Rod and Loris Catchpole have more information. Rod will lead a convoy from the 24hr stop at Longwarry from 7am, travelling via Powelltown & Yarra Junction, with a stop in Euroa for lunch. Planning to use Channel 29 Pease bring firewood is possible.

Reminder also to all attending, to have PIF envelopes with them to provide to trip leader.

*November, Monday 7th, LROCG General Meeting, Gippsland Land Rover showrooms, Morwell. @ 8.00 pm.

*November, Sunday 13th, Gippsland Vehicle Collection – "Off Roaders". Terry Heskey had suggested earlier in the year that the club support the Gippsland Vehicle Collection in Maffra in some way. At the suggestion of Leigh Shields, Display Manager GVC, we will try to have as many vehicles as we can on display for the opening of their four month exhibition devoted to "Off Road" vehicles. It is requested that vehicles be on site by 9:00 a.m. As many club members will be heading to Dargo on that day perhaps they could assemble at Maffra, have lunch there, then travel up to Dargo for the night before our three days at Talbotville. Great opportunity to showcase the LROCG, Land Rover and assist the GVC. Graeme Walsh will advertise the day as a LROCV trip to make the second combined event for the year.

We currently have eight vehicles attending, however there is room for more. See details in the newsletter.

*November, Monday 14th, Tuesday 15th and Wednesday 16th. PV / LROCG base camp.

Talbotville stage two. See details in newsletter.

*Sunday December 4th LROCG Christmas Breakup. Helimed and Century House,



"Yes! That was very loud Mr. Trainer, but I said I wanted to hear your HEART!"

Airfield Road Traralgon from 10am. See details elsewhere in the newsletter.

*September 2017. Advance notice of spring trip to view the rare *Boronia galbraithiae*. This plant only grows in two small colonies in the hills north of Briagalong. The trip will be easy standard with plenty of opportunities to view spring wildflowers in the foothills. Contact Greg and Lois Rose for details.

Dave summed up with always looking for more ideas and suggestions.

Four Wheel Drive Victoria Delegates Report. Regional Reps meeting in Traralgon.

Greg and Lois attended a Parks Victoria induction day, which included groups such bushwalkers, horse riding clubs, High Country Huts Association, Friends of Wonangatta, and other four wheel drive clubs such as Nissan and McAlister 4WD. The key object of the day was to explain new safety procedures for volunteer groups, and associated user groups and clubs.

General Business.

*Greg spoke on the new Mercedes Benz Fire Fighting Units to be used by DELP.

*Gippsland Justices of the Peace meeting. Greg Rose gave a presentation about the volunteer work undertaken by our club in association with Parks Victoria. Greg thanked Jim Hood for the opportunity to highlight the work the club does and responsible four wheel driving. Thanks also to Parks Victoria for providing hand out brochures for the evening.

*Parks Victoria Foothills and Southern Alps volunteer groups meeting. Lois and Greg attended a meeting of key volunteer and stakeholder groups at Parks Victoria Heyfield on Wednesday the 28th of September. Greg presented a Power Point presentation of the club's work (and handed out Land Rover biscuits and club brochures). Afternoon session was a briefing on paper work and safety procedures.

*Reminder about calendar orders. Now being taken. Please send photos to Celia Coulter. Details in newsletter and on order forms at meetings. Orders and photo submissions close after November meeting.

*Operation Talbotville – site inspection. Greg and Lois accompanied Vicki Jones to Talbotville on Thursday the 22nd of September. Three sites for concrete fire rings and table and chair sets have been identified. Parks Victoria will have two rangers and two additional workers. Material will be placed on site as last year.

*Lois showed us examples of how Land Rover products are being utilized as fashion accessories for fashion advertising.

*Alan MacRae advised we have received our club defibrillator, free from the Fire Bridge, to accompany us on club trips to remote areas. Trip Leader to carry.

*Greg spoke on safety measures recommended for trips, ie; Parks Victoria trips, to have Sat Phone, 1st responders First Aid Kit, & Personal Information Forms, as part of Occupational Health and Safety standards. Rod noted that there are sleeves now available for I-phones and Androids to enable Sat Phone capabilities. EPIRBs were also discussed as a recommended emergency device.

*Operation Talbotville Power point presentation. Greg Rose shared his presentation to Gippsland JPs. Enjoyed by all.

Meeting Closed at: 9:24.

Its a united team effort in the Southern Alps

Monday 3 October, 2016; Parks Victoria staff in Heyfield hosted a Volunteers recognition day to acknowledge the incredible support provided by both individuals and groups to assist in delivering a number of key programs in the Southern Alps area. Parks Victoria Area Chief Ranger Mike Dower said the ongoing support and hard work of volunteers is helping Parks Victoria maintain its vision of being a world class park service, ensuring healthy parks for healthy people and helping to conserve Victoria's special places.

The groups that attended the Volunteers day included:

Land Rover Owners Club of Gippsland
Macalister Four Wheel Drive Club
Nissan Four Wheel Drive Club
Ben Cruachan Walking Club
Strzelecki Bushwalking Club
Bushwalking Victoria
Victorian High Country Huts
Bicentennial National Horse Trail
Gippsland Mountain Bike Inc.
Friends of the Wonnangatta

The Friends of the Wonnangatta received a special 25 year volunteer certificate recognising their work in protecting the historic Wonnangatta Valley which is a nationally significant four-wheel drive destination.

"The best part of the day was everyone coming together to share their ideas and to learn the valuable contribution each of them made to conserving such a special part of Victoria.

"Whether it was the 4WD clubs talking about their track clearing programs, the restoration of huts by the Victoria High Country Huts Association or a hike and track marking exercise organised by one of the bushwalking clubs, it was great to see that everyone appreciated the combined efforts of all volunteers to protect and enhance the Southern Alps", added Mr Dower.

The event also provided the opportunity for volunteers to learn more about the *Safety First Zero Injuries* program, in which Parks Victoria is changing some of its safety practices to ensure all tasks are undertaken in the same manner by Parks Victoria employees, volunteers and contractors.



Individual Achievement Award for the Parks Victoria Kookaburra Awards 2016

Greg Rose has been nominated for the Individual Achievement Award for the Parks Victoria Kookaburra Awards 2016, and has also been nominated for the Public Choice Award. Here is an email sent to Greg from Dannica. Go to the Parks Victoria website and vote for Greg.

Hi Greg,

In addition to the emails below about the amazing work you have done as the President of the Land Rover Owners Club of Gippsland and Southern Alps Representative of Four Wheel Drive Victoria, we are seeking to get this further recognised, and have nominated you for the Individual Achievement Award for the Parks Victoria Kookaburra Awards 2016.

The Parks Victoria Kookaburra Awards are held every second year, and seek to

- Recognise and honour individuals and groups who have made an outstanding voluntary contribution to the Victorian park system.

- Raise awareness of the extent and importance of community involvement in the Parks Victoria estate.

- Encourage community involvement in the future development and conservation and use of the park system

. All nominees for the Public Choice Award will be promoted on the Parks Victoria website for public votes (so get everyone you know voting!). The nominee with the most votes will win the Public Choice Award category and will be celebrated at their respective regional ceremony.

As a nominee for a Kookaburra Award you and Lois will be invited to a regional event and receive a letter of congratulations for your nomination. Award winners will be presented with their award at a regional event. Official Award Presentation events will be held around International Volunteer Day, 5 December 2016, so please keep this date free.

Greg, we are very proud to nominate you for these awards, your contribution to conservation and educating responsible and sustainable park access and use is outstanding and a model for others.

Cheers

Dannica

Range Rover Evoque

I have had the opportunity recently to spend a couple of days behind the wheel of a shiny new Firenze red Range Rover Evoque. Not my normal sort of transport at all. In fact it's hard to reconcile that it is from the same automotive family as my Defender. Risking being thrown out of the Royal and Ancient Order of Rivet Counters, I have to say I rather enjoyed the experience.

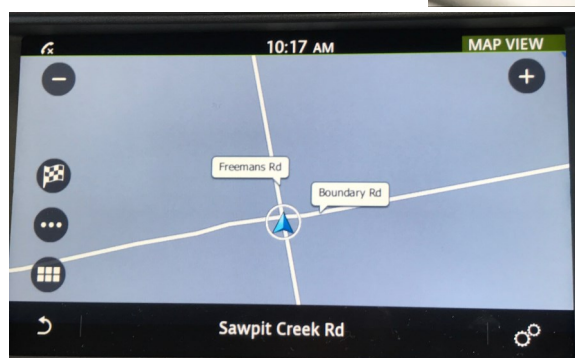
Let me qualify the previous scandalous statement. I had the Evoque while my 110 was having its 20,000km service. Driving the Defender for an hour and a quarter to Gippsland Land Rover was terrible. The wind was gale force from the side most of the way. Rain squalls made visibility a guessing game and road works just topped off the horrendous experience. Let's be honest, Defenders are a little wind affected, their wipers are "adequate" and external noise does make the standard Bluetooth a bit pointless on a howling wind day.

The drive home in the Evoque, in the same weather, in the dark, was by comparison, blissful. The cabin was quiet, the squat little vehicle sat perfectly on the road, the wipers were fantastic and the lights brilliant.

With its frugal two-litre engine, slick automatic gearbox and abundant creature comforts and bewildering touch screen, the Evoque neatly and perfectly reflects the current SUV market. (Sports Utility Vehicle – a term invented by U.S. car makers to excuse not being able to make decent 4x4s). Cute features like puddle lights that illuminate the place your foot will land, when you step out of the front doors are very nice. Within the puddle light there is an outline of an Evoque, that's a bit over the top.

On the second day I had the Evoque the weather was not much better but we took it on some local gravel roads. Again the Evoque excelled. Great poise and handling. Quiet. Very economical. And the Panoramic Roof, wow, all that sky above us. Sitting in a coffee shop, with the "key" that has Range Rover down the side, sitting next to my new iPhone 7 on the table was cool too. I can't resist new gadgets. (More about the iPhone 7 in another article).

Note that I said gravel roads, not fire trails and four wheel drive tracks. That's the thing. I think that vehicles like the Evoque are brilliant at what their designers intended. A life style vehicle. The options reflect that; bike carriers, aqua sports carriers, snow board holder, etc. I am sure that in the hands of the Land Rover



Experience folk the Evoque has amazing off road potential but it would not do what our Defenders can do. I can't imagine loading one up for an extended remote area outback trip or a run down Caledonia River Track. Where would the bull bar, winch and extra fuel and water tanks go? Where would I fit the HF aerial? Second spare wheel? The current spare is a "space saver", the Discovery Sport has a full sized spare, so why not Evoque?

Would I have one in my garage? Certainly; but I want a Defender as well. Let's hope that the Land Rover marketing people don't forget the traditional 4x4 market and that we see a new and very capable Defender some time soon.

I have a confession to make. I had to ring Charlie Calafiore at Gippsland Land Rover to ask what the orange warning light on a switch with an A surrounded by a circle with an arrow head meant. Apparently that is the system that turns the engine off when you stop at traffic lights, it's to save fuel. I had a 3.9 litre V8 Range Rover that used stall at traffic lights, unlike the Evoque it didn't automatically start up again and it knew nothing about saving fuel.

Evoque luxury does not come at a bargain basement price. To quote Jeremy Clarkson, one of the 21st centuries great thinkers; "No, no, no. There's no such thing as cheap and cheerful. It's cheap and nasty & expensive and cheerful."

P.S. I picked up my Defender after its service and enjoyed the drive home; the rain had stopped, the wind eased and I felt guilty for cheating on it with the Evoque!

Greg Rose.



iPhone 7 for mapping apps.

Those of you who have read my various pieces on iPads as navigation and mapping aids will not be surprised that I have acquired yet another gadget. My justification was that my existing iPhone was getting old and the new iPhone 7s have just come out. What really got me intrigued was that you can get an iPhone 7 with a massive 256 GB storage capacity. The addition of improved dust and moisture proofing in the new model is a plus for travel use.

If you have a very early model iPhone, the 7 is slightly larger, therefore easier to read maps and text. The 7 Plus is bigger again and perhaps too large for slipping easily into a shirt pocket.

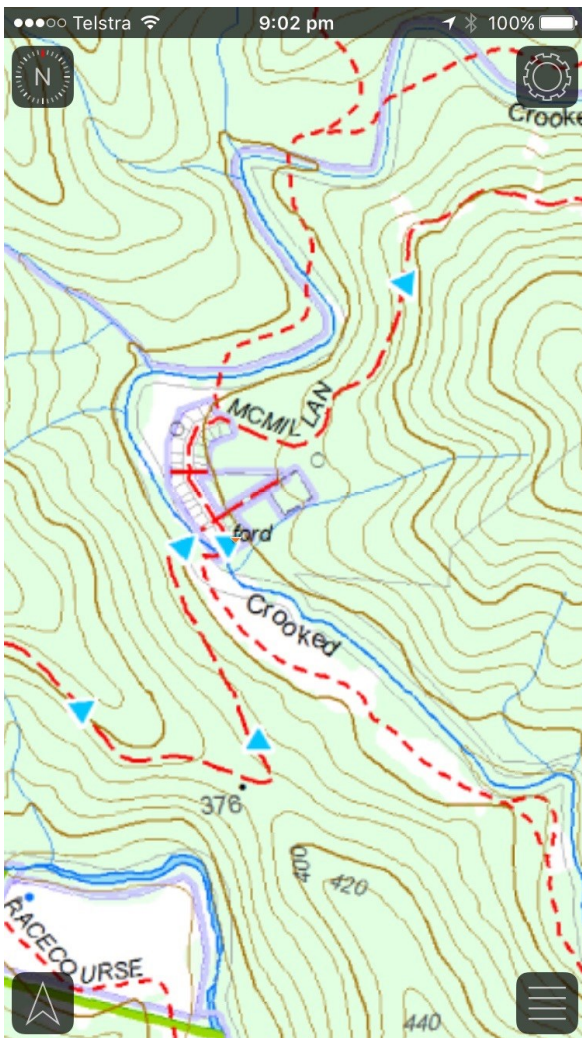
Maps take up quite a bit of storage space on devices. With 256 GB I am able to run Hema, Mud Map 3, PDF Maps, VMS Map Explorer and download all the maps that those various apps support. Why so many apps? Well they all have good and bad

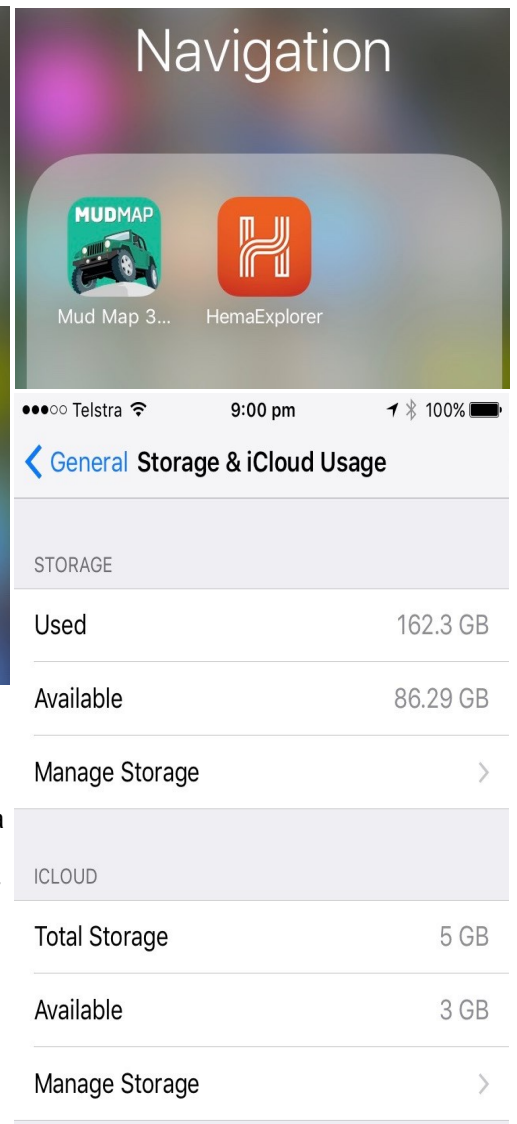
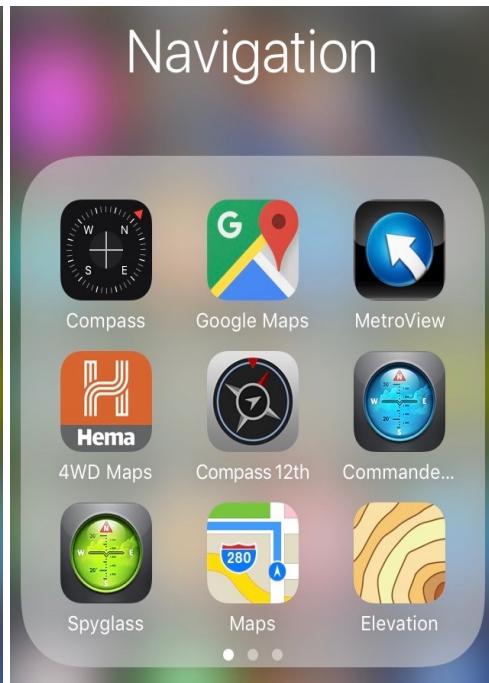
points. I have been using VMS Map Explorer lately as it supports some very detailed maps.

See the screen shot of Talbotville accompanying this article.

I have over one thousand maps, field guides for all regions of Australia, all my music, a library of approximately nine hundred books and seven full-length movies plus other apps loaded and have used 162.31 GB leaving 86.28 GB still available. The large number of maps caters for all the things you might use maps for from basic road maps that show where the next town is through to highly detailed topographic maps.

Downloading maps will use up huge amounts of data allowance. Check that you can do this on your phone plan or have enough pre-paid data. Better still use Wi-Fi that allows large amounts of





download. Downloading can be very time consuming too if you have very slow Internet speeds as we experience in our town.

The camera in the iPhone 7 is very good, handy to have in my pocket. There is an app called Theodolite that I use when I am out with Parks Victoria. When you take a photograph the app records the altitude, time, position in UTM or Latitude and Longitude plus your bearing. Very useful when we are wanting to record the exact location problem tracks, broken assets, dangerous trees, etc. and have a photo as a record.

And yes, you can use the GPS functions, moving map, etc. when you are out of phone reception range, that's why having maps loaded onto the device is such a good idea for travelling in remote areas.

Using the GPS function on any device will consume power very quickly. Always have your charger with you. I still carry paper maps of the areas I travel in. No electronic device is infallible.

Should you rush out and buy an iPhone 7? Probably not. But if you are in the market for a versatile device with lots of storage it certainly is worth considering.

Greg Rose.

Seen at the Last of The Chrome Bumpers Display day



Above; Perentie Survey. Below; Perentie GS & Number 5 trailer, all displayed by Eric Shingles.



Above; Perentie Personnel Carrier, displayed by David Murray
Below; Land Rover series 2A, displayed by LROCV President, Fred de Gooyer, .

