

Land Rover and iCandy World launch All-Terrain pushchair for adventurous parents

Land Rover and iCandy have launched the iCandy Peach All-Terrain Special Edition pushchair for adventurous parents. The first four-wheeled iCandy All-Terrain pushchair is a tribute to Land Rover's breadth of capability, combining the design skills, technical innovations and build quality of two highly successful British brands. It incorporates the instantly recognisable styles and functionality of both a Land Rover 4x4 and an iCandy pushchair.

Created by true craftsmen, the iCandy for Land Rover Peach All-Terrain incorporates Land Rover design cues as well as go-anywhere ability. The iconic Land Rover grille pattern features in the hood fabric, creating an eye-catching style statement, while fine seat stitching reflects that found in Land Rover models. A one-of-a-kind ruck sack slides gracefully into the generous pushchair basket, offering extra practicality for adventurous parents.

Lindsey Weaver, Merchandising and Licensing director for Jaguar Land Rover said: "We are excited to be collaborating with such a great British brand. A perfect combination of design and functionality, the striking iCandy for Land Rover Special Edition pushchair will offer a unique opportunity to experience the essence of the Land Rover brand at first hand; both in terms of functionality and style". Bradley Appel, Joint CEO for iCandy said: "The opportunity for iCandy to work alongside Land Rover is one that represents a natural fit for both British brands. The iCandy for Land Rover Peach All-Terrain is a true labour of love between both iconic brands with 154 years combined manufacturing and design pedigree. Every aspect of the pushchair has been meticulously considered, with the attention to detail astounding, and the smooth all terrain ride unlike anything currently on the market. Becoming the first nursery brand to launch a pushchair at the Frankfurt Motor Show is a great honour, and we are sure parents will love the adventure potential of this exciting collaborative partnership."

The iCandy for Land Rover Peach All-Terrain Special Edition will be the first pushchair to be launched at the Frankfurt Motor Show, before taking centre stage at the Kind Und Jugend trade fair in Cologne. The iCandy for Land Rover Peach All-Terrain Special Edition will be available in stores and online from iCandy and Jaguar Land Rover from spring 2018. Click here to register your interest today. Pricing is expected to be around £1500 for the pushchair.



LAND ROVER STARS AT LONDON DESIGN FESTIVAL

Land Rover has a new place at the heart of the world's creative capital – a dramatic sculpture at the London Design Festival. The installation at the Design Museum in Kensington offers an extraordinary insight into the Land Rover design philosophy of 'Reductionism' that inspired the new Range Rover Velar. The sculptured vehicle is Land Rover design in its purest form; beautifully balanced volumes and proportions with stunning silhouettes that point towards future models.

Gerry McGovern, Land Rover Chief Design Officer, said: "Creating a positive emotional response is central to Land Rover's modernist design philosophy. Every line and every feature has a purpose. It's an approach defined by creative intelligence. Through the art of simplicity and reducing complexity, modernity is brought to the forefront – creating compelling objects of desire and vehicles with a timeless quality." The 'Reductionism' installation is on a plinth at the entrance to the Design Museum. The London Design Festival celebrates and promotes London as the world's design capital and gateway to the international creative community. It is now in its 15th year. It is open to the public until 16 – 24 September at the Design Museum, 224-238 Kensington High Street, Kensington, London W8 6AG.



LAND ROVER DISCOVERY TOWS 110-TONNE ROAD TRAIN ACROSS AUSTRALIAN OUTBACK

Northern Territory, Australia, 20 September 2017: The Land Rover Discovery has taken on a 110-tonne road train and the Australian Outback... and won. The sight of a seven-trailer truck being pulled by an SUV sounds far-fetched – but that's exactly what happened when Land Rover put the Discovery to the ultimate towing test. Land Rover completed the impressive display of towing capability by pulling a 100m road train in the remote Northern Territory to announce the arrival of the 2018 model year Discovery. The Discovery Td6 has a maximum certified towing capacity of 3,500kg on public roads but successfully towed a 110-tonne road train 16km along a closed section of the Lasseter Highway, thanks to its 258PS 3.0-litre diesel engine and four-wheel-drive traction.

Road trains of up to four trailers are only permitted in Australia's vast Outback regions and typically carry fuel, mineral ore and cattle between remote rural communities. Strict regulations limit their length to 53.5m so Land Rover obtained special permission to pull seven trailers and the 12-tonne tractor unit – retained to operate the hydraulic brakes fitted to the trailers.

John Bilato, Managing Director of haulage specialist G&S Transport, took the wheel for the epic pull. He said: "When Land Rover first got in touch, I didn't think the vehicle would be able to do it, so I was amazed by how easily the standard Discovery



pulled a 110-tonne road train. And the smoothness of the gearchanges under that amount of load was genuinely impressive. These road trains are the most efficient form of road haulage on the planet and using the Discovery made this the most economical of all.” The extreme test was carried out using a Discovery Td6 and is the latest in a series of impressive towing demonstrations completed by the Discovery family. At its 1989 launch, the original Discovery I was used to pull a train and last year the Discovery Sport premium compact SUV towed a trio of rail carriages 85ft above the Rhine River.

Quentin Spottiswoode, Land Rover Product Engineer, said: “Towing capability has always been an important part of Discovery DNA and the raw weight of the road train tells only half the story here. Pulling a rig and seven trailers,

with the rolling resistance of so many axles to overcome, is a huge achievement. We expected the vehicle to do well but it passed this test with flying colours, hitting 44km/h along its 16km route.”

The Discovery used a standard eight-speed automatic transmission and four-wheel drive system and was hooked up to the road train using a factory-fitted tow bar attachment. The road train itself was even carrying 10-tonnes of ballast in order to hit the magic 110-tonne weight mark. With 600Nm of torque, the Td6 is well suited to pulling heavy loads. The 258PS 3.0-litre single-turbo engine features low-pressure exhaust recirculation and a two-stage oil pump for improved responses, refinement and efficiency. As a result, the diesel model delivers CO2 emissions of 189g/km and fuel economy of 39.2mpg (7.2l/100 km).

2018 model year enhancements

Discovery is now available with Jaguar Land Rover’s efficient 300PS four-cylinder Ingenium petrol engine. The advanced powerplant uses Continuously Variable Valve Lift (CVVL) technology to optimise efficiency and a twin-scroll turbocharger with ceramic bearings for smooth responses and reduced friction. The new engine produces 400Nm of torque and CO2 emissions from 219g/km. In addition, Land Rover’s premium SUV gains new technologies including an Interactive Driver Display TFT instrument cluster. The state-of-the-art high-resolution panel provides contemporary graphics that create the impression of 3D surfaces with exceptional clarity and allow the driver to personalise the visual display around the two main dials.

All derivatives of the latest Discovery also feature Touch Pro infotainment with Jaguar Land Rover’s state-of-the-art 10-inch touchscreen interface on the centre console. Digital connectivity is enhanced with the introduction of 4G WiFi, providing superior connection speeds for up to eight mobile devices on the move. Second-generation head-up display technology also provides a full-colour display and wider functionality, even projecting 4x4 information and improved navigation displays onto the windscreen ahead of the driver, while Cabin Air Ionisation is available on Discovery for the first time, delivering improved interior air quality for enhanced passenger wellbeing.

Towing king

The Discovery’s Advanced Tow Assist technology takes the stress out of reversing by providing responsive trajectory lines on the rear camera feed to the central touchscreen. This allows the driver to steer the vehicle using the rotary Terrain Response 2 controller on the centre console while the system calculates the steering inputs required to achieve the desired outcome. In addition to Advanced Tow Assist, the Discovery’s award-winning towing capability also includes:

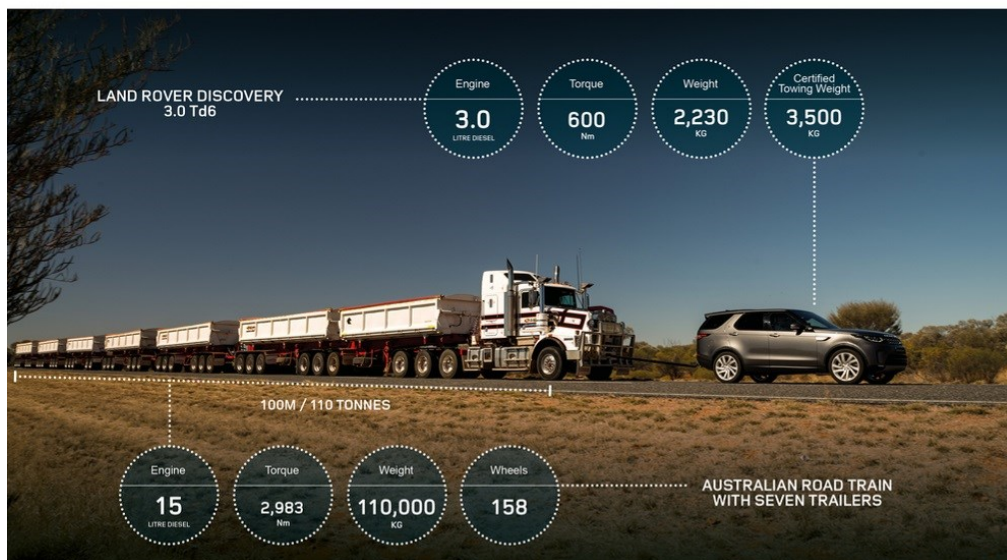
Trailer Light Test – allows customers to test their trailer lights without outside assistance

Rear Height Assist – allows the driver to lower and raise the height of the rear of the vehicle to making hitching a trailer simple
Hitch Assist – guides the driver to the trailer hitch point by displaying trajectory lines on the touchscreen feed to simplify the process

Nose Load Measurement – allows customers to quickly check the weight being applied to the vehicle tow bar to avoid dangerous overloading

Trailer Stability Assist – enhances safety on the move by detecting trailer sway and reduces the speed of the vehicle to restore control to the driver

LAND ROVER DISCOVERY



SOLID SALES IN AUGUST FOR JAGUAR LAND ROVER

	August	% change YOY	Jan – Aug	% increase YOY
Jaguar Land Rover	38,519	4%	401,565	8%
Jaguar	10,960	1%	119,162	39%
Land Rover	27,559	6%	282,403	(2%)

Retail sales for Jaguar Land Rover totalled 38,519 vehicles in August, up 4% on August 2016, following strong sales of Jaguar F-PACE and the new Range Rover Velar.

Retail sales in August were up 30% year-on-year in China and 2% in North America. Due to difficult market conditions, retail sales were down in the UK (12%), Europe (9%) and Overseas markets (5%).

Andy Goss, Jaguar Land Rover Group Sales Operations Director, said: "A promising performance in North America has led to another month of global growth for Jaguar Land Rover, driven by continuing strong sales of the Jaguar F-PACE and the new Range Rover Velar." "China sales were also buoyant in August, thanks to the long wheel base Jaguar XFL and the Jaguar F-PACE, as well as strong sales of the Discovery Sport and Evoque."



Jaguar sales reached 10,960 vehicles in August, up 1% on August 2016, driven by solid sales of the XF and F-PACE. Land Rover retailed 27,559 vehicles in August, up 6% year on year, reflecting the sales of the Discovery Sport and Evoque as well as the introduction of the new Range Rover Velar.

Range Rover Velar arrives

No fewer than 50 versions of fourth Range Rover model now available, but waiting list could be long.

Land Rover Australia has received more than 400 pre-orders for the fourth member of the Range Rover family, the Velar, which is now available Down Under less than two months after its global launch in late July.

However, due to the plethora of variants and options on offer, it says customers will face a minimum six-week waiting time (new orders won't be delivered until March and the average will be three months, but "significantly longer" for bespoke orders) and admits there's a high chance many buyers will downsize from the larger Range Rover Sport.

Local pricing and specifications were announced in June for no fewer than 50 different Velar variants, including three diesel engines (D180 and D240 four-cylinder and D300 V6), six petrol engines (P250 and P300 four-cylinder and P380 V6), four equipment grades (Velar, S, SE and HSE) and three design packages (Velar, R-Dynamic and First Edition), plus an extensive options list.

Jaguar Land Rover Australia managing director Matthew Wiesner would not divulge the level of sales substitution he expects between the mid-size Velar and Range Rover's 400mm-shorter Evoque (\$56,050-\$93,588) and the slightly larger Rangie Sport (\$130,011-\$233,211), but insisted the vast majority of customers would come from other brands. "We've got our internal assumptions," he said. "Will it be more people going up or down? Is it upsizing or downsizing? Either way I'd rather have internal cannibalisation than customers going to our competitors. Velar's main role is bringing people to the brand."

See the full model range below, but pricing opens at \$71,550 plus on-road costs for the Velar D180 and tops out at \$168,250 for the D300 First Edition and \$168,862 for the P380 First Edition, representing a price premium of \$53,200 over the models on which they're based.



Both First Edition models come standard with Corris Grey paint and can be optioned with Silicon Silver (\$1780) or Flux Silver (\$13,120) paint, bringing the price to about \$182,000.

The top-shelf Velar models come with a host of extra luxury features available at extra cost in lesser models, including All Terrain Progress Control (ATPC), Terrain Response 2, Configurable Dynamics, Active Rear Locking Differential and Wade Sensing.

Differentiated by First Edition badging on the B-pillar, there's also a black contrast roof, sliding panoramic roof, Matrix-Laser LED headlights with Signature Daytime Running Lights (DRLs) and privacy glass and 22-inch wheels with Diamond Turned finish.

Other additional features include 20-way heated/cooled front seats with memory and massage functions in Light Oyster/Ebony perforated Windsor leather, heated rear reclining seats, Carbon Fibre with Copper Wire Weave trim finishers with exclusive First Edition script, Suedecloth headlining, illuminated R-Dynamic treadplates and premium carpet mats.

Rounding out the First Edition extras is configurable Ambient Interior Lighting, a heated steering wheel, heated windscreen, head-up display, 1600W/23-speaker Meridian Signature Sound System, Power Socket Pack 2 (4xUSB, 3x12V), instrument panel chrome ends, reduced section alloy spare wheel, Interior Luxury Pack Plus, Surround Camera System and the Activity Key wristband.

Almost all of these features can be optioned in other models, although air suspension is only standard on V6 models, costs \$2110 on the mid-range D240/P300 and is unavailable in the base D180/P250 models.

Along with Land Rover's Terrain Response system and an electronic locking rear diff (unavailable on four-cylinder models, \$1110 on V6 models), air suspension is a key differentiator to Jaguar's sportier F-PACE, with which the more luxurious Velar shares its platform and 2.0- and 3.0-litre petrol and diesel engines.

As with the F-PACE, there is no low-range gearing, a full-size alloy spare wheel (which reduces the class-leading boot capacity to 558 litres) costs \$1020, metallic paint costs \$1780 extra and there are three premium metallic paints (\$3550); the only standard solid paint colours are white and black.

Further exterior design options include a black contrast roof (\$1260), fixed panoramic roof (\$3550), sliding panoramic roof (\$4370) and silver or black roof rails (\$940).

Stepping up from the standard Velar to the S, SE and HSE brings 19-, 20- and 21-inch wheels, premium LED, Matrix LED and Matrix LED headlights with signature DRLs, and higher-spec seats and sound systems for a price premium of \$11,100, \$8900 and \$16,300 respectively.

Standard safety equipment at base level is extensive, including autonomous emergency braking with pedestrian detection, lane departure warning, reversing camera, six airbags, traction/stability control, roll stability control, cornering brake control, torque vectoring by braking, anti-lock brakes, emergency brake assist, brake pad wear indicator, hill descent control, gradient release control, hill launch assist, trailer stability assist, tyre pressure monitoring and a perimeter alarm.

However, blind-spot, rear traffic and driver condition monitors are standard only from SE level, and high-speed AEB, lane-keeping assist and automatic parking only from HSE level.

Other range-wide standard equipment includes all-wheel drive, a ZF eight-speed automatic transmission, Terrain Response, Powered Gesture Tailgate, electric park brake, adaptive dynamics, idle-stop, electric power steering, automatic wipers and headlights, front/rear LED lights, heated wing mirrors, acoustic laminated windscreen, keyless entry/start, rear parking sensors and deployable flush door handles.

Base models run on 18-inch alloy wheels but still score the new Touch Pro Duo infotainment system (which comprises two 10-inch colour touch-screens but doesn't yet support Apple CarPlay or Android Auto), voice control, leather steering wheel, illuminated vanity mirrors, Morzine headlining, 5.0-inch instrument panel display, black gearshift paddles, metal scuff and tread plates, dual-zone climate-control, ambient interior lighting, Bluetooth connectivity, air quality sensor and 250W eight-speaker audio.

At the entry level there's also Luxtec and suedecloth seat trim, eight-way manual front seats, two-piece sliding front centre armrests, a 40:20:40-split folding rear seat, four one-touch power windows, cruise control, speed limiter, lockable glovebox, luggage cover, two USB outlets and three 12V sockets.

In addition, for a further \$6000, R-Dynamic models come with unique front and rear bumper designs with front fog lights and integrated rear exhaust finishers, branded treadplates, a leather steering wheel with chrome bezel, Satin Chrome gearshift paddles, Shadow Aluminium trim finisher, Bright metal pedals, Ebony Morzine headlining and Gloss Black side mirrors with Narvik Black scalps.

All models – from the 132kW Ingenium-engined D180 to the 280kW supercharged V6 P380 – come with a 2500kg braked tow capacity, but a tow hitch receiver costs \$1000 extra (and is unavailable with the First Edition).

Among a host of other range-wide options are a luggage net (\$380), Terrain Response 2 (\$430), cooled glovebox (\$430), configurable ambient lighting (\$540), All Terrain Progress Control (\$640), Interactive Drive Display (\$890), privacy glass (\$890), digital DAB+ radio (\$940), Activity Key (\$960), surround camera (\$1650), four-zone climate-control (\$1910), digital TV (\$2220), head-up display (\$2420), an 8.0-inch rear entertainment system (\$5490) and an array of seat options.

Wiesner defended the extensive optional extras list and potential waiting list, saying: "Velar brings a new level of model complexity. It's a balance between offering greater choice and maximum value. Early adopters don't mind waiting. Dealers will have to think about it in a different way. It's not about where we've been but where we're going."

He said that despite its similar size, engines and starting price, the Jaguar F-PACE was a different offering to the Velar, which is more luxurious, higher-tech and has a wider breadth of ability.

"Velar's clean, minimalist design is a taste of where Range Rover is headed. It's a space we haven't been in before and it's a level of luxury we haven't had in the past. I'm looking forward to what Velar will add."

The local JLR chief denied a fourth Range Rover model diluted the British luxury SUV brand, which started as a single model, despite the fact it focusses more on design than capability.

"We're expanding what Land Rover means over a far broader space. There are plenty of others that want a piece of us, so we have to make sure we give customers what they want," he said.

"Range Rover's role continues to be



upmarket. Range Rover is going from niche to a broader premium luxury space more towards Mercedes-Benz and BMW, so it needs to have more premium products, but that doesn't detract from Land Rover's reputation for capability."

2018 Range Rover Velar pricing (plus ORCs):

Velar D180 132kW 5.4L/100km -- \$71,550
Velar D240 177kW 5.8L/100km -- \$80,950
Velar D300 221kW 6.4L/100km -- \$92,850
Velar P250 184kW 7.6L/100km -- \$70,662
Velar P300 221kW 7.8L/100km -- \$78,750
Velar P380 280kW 9.4L/100km -- \$93,462
Velar S D180 132kW 5.4L/100km -- \$82,650
Velar S D240 177kW 5.8L/100km -- \$92,050
Velar S D300 221kW 6.4L/100km -- \$103,950
Velar S P250 184kW 7.6L/100km -- \$81,762
Velar S P300 221kW 7.8L/100km -- \$89,850
Velar S P380 280kW 9.4L/100km -- \$104,562
Velar SE D180 132kW 5.4L/100km -- \$91,550
Velar SE D240 177kW 5.8L/100km -- \$100,950
Velar SE D300 221kW 6.4L/100km -- \$112,850
Velar SE P250 184kW 7.6L/100km -- \$90,662
Velar SE P300 221kW 7.8L/100km -- \$98,750
Velar SE P380 280kW 9.4L/100km -- \$113,462
Velar HSE D180 132kW 5.4L/100km -- \$107,850
Velar HSE D240 177kW 5.8L/100km -- \$117,250
Velar HSE D300 221kW 6.4L/100km -- \$129,150
Velar HSE P250 184kW 7.6L/100km -- \$106,962
Velar HSE P300 221kW 7.8L/100km -- \$115,050
Velar HSE P380 280kW 9.4L/100km -- \$129,762
Velar First Edition D300 221kW 6.4L/100km -- \$168,250
Velar First Edition P380 280kW 9.4L/100km -- \$168,862



Land Rover to launch advanced 2.0-litre petrol plug-in hybrid-powered Range Rover and Range Rover Sport

Land Rover has used the Frankfurt motor show to announce that it will launch a new plug-in hybrid petrol powertrain for both its full-size Range Rover and the Range Rover Sport later this year.

According to Jaguar Land Rover boss, Ralf Speth, the advanced new hybrid blends electric motors, a lithium-ion battery pack, JLR's Ingenium turbocharged 2.0-litre petrol engine and the standard Range Rover's eight-speed automatic.

JLR hasn't confirmed how much power combined the new plug-in hybrid powertrain produces but it's thought the Range Rover PHEV could come with as much as 300kW/550Nm. Set to have a pure-electric range of around 50km, the large SUV is expected average around 3.0L/100km and have CO2 emissions of less 80g/km. This compares favourably with the Range Rover hybrid already offered in the Sport that mates a 3.0-litre V6 with an electric motor. Producing less power (250kW) but considerably more torque (700Nm), the non-plug-in hybrid can only manage 6.4L/100km while emitting 164g/km of CO2. Once launched, the new hybrid powertrain is expected to be rapidly rolled out to other JLR models like the Range Rover Velar and Jaguar XF.



Road Rover: Land Rover's EV range coming in 2019 – report

A new high-end electric car, expected to be branded Road Rover, is reportedly being developed by Jaguar Land Rover and will be ready before the end of the decade.

According to the UK's Autocar, the new EV is being designed with China and California in mind. The former is highly incentivised the take-up of electric vehicles, while the latter has mandated a certain percentage of all car sales to be electric by 2025. Despite only being two years away from launch, details about the Road Rover are scarce – with only this Autocar report to go on – although the car is thought to share a platform with the next-generation Jaguar XJ.

Both the XJ and so-called Road Rover, the website claims, will feature a pure electric drivetrain with two motors and on-demand all-wheel drive.

Unlike the XJ, the Road Rover is expected to have a taller wagon or crossover-style body, and a degree of off-road ability – although, as it says on the tin, the Road Rover's focus will clearly be the road.

The common aluminium platform being developed for the XJ and Road Rover is said to support internal combustion engines, as well as the battery storage needs of an EV.

Said to be a rival for the Mercedes-Benz S-Class in terms of luxury and cabin appointments, the new Road Rover will reportedly bridge the gap between the road-going Jaguar range and Land Rover's selection of off-roaders.

The magazine understands Jaguar Land Rover bosses decided to go with the new Road Rover brand because it was worried the Range Rover brand wouldn't stretch to encompass electric vehicles.

Additionally, the powers that be weren't ready to compromise the off-road capability of its Range Rover marque, while the bluff front-end of the Range Rover and Range Rover Sport aren't well suited to the aerodynamic needs of an electric vehicle.

Like the recently launched Velar, the Road Rover name is borrowed from a prototype vehicle from the company's past.

That original model was developed in the 1950s, and was envisioned as a link between Rover's sedan models and the Land Rover, although it never made it into production.

'We want to crack the reliability problem': British chemicals giant in bid to make electric 4WD for Australian market

London: A British chemicals company best known for fracking operations in the UK has launched a daring bid to recreate an electric version of the four-wheel drive, stimulating car manufacturing in the north of England with a view to exporting the off-roader to Australia. Launching the project at The Grenadier pub in Belgravia, the chairman of INEOS, Jim Ratcliffe, who dreamt up the idea at The Grenadier after a "second pint" with friends two years ago, said the company envisioned an "unbreakable... no-frills farmer's vehicle" that would "look cool" and retain a rugged appearance rather than that of a "homogenised SUV" or "soft roader." He said his company would be focussed on making a version that would not break down, like the Land Rover Defender. "In places like Australia where breaking down is a serious affair you drive a Toyota, you don't drive a Land Rover, we really do want to crack the reliability problem. And we are trying to produce the indestructibility of the Toyota Landcruiser," he said. Mr Ratcliffe, who owns three Defenders, was mourning the demise of Jaguar's vehicle-of-choice for adventurers, the last of which rolled off the production line last year. But he denied his venture, dubbed Projekt Grenadier, was a billionaire's "nostalgic dalliance," saying INEOS would spend \$1 billion (£600 million) by the end of the year hiring German engineers. He said the vehicle, to be named in an online competition, would be British designed and German engineered but the company was still deciding where to build it. He warned the UK government it would need to help build £300-400 million worth of production facilities. He said while INEOS was "emotionally attached" to the UK, economic rationality would win the day. "It would be quite a challenge to do it [in the UK] without anything," he said, adding that, unlike the UK, Germany has existing manufacturing plants and skilled workers, as well as cheaper energy.

He said manufacturing cars would create 1000 factory jobs and with between 5000 to 10,000 supporting jobs. Any British production plant would be located on the country's eastern seaboard, likely in the north, which the Tory government has targeted as an area in need of economic stimulation.

But INEOS automotive chairman Chris Tane denied the company would be seeking handouts, such as those in Australia that eventually provoked the then-Abbott government to rescind subsidies, triggering the death of the Australian car manufacturing industry. "Those permanent loss-making car manufacturers - that's not where we are coming from, we're talking one-off capital not ongoing subsidies because we're going to make a success of this and be profitable." Mr Tane said the car, due for production in 2020 would first launch in the Unites States and the UK but Australia would be a target market. The company wants to be producing 25,000 cars per year by 2023 and will produce an urban hybrid vehicle, a petrol and a diesel-run model. "Australia's a big market we want to sell a good number of vehicles in. The Land Rover was quite popular before the move to Landcruisers," he said. Like Australia, Britain's exports are trending towards services rather than manufacturing goods, a trend Mr Ratcliffe criticised. He said there was no reason why advanced economies couldn't also be high-quality manufacturers like Germany and he did not rule out further car-making ventures should the off-roader prove a success. "Maybe it's a little bit arrogant for a chemical company to think it can produce a world-class 4x4 but we have the confidence that we can manufacture things," Mr Ratcliffe said.



'Diesel is the devil, ban it' says Industry figurehead

There's been a lot said about diesel fuel over the past few years, but a statement from Simon Birkett, founder and director of Clean Air London, at the inaugural Jaguar Land Rover Tech Fest could be one of the more controversial ones yet. "Diesel is the devil, and we do need to ban it," Birkett said while sitting on a panel of experts, including Jaguar Land Rover's head of powertrain development, Iain Grey. "The more complex questions are: which vehicles; where; when; and how. That is much more complicated - it's about providing the infrastructure, doing the sort of things Jaguar Land Rover is taking the lead on," Birkett said of the British company's commitment to have an all-electrified line-up from 2020 onwards. "It's about some bans, some charging, some public education campaigns and some incentives. We are already finding there are a lot fewer people who would choose a diesel vehicle as their next vehicle." Rather than agree with Birkett, Grey suggested the decision of the British company to only offer a range of mild-hybrid, plug-in hybrid and electric models in new vehicles from 2020 will build upon the four-cylinder Ingenium turbocharged diesel and petrol engine range. "Electrification is supplementing the Ingenium family of engines. We're hybridising those engine technologies in different ways. Absolutely we see a future for the Ingenium engine family and the Wolverhampton manufacturing facility," Grey said. "Fundamentally, when you look at the technology a diesel engine can provide in today's tech, we're looking at an engine that can achieve a comparable level of NOx emissions compared to a petrol engine, but will consistently deliver 20 to 25 per cent better fuel consumption, and therefore lower CO2 emissions. "When we look at these Euro 6 engines that we use, that employ after-treatment technologies such as selective catalytic reduction and diesel particulate filters - the combination of those two reduce the NOx and emissions to a point where you can be confident you're driving a 'clean diesel'," Grey said. "When you consider that we have to look at both the global warming picture and the localised air quality picture, the combination of those two things together means the diesel engine is absolutely a valid choice. But one of the key things from our perspective is we're engineering petrol solutions, diesel solutions, fully electric solutions, and as per the recent announcement, all of our diesel and petrol versions will be hybridised in the future as well. "We're engineering the full gamut of systems to allow the customer the choice, to make sure the customer can make the right decision for their particular circumstances," Grey said. The first Ingenium petrol models to be sold in Australia will arrive in the new Jaguar F-Pace 25t models, along with the XE 25t and in Land Rover Discovery Sport and Range Rover Evoque and Velar models afterwards. Jaguar's first fully electric model, the I-Pace, will reach Australian soil in 2018. Land Rover already has a couple of hybrid options on offer - the Range Rover Sport and the Range Rover Vogue - but no electric cars or plug-in hybrids, for that matter

What's it like to drive a new Land Rover on slick rock in Moab?

By Robert Pepper

Land Rover have started offering drive experiences the in the USA on Moab's slick rock, something Aussies don't get to experience.

AUSTRALIA may well be the world's 4x4 capital, but we don't have every type of surface the planet can offer. We've got sand, but not sand like the Sahara. We've got mud, but there is New Zealand. We've got snow, but not like Iceland, and our rock is loose and shaley, not the vast expanses of monolithic slick rock you find in the USA...so how different is that to Aussie terrain?

John Eggenhuizen and Shaun Johnson are two highly experienced instructors from Land Rover Australia who visited Moab to find out, and we asked them what they thought of off roading, USA style: Where and what did you drive ?

John: We drove in the vicinity of Moab, tracks included; back tracks through Arches NP, Fins and Things, Seven Mile Rim, Hells Revenge and Poison Spider trail. We drove all new Discovery, Discovery 4, and a Range Rover Sport.

Shaun: The Moab Desert is the ultimate world location for rock driving as it is all done on what they call slick rock. The name is a little misleading as it was named slick rock by the early explorers because the steel horse shoes could not grip on them, but they are perfect for rubber tyres. We started the adventure in Salt Lake City driving 6 brand new 2017 all new Land Rover Discoverys in convoy 4 hours south to Moab and our first off road track in the Arches National Park. This was the introduction to the next 5 days. The Arches National park look very similar to the Simpson Dessert in places but has snow capped mountains on the horizon. The Moab Desert has the Colorado River running through its centre and at an elevation 1,227 metres (half the hight of Mt Kosciuszko) it snows in winter and gets up to 38 Celsius in summer.

What sort of terrain was it?

John: A combination of slick rock, and rocky trails (with tiny amounts of sand) mostly. Through Arches the track was mainly gravel, sand and a little bit of slick rock.

Shaun: Our intro tracks where your fairly standard rocky tracks as in the Victorian High Country but had stretches of soft sand and large boulders with rock steps. And this was the intro day... wow! We also learned to set up the vehicle. Seat position, low range, Terrain Response to rock crawl, suspension raised. I went to lower the tyre pressures as I would normally do and the instructor said "don't do that. You will need to be able to use the side edges of the tyre and you will need full pressure for ground clearance". And after an afternoon of learning how to read and understand this US desert, we ended up at the Red Cliffs Range which would be our base camp for the week.

We drove a little track called Hells Revenge. This track winds its way up and over massive boulders made from fossilised sand dunes. The track is well defined with tyre marks and painted arrows but when you are on top of the rock there is only enough width for one vehicle with sharp drop offs either side and very steep climes and descents...oh and lets throw in some side angles as well! It can make the most confident driver a little nervous. At this point over the radio I hear "oncoming vehicle, please move over to let them through" WHAT!!

Didn't they call this slick rock? Our Land Rover Experience instructors said 'that what we have learned over the past couple of days will help us for what they have in store for us next.'

We also drove Poison Spider Mesa track. At the start of the track was a loose rock stepped trail cut up into a cliff face. Did I mention it was loose rock? This trail was very challenging to say the least with up to one-metre ledges to climb. Not letting the tyre pressures down became instantly apparent as you would need the very edge of the tread to inch your way up and over all the obstacles on



the track. And the extra ground clearance was needed as you only needed to clear an by millimetres to be successful. One obstacle on the track was called The Waterfall, a two metre climb at a very steep angle with at most times only three wheels in contact for the ground. Thank God, or should I say Land Rover for Traction Control!

I have always been told that you can't beat cross-axle differential locks for ultimate traction. But diff locks would not give you the precise manoeuvrability you need to position each wheel.

Then we again came to another obstacle called The Wedgy, a V shaped section that we had to evenly and precisely position the Discovery so it did not drop in and WEDGE itself. Using the edges of the tyres to drive through – I am glad I didn't drop those tyre pressures! In fact the easy part was driving. Don't get me wrong you need-

ed very smooth and precise use of the steering and throttle but all the pressure was on the guide. I ended up walking the complete track and loving every step. But then it was my turn to drive under the guidance of someone else. Following their every precise hand gesture and ultimately giving them control of the vehicle like its an RC car.

What new skills did you have to learn?

John: Not so much new skills, but a heightened state of existing skills. Absolutely precise vehicle positioning, and I do mean precise. honing of vehicle throttle techniques, making sure our guiding skills and signals were very clear.

Shaun: The next day we ventured along the Seven Mile Rim track this enabled us to to learn track building and vehicle guiding. It became apparent very quickly that getting out of the Discovery and guiding my fellow off roaders was going to be a very big part of the adventure. It is very difficult to see every corner of a 4WD so a guide is essential on these tracks. But it is not all bad as being out of the drivers seat as it helps you to learn more of how the vehicle behaves and responds which you just get to fully see from the driver seat, plus the views are spectacular.

On the final day the 4 hour drive back to Salt Lake City gave me time to contemplate what I had experienced and learnt over the past few days. 4WDing is more than just picking the correct gear and throttle control. It is about understanding

what your 4WD's capabilities are and how your 4WD is reacting to the terrain and that there is more than one line to pick for any one obstacle. Getting out of the driver's seat and guiding also helped me to understand this which will help me to hone my driving skills as well.

The new Land Rover Discovery I had been driving was out off the showroom floor with standard tyres and pressures and it did everything I asked of it, in and out of the drivers seat. It was a fantastic experience driving in such an iconic part of the world, learning about a great 4WD, new driving skills and picturesque scenery.

What skills you learned in Australia came in useful in the USA?

John: We are very lucky in Australia as we have a huge variety of terrain available to us. We were able to display confidence whilst driving in these conditions, and were able to show and teach other international instructors the correct way to guide, how to read terrain, what Terrain Response program to be in and why.

Shaun: Years of driving in the Victorian High Country helped me a lot. Learning how to read the track and pick a line, wheel position and guiding from outside the vehicle. But Moab took it all to the next level. You have to be so precise on the wheel position and this can only be done from the outside of the vehicle and only with hand gestures, no radios. Radios can be too slow and confusing to respond if you need to change the position on the fly. I have guided many times before but with this experience I was able to hone my hand gestures to be able to let the driver know whether to turn the steering a little or full lock.

Is there anything you had to unlearn?

John: I was surprised when the instructors mentioned that the tyre pressures had been increased from standard by 6psi. But when you consider that we were driving on solid rock, with no loose areas



on 20" 21" & 22" rims, and a lot of the vehicle's weight could be balanced on one wheel then it made sense to increase the tyre pressures to reduce the likelihood of pinching a tyre on the constant array of sharp edges that were presented to us on each trail.

Shaun: That you do not have to lower tyre pressures to be able to drive off the bitumen in this terrain. This was not 100s of kms of soft sand dune or soft muddy trails, so lowering the tyres was not needed. In fact a good firm road pressure was just what was needed to do the trick. All the Land Rovers had low profile tyres not your traditional 15 and 16 inch all terrains so a lower pressure could have compromised the tyre side wall.

Oh and none of the Land Rover got a flat all week, so that just helps to back the theory. What are the three main differences between Aussie 4X4ing and the USA experience?

John: The offroading culture, obviously Moab is the centre of the rock crawling universe and it attracts an insane amount of dedicated offroaders in a variety of vehicles, from our brand new Discoverys to heavily modified Jeeps, through to modified side by sides. But everyone was friendly. The other thing that was very obvious was the respect for the environment, Tread Lightly is a way of life over there. I was really impressed by the adherence to the tread lightly principles. It appeared that no-one wanted to be that idiot that spoiled it for everyone else.

Shaun: America like Australia has many different places to explore with a 4WD with many different types terrain. And like us their vehicles range from the stock, like the Land Rovers we drove, to highly modified machines like Jeeps, buggies and side by sides. So everything was set up for rock crawling.

For us to go away for the weekend we would drive our 4WD from home to the bush, go offroad, then drive home. But unlike us, most of them would trailer their offroaders to the rock trails, then at the end of the day trailer them back home.

They are very keen to promote responsible 4WDing. They respect both the flora and fauna knowing that by sticking to the tracks it is possible to have your recreation and respect for the bush, after all they come up with Tread Lightly. Driving on the wrong, um, right side of the road can seem a little daunting but the main thing is the offroad principles remain the same no matter what side the steering wheel is on.

All this the people are friendly and were very impressed to see the Land Rovers on the trails. And most of them were keen to talk to these crazy Aussies driving them. Just goes to show that even on the other side of the world that friendly 4WD culture is the same.

A couple of pictures of Greg's D4 with the 6 Compomotive 18" rims and Bridgestone Dueler light truck A/T 697s.



President's Annual Report.

Land Rover Owners' Club of Gippsland. September 2017.

The 2016/17 Club Year has once again been very successful.

Our membership numbers are good with some new faces contributing to the club scene. The mix of club Land Rovers is changing with more newer generation Discovery 3 and 4's appearing at club events. Meetings have been very well attended with plenty of time for socializing thanks to Charlie's hospitality and an excellent venue.

The trip calendar has been very healthy with some highlights being Charlie Calafiore's Dinner Plain (Mayford and Blue Rag Range) weekend, Rod Catchpoles ever popular Melbourne Cup weekend and trips organized by David Murray.

Our club's close relationship with Parks Victoria has continued. During "Operation Talbotville" in November we added more new picnic tables and concrete fire pits. Dates are already set for November this year and May, July and November 2018. The club had some excellent publicity from this with articles in "Trackwatch" magazine.

Our display at the Victorian 4x4 Show, based around the theme of Discovery and the much anticipated "All New Discovery" was very well received by the public thanks to Alan MacRae's planning.

Beau Missen from VSL's technical side has been an informative guest, answering all sorts of technical questions on a few occasions.

As the 2016/17 President there are several people to thank for making the running of this club a pleasure. The current committee does an excellent job.

Alan MacRae's skills as Treasurer keeps the club financially secure.

David Murray keeps the trips coming and records all club activities.

Tonee Harlow has been an excellent minutes secretary.

Ian Blake is always in the wings as Vice President.

Charlie Calafiore, our Public Officer and Publicity Officer, does a lot of the behind the scenes work that allow the club to function well.

Eric Shingles continues to produce an entertaining and informative monthly newsletter.

We had two new Life Members created in 2016/17, Lois and Greg Rose, recognised for contributions to the club since its formation.

We are fortunate to have the continued support of Gippsland Land Rover and the Gippsland Motor Group. Thanks to Charlie Calafiore and Marco Tripodi for this support that covers all our running costs plus other benefits for our membership.

Greg Rose.

Land Rover Owners' Club of Gippsland President

Land Rover Owners' Club of Gippsland. Minutes of the Annual General Meeting.

Meeting held Monday the 4th of September 2017.

Meeting opened at 8:00.

Attending:

David Murray, Don Little, Shirley Little, Ken Markham, Susan Markham, John Jennings, Terry Hesky, Sharna Cole, Wayne Foon, Rod Catchpole, Loris Catchpole, Paul Whitehead, Lois Rose, Greg Rose, Mal Trull, Helen MacRae, Alan MacRae, Ray Massaro, Charlie Calafiore, Ian Blake, Eric Shingles.

Visitors:

Brodie Jarvis, Marco Tripodi

Apologies:

Barb Heskey, Shaun Johnson, Siobahn Walker, Jim Hood, Jill Beck, Shirley Allchin, Ted Allchin, Brian Johnson, Bruce Coulter, Bob McKee, Annette Fleming, Sue Howell, Ross Howell, Tonee Harlow, Alan Harlow, Jan Parniac, Collette Parniac, John Kerr, Heather Kerr, Ian Webb, Chris Lee.

Greg Rose opened the meeting.

Moved that the minutes of the 2016 AGM be accepted, by Lois Rose. Seconded by Rod Catchpole.

Carried.

Treasurer's Annual Report presented by Alan MacRae.

Moved that they be accepted by Alan MacRae, seconded by Ken Markham.

Carried.

Moved by Alan MacRae, that the annual subscription (membership fees) for the Land Rover Owners Club of Gippsland be increased to \$75.

Business arising: Nil.

Greg read the President's report, which highlighted a successful year for the club. The President's Annual Report will appear in the newsletter.

All positions were declared vacant.

Marco Tripodi, Dealer Principal, VSL (Gippsland Land Rover) took the chair for the election of the new committee.

Marco thanked the outgoing committee and began the elections.

Nominations for President.

Charlie Calafiore nominated Greg Rose. Ray Massaro seconded the nomination. Greg Rose accepted the nomination. There were no other nominations and Greg Rose was declared President.



WHAT DO YOU MEAN, It's cold in the LR!
I told you this Heater only works in summer.

Nominations for Vice President.

Lois Rose nominated Ian Blake. Seconded by Rod catchpole. Ian Blake accepted the nomination. As there were no other nominations Ian Blake was declared Vice President.

Nominations for Treasurer.

Greg Rose nominated Alan MacRae. Seconded by Ian Blake. Alan MacRae accepted the nomination. As there were no other nominations Alan MacRae was declared Treasurer.

Nominations for Minutes Secretary.

Greg Rose nominated Tonee Harlow. Seconded by Shirley Little. Tonee Harlow had indicated that she would accept nomination before going away. As there were no further nominations Tonee Harlow was declared Minutes Secretary.

Nominations for Publicity Officer and Public Officer/Secretary.

Lois Rose nominated Charlie Calafiore. Seconded by Paul Whitehead. Charlie Calafiore accepted the nomination. As there were no other nominations Charlie Calafiore was declared Public Officer/Secretary.

Nominations for Events Co-ordinator.

Lois Rose nominated David Murray. Seconded by Ray Massaro. David Murray accepted the nomination. As there were no other nominations David Murray was declared Events Co-ordinator.

Nominations for Property Officer.

Ian Blake nominated Ross Howell. Seconded by Eric Shingles. Ross is currently away and as there were no other nominations the position is declared for Ross Howell pending his acceptance.

Nominations for Editor.

Charlie Calafiore nominated Eric Shingles. Seconded by Greg Rose. Eric Shingles accepted the nomination. As there were no other nominations Eric Shingles was declared Editor.

Delegate to Four Wheel Drive Victoria.

Ian Blake nominated Greg Rose. Seconded by Wayne Foon. Greg Rose accepted the nomination. As there were no other nominations Greg Rose was declared Delegate to Four Wheel Drive Victoria.

Marco Tripodi congratulated the committee members.

AGM closed at 8:18.

Land Rover Owners' Club of Gippsland, Minutes of Meeting Held On Monday 4th of September 2017

Meeting started at Gippsland Land Rover Showrooms at 8.27pm.

Prior to the meeting Marco Tripodi, dealer principal VSL Motors gave a presentation on the future home of Gippsland Land Rover.

Attending:

David Murray, Don and Shirley Little, John Jennings, Terry Heskey, Sharon Cole, Wayne Foon, Ken and Susan Markham, Rod and Loris Catchpole, Paul Whitehead, Lois and Greg Rose, Mal Trull, Helen and Alan MacRae, Ray Massaro, Charlie Calafiore, Ian Blake and Eric Shingles.

Visitors:

Brodie Jarvis, Marco Tripodi.

Apologies:

Bruce Coulter, Bob McKee, Annette Fleming, Barb Heskey, Shaun Johnson, Sib Walker, Jim Hood, Jill Beck, Shirley and Ted Allchin, Brian Johnson, Sue and Ross Howell, Toni and Alan Harlow, Jan and Collette Parniac, John and Heather Kerr, Ian Webb.

News from travellers:

Bob and Annette have had caravan repairs completed in Townsville and are continuing their escape from Victorian weather.

Guests. Brodie Jarvis.

Minutes of Previous Meeting:

Moved: Wayne Foon Seconded: John Jennings

Business Arising: Nil

Correspondence:

In: Obsession; SA magazine.

Out: Nil

Emails:

Email from Jay Wright who has a 2001 Discovery 2 for sale. Copy of email and photos circulated.

Treasurer's Report

Moved: Alan MacRae, Seconded: Paul Whitehead

Publicity Officer's Report

New name badges for members.

Uncovering the new Range Rover Velar SE.

Editor's Report

Email newsletters arrived but snail mail later.

Webmaster's Report:

Webmaster on holidays, report not available.



WHAT DO YOU MEAN:- This awning is so good you bought TWO!

Yeah, One for each side, now the LR glides over everything, Corrugation, Rivers, Ayers Rock, Secret places, the Alice and even Well 26.