

LAND ROVER OWNERS' CLUB

OF GIPPSLAND
NOVEMBER / DECEMBER 2017 NEWSLETTER



MERRY CHRISTMAS
& A HAPPY NEW YEAR



GIPPSLAND LAND ROVER

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GIPPSLAND'S HOME OF LAND ROVER

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LAND ROVER OWNERS' CLUB OF GIPPSLAND

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LROCG News, November 2017.

Melbourne Cup Weekend.

Congratulations and thanks to Rod and Loris Catchpole for organising another highly successful Melbourne Cup weekend base camp. Despite the almost constant "cool breeze" all participants had a fantastic time at Port Macdonnell and surrounding areas. Some of the highlights were the restful lunch cruise along the lower Glenelg River, Feasts Auto Museum, the sand driving at Canunda National Park and the superb Cup Day lunch. Well done to all those who prepared the lunch.

Christmas Meeting and Picnic.

The Christmas meeting and picnic will be at Silvertops Picnic area near the Thomson Dam wall. We will have a short meeting and presentation of club awards at a little after 11:00 then enjoy our socialising and picnic lunch. Wayne Foon has plotted a four wheel drive route back to Walhalla after the picnic which should be reasonably easy for those who would like to follow him homeward.

Calendars.

Thanks to Alan Harlow for designing and ordering the 2018 LROCG calendar. The calendars are \$16 each. There are still a few left so see or contact Alan MacRae to snap up one of these collectors' items.

Club Website.

Don't forget to regularly check out the club website. There is a frightening picture on the home page at the moment; a group of bush rangers by the look of it. Go to lrocg@jimdo.com

Gippsland Land Rover News.

Information from Marco and Charlie is that Gippsland Land Rover (including service and spares) will continue operating from the existing premises until the new service and sales facility is completed in the first half of 2018.

March Meeting.

ARB Traralgon have offered to host our meeting on Monday the 5th of March. If you were at the previous meeting that Daniel Riken and his Traralgon team hosted you will remember how good their hospitality was. ARB will have some exciting new products to tempt us with, in their camping gear and electronics range. If you are buying anything from ARB remember that you are entitled to a club discount.

Dinner Plain Weekend 2018.

Do you fancy a weekend driving some of the most iconic four wheel drive tracks in Australia? Do you enjoy fine food and good company? If you answer yes to these questions contact Charlie Calafiore. Places are limited. The price is yet to be fixed but includes two nights accommodation at High Plains Lodge Dinner Plain (Friday and Saturday night) Saturday breakfast, morning tea, lunch afternoon tea and dinner, Sunday breakfast, morning tea and lunch.

The dates are the 16th, 17th and 18th of March.

Club First Aid Gear.

The club has a defibrillator for trip leaders to take on trips, particularly volunteer works and overnight events. We have just purchased a comprehensive snake bite kit complete with splint and compression bandages for trip leaders to carry. All members' vehicles should have a first aid kit and fire extinguisher as part of their normal touring kit. A reminder to trip leaders that any injuries should be recorded as an incident report.

Greg Rose.

This month's cover; John Kerr's Discovery

Land Rover Owners Club of Gippsland 2016-- 2017 Committee

President	Greg Rose	0427 456 546
Vice President	Ian Blake	03 5163 1520
Secretary	Tonee Harlow	
Treasurer	Alan MacRae	03 51744 256
Publicity Officer	Charlie Calafiore	03 51341 422
Events CoOrdinator	David Murray	AH)0438 369 110
Editor	Eric Shingles	03 56232 501
Property Officer	Ross Howell	
4WD Vic Delegate	Greg Rose	0427 456 546
Webmaster	Alan Harlow	

Life Member's Ray Massaro, Greg & Lois Rose.



Might be worth keeping a copy in the glove box

Thanks Wayne.

Thanks to Wayne and Sharna for selecting a superb site for our Christmas picnic and December meeting. Silvertop Picnic Area, with its good facilities and splendid view of Thomson Dam was a very pleasant place for getting together. Thanks also Wayne for planning the 4x4 route to Walhalla which was a great way to wind up the club year.

Club Person of the Year.

Congratulations to Charlie Calafiore for winning the coveted "Club Person of the Year Award". This was very well deserved, not only for the trips Charlie has organised this year and the two committee positions he holds, but for all the hours of behind the scenes work that help the club run so well. Charlie has been on the club committee since the first year making him the longest serving committee member.

Other Awards.

There were some special "presidential discretion awards" given out at the December meeting. The recipients and the prestigious awards they received are noted in the minutes. To protect the innocent (or guilty) the stories behind the awards are not recorded.

New Caravan In The Club.

Congratulations to Sue for convincing Ross that they really did need to get a caravan. The free tickets to the Sale Camping and Leisure Show weren't so free after all! We all hope you are very happy with your new luxury accommodation.



Ross & Sue's new van



What they did with the old one

The Roses Try To Keep Up.

In order to try and keep up with all the flash caravans in the club Greg and Lois have bought a new double ARB swag!

Safety And Insurance Requirements.

Could Trip Leaders and participants please note the two points below. These measures are designed to protect the club and individuals on trips. There is a more detailed explanation of new procedures elsewhere in the newsletter.

Personal Details Forms.

Could members please have Personal Details Forms (emergency medical forms) in their vehicles available for all trips from now on. Two copies for each vehicle occupant. Have them in individual sealed envelopes with the person's name clearly printed on the front. One copy to be kept in the vehicle and one given to the trip leader. These will be returned at the end of the trip. Copies of the forms are available from Greg at club meetings, from Charlie at Gippsland Land Rover, one will be printed in the newsletter to copy and use if you need it.

Friends Or Guests On Club Trips.

Friends or guests who go on LROCG or any Four Wheel Drive Victoria affiliated club trip need to fill in a Trip Participant Form and pay \$11 prior to the start of the trip. This covers that person under the Four Wheel Drive Victoria insurance scheme.

Pending Nuptials.

Best wishes from the club to Wayne Foon and Sharna Cole who will be married at Bright in February. We wish them every happiness for their future together, maybe one day they will achieve true happiness and get a Land Rover product!

Christmas Greetings.

2017 has been an excellent year for the LROCG, many thanks to all members for their contributions.

Best Wishes to everyone for a great Christmas and a fantastic 2018 full of Land Rover adventures without wayward caravan axles, punctures, failed gearboxes, misbehaving suspension or coffee spilt on the leather upholstery.

Greg Rose, LROCG President.



All-new 2018 Land Rover Defender: first spy shots snapped

Bizarre new spy shots show shortened Range Rover-based test mule for new three-door '90' Land Rover Defender. The rumour mill continues to stir for the next Land Rover Defender, due in 2018, but this is the first time we've spotted a test mule related to it. This strange-looking shortened Range Rover appears to be a test bed for the three-door '90' Defender.

We've seen plenty of unusual test mules over the years, and this looks to be one of the most odd. Viewed from the front and rear it looks entirely like a disguised Range Rover Sport, but side-on we can see that a huge chunk of the SUV's wheelbase has been lopped out.

Despite being designed to throw us off the scent, the test bed looks uncannily similar in length to the old '90 Series' three-door Defenders. The mule here has half of its rear doors, though it's very unlikely they will make production for this wheelbase length.

Even though an all-new Defender has been discussed openly by Land Rover bosses, the company has been keeping its cards close to its chest. Most recently, JLR executive Dr Ralf Speth informed us that early development mules had started to be tested by bosses. Rather excitingly, the JLR boss assured us that the new car will be "even more capable" than the outgoing Defender when the terrain gets challenging. However, reimagining cult classics is not an easy task, and in Land Rover's case it has to build a brand new 4x4 that is incredibly competent off-road (in line with brand identity), while also meeting modern standards in terms of comfort and making money on a car likely to sell in small numbers.

Dr Speth did admit that the design and engineering work behind the new Defender has been all but settled, to the point where he had the opportunity to try the new vehicle. Teasing further, he said, "I have driven test mules already... and also tried the car against competitors, in on- and off-road environments. It's sensational."

He would not put a timeframe on when the new Land Rover Defender would debut but he did say, "It is coming. We are working an authentic successor of the predecessor. I have to say it was one of my saddest moments in my career at Jaguar Land Rover, when we stopped the production line of this vehicle, because I just love it. But we will make a successor to this vehicle and you can be sure it will be even more capable. Nevertheless it will have the DNA of the current car."

After being asked whether the new Defender has the potential to be genuinely profitable - or even, if JLR is considering selling vehicles at a slight loss to 'legitimise' the brand values that sell thousands of Range Rovers, Evoques and Discovery Sports - Speth said, "The new vehicle, as with all our vehicles, has to make money. It will be a sensational vehicle and I think there will be a lot of demand for it." To help this, it is expected that the Defender will utilise parts from other Land Rover vehicles and be built alongside other cars from the range. Speth continued, saying: "We're already doing this now... We used the modular architecture and elements of our chassis for weight reduction to make the new Discovery a better-handling car. We will do so also in the future because we always learn." When asked if the Defender would go down the production line with other models, he replied, "Yes, you can assume that."

Large Land Rover Defender family planned

Beyond the launch of the basic model, Land Rover is planning to introduce an entire new family of Defenders, and design boss Gerry McGovern has hinted that a performance SVR version of the forthcoming 4x4 could also be on the cards.

Such a car would be developed by Jaguar Land Rover's newly formed Special Vehicle Operations (SVO) division, and would allow the brand to tap into demand in Russia and China for powerful and luxurious rugged off-roaders, currently dominated by the Mercedes G 63 AMG. It's also likely that a hardcore off-road Defender SVX will join the range at some stage and we could even see a luxurious SVA version in line with the Range Rover SVAutobiography.

"The beauty of SVO is that it allows you to play. It lets you take vehicles and heighten their essence," McGovern told Auto Express last year. "We can do that with all of them, whether it's a Range Rover, Discovery or a Defender."

The first new Defender isn't expected to arrive until 2018, and it will spawn a family of at least three individual models.

McGovern said: "The Defender is all about durability - that indestructible, durable vehicle which is what a family of Defenders would be."



Whatever happens, the new Defender will continue Land Rover's recent move upmarket. "In its core form it can be something that can be quite elemental up to something incredibly luxurious," said McGovern.

Yet the car will remain a true off-roader. While exact details are still secret, the new Defender is likely to have an aluminium body built on an aluminium chassis. This would give go-anywhere strength with less weight than from a traditional 4x4 steel chassis.

"When you see the new Defender, people will know it's worthy of carrying the badge," explained McGovern. "It will be able to do everything it says on the tin."

British luxury brands Jaguar and Land Rover recall 17,000 vehicles amid global Takata airbag crisis

Jaguar Land Rover Australia's announcement last week that it will voluntarily recall about 17,000 of its vehicles due to concerns over the safety of Takata airbags adds to the global list of car-makers affected by the crisis that has cost lives and bankrupted the Japanese company.

In all, the crisis affects 19 car and truck manufacturers around the world and has resulted in what is described as the automotive industry's largest-ever recall.

The Jaguar Land Rover (JLR) decision, according to the company, comes as a pre-emptive measure insofar as there have been "no reports of failed airbags in any of its vehicles anywhere in the world."

A JLR spokesperson said: "We would rather err on the side of caution and recall vehicles for air bag replacement despite no reports of failed airbags in any of our vehicles anywhere in the world. Customer safety comes first."

JLR says it will "work closely" with the ACCC, urging owners to check online whether or not their vehicle has been recalled to replace faulty Takata airbags. A mandatory government recall notice for cars fitted with Takata airbags is currently being discussed with the ACCC and the auto industry.

"Jaguar Land Rover has not identified safety risks directly affecting its vehicles in Australia and so its vehicles are not currently listed on the ACCC website for vehicles voluntarily recalled to date. However, because of concerns identified by the ACCC about certain Takata airbags, we would prefer to err on the side of caution.

"We want to ensure our recall takes place as quickly as possible and with the least amount of inconvenience or anxiety for customers, based on replacement airbag availability and dealer capacity."

Takata agreed in March this year to a \$US1 billion (\$A1.3 billion) settlement after pleading guilty to fraud in the US federal court in Detroit. Takata admitted it had hidden evidence that in certain circumstances its airbags could explode with too much force, firing shrapnel into vehicle occupants.

JLR said in a statement that its "preferred approach" is to recall the oldest vehicles first and that it will release further details after finishing discussions with the ACCC.

Land Rover says new Defender will be polarising

Replacement for most iconic Land Rover will embrace new tech but won't be a shrunken Discovery, says design chief Land Rover creative director Gerry McGovern has spoken publically on the record about the British SUV brand's all-new replacement for the iconic Defender for the first time. Speaking to the Australian press at a round table discussion at the Los Angeles motor show today, McGovern declared that the all-new replacement for the 69-year old original would become the "backbone of the Land Rover brand". Until now, the outspoken British design boss has been more than reluctant to discuss the Defender but, caught in a jovial mood, McGovern was happy to confirm exclusively that the next-generation Jeep Wrangler rival will not have visible rivets when it's launched in 2018 to celebrate the 70th anniversary of the famous rugged SUV. When asked if the next Defender would embrace technology or stick to its simple utilitarian roots, the Land Rover design boss said it would embrace new technology because for the off-road SUV to be a success it had to be "relevant" to future buyers. "Let's face it, the previous one over a period of 68 years sold just over two million vehicles. If you think of the Evoque over five to six years it's sold over 700,000 in that period. "In order to justify its investment, it's going to have to be a global vehicle. Future customers will not have any preconceived ideas about it and in order to get people to come to the brand customers will have to buy a Defender on its merit," said McGovern.

Describing the Defender as the "most eagerly awaited vehicle launch in the automotive world.", the Land Rover designer said he would "love" enthusiasts to embrace the new Defender. But he acknowledged the same diehard fans probably wouldn't buy one as they already love their existing utilitarian Defenders.

Paying tribute to the loyal band of Defender enthusiasts, McGovern said he refused to create a pastiche of the original.

"I love the fact all these people are enthusiastic about it. I appreciate they're the ones driving the euphoria but if they're expecting to see a facsimile of the old one with all the latest tech, then I don't think they'll be satisfied.

"That said, I do think it needs to acknowledge the great heritage of Defender in terms of its capability, in terms of its robustness, its durability – but not necessarily its visual quality.

"You have to remember as it was built and evolved, the car-maker back then was like a cottage industry," said McGovern.

Instead, the modern Defender will be inspired by the car-maker that makes it – modern, fully automated, highly technical and futuristic, said the designer. Describing the design as "polarising", McGovern said he and his team tried not to dwell on redesigning an icon, but ruled out giving it derivative styling lifted from another Land Rover.

"Does that mean it will look like a new Discovery? Of course it won't. It has to go through the same rigour in design and for me it has to be honest and true for a vehicle we're producing today and not preoccupied with what's gone before," he stated. "To me a retrospective approach proves a lack of creativity," said McGovern.



LA MOTOR SHOW: Range Rover plotting luxury coupe

High-end, low-volume two-door Rangie to be developed by SVO for those who want more of everything. Land Rover has confirmed it is considering a glamorous two-door SUV based on its existing Range Rover to will rival cars from the likes of Bentley and Rolls Royce. The revelation was made during an exclusive round table discussion between Land Rover's chief design officer Gerry McGovern and Australian media at today's Los Angeles motor show. During the conversation, held just hours after the launch of the Bentley Bentayga-rivalling Range Rover SVAutobiography, McGovern confirmed that it was a "natural progression" for Range Rover to "become more tailored, bespoke, refined and luxurious". When asked specifically if he wanted to push into the "super luxury segment", McGovern replied: "Watch this space" before adding: "All I can say is, as a business, over the last few years under Tata, we've had a look at all the products we could do... "I can't say when or what, but there are opportunities. We have proved with Range Rover there are opportunities to offer derivations of these vehicles to offer them in a way to bring something new to the market."

McGovern has hinted previously at the possibility of a Range Rover passenger car and an SUV smaller than the Velar, which won't spawn a two-door version.

Helping make a business case for a limited-run production car is Jaguar Land Rover's Special Vehicle Operations (SVO). says the Range Rover design boss. SVO is self-funded, meaning a limited-edition model that pays for itself (and makes JLR profit) is far easier to create a business case, said McGovern "The good thing with SVO is it is a self-funding business so there are opportunities within SVO that don't necessarily have to be mainstream and small volume [vehicles] lend itself beautifully to that," said the Land Rover creative director.

Going on to talk about electrification and the Evoque replacement, McGovern then reignited the low-volume Range Rover Coupe discussion when asked if Land Rover would replace the two-door version of the entry-level premium SUV.

"There's probably less market for a two-door [Evoque] and given that we have a cabriolet there's no need.

"But as we get bigger you can think about going two-door because it becomes more exclusive, which might give you a hint,"

added McGovern, referring back to the ultra-limited, SVO built and developed Range Rover SVA. The decision to create a two-door version of the Range Rover plays to the luxury SUV's heritage. First launched as a two-door back in 1970, the original Range Rover that helped set the template for a modern premium SUV only switched to four doors in 1981. To help commemorate its original designer Charles Spencer King, in 1991 Land Rover created a limited run of 200 two-door Range Rovers badged 'CSK'. Featuring a more powerful 138kW version of the standard car's 3.9-litre V8, the special two-door came with sports dampers and new front and rear anti-roll bars that increased roll stiffness by 25 per cent. Inside the CSK's hand-built interior were premium leather seats and the most luxurious (back then) Range Rover interior ever.

Confusingly, the Australian market missed out on the special two-door Rangie and instead received CSK limited-editions based on the regular four-door Vogue SE.



Range Rover Sport PHEV 2018 Review

Land Rover lets us drive an early prototype of its first plug-in hybrid and it's confirmed for Australia, but is it relevant? Pure-electric power combined with a large, luxurious full-size SUV is a match made in heaven for the wealthy urbanite with a conscience. It's as silent as a Rolls-Royce Phantom and offers V8 performance, but there's a complete lack of toxic tailpipe fumes. Sadly, for millionaires searching for a guilt-free Range Rover EV, they'll have to wait a little longer. In the meantime, they can settle for the next best thing, the first plug-in hybrid (PHEV) version of both its flagship SUV and smaller Rangie Sport sibling, both in facelifted form. Boasting a 51km zero-emission range and the ability, on paper at least, to average just 2.8L/100km, is the new Range Rover P400e the perfect, low-emission substitute for a V8 petrol or diesel? Next year Land Rover updates both its Range Rover and Range Rover Sport for the 2018 model year.

Set to go on sale in Australia around April, the mid-life tweak is nothing more than a light freshen up. A small nip and a tuck externally, along with some stiffening of the large SUV's aluminium monocoque chassis.

Inside, again, there's nothing radical, just the sensible adoption of the firm's latest In Control infotainment, some redesigned switchgear and new, wider and more comfortable air-cooled seats.

So far so conventional, but things get all the more interesting in the second half of 2018 when the British SUV brand introduces its all-new Si4 PHEV powertrain to both the 18MY Range Rover and Sport.



Tech force

Replacing the old V6 diesel hybrid, the new Si4 PHEV combines a 221kW 2.0-litre turbocharged petrol four-cylinder with a powerful 85kW AC electric motor and a 13.1kWh lithium-ion battery.

Channelling the power and torque to all four-wheels is ZF-sourced eight-speed automatic transmission that combines a clever twin multi-clutch gearbox that allows both SUVs to run either on full pure-electric power or a mixture of both electric and petrol.

Combined, the total power and torque is a punchy 297kW/640Nm and that's claimed to haul the 2509kg SUV to 100km/h in a swift 6.8 seconds and on to a top speed of 220km/h. As well as the additional weight of the on-board 7kW charger, inverter tech and batteries, the other compromise is the battery rids the boot of almost 100 litres of carrying capacity.

18MY bits

Beginning the day as a passenger in the large Range Rover PHEV as it tackles LA's notoriously poor traffic, the British SUV's silent treatment instantly appeals. We started with a near fully-charged battery and, on the long, tedious crawl to the highway, few cars would have offered more refinement and comfort. The new seats (that offer 24-way adjustment) are excellent and among the best money can buy. The new, thicker acoustic glass and on-board noise cancellation features, plus a lack of engine noise, adds to the serenity. We've been warned the early cars we're driving are all pre-production and a little rough round the edges, with some patchy fit and finish and plenty of calibration work still to be implemented before both cars reach the market. It's worth mentioning that because, even from the passenger seat, a few issues are already rearing their ugly head as we crawl along at 30km/h. The first is the large SUV's ride, which is on the wrong side of 'floaty'.

Engineers claim that as part of the upgrades, 'comfort' mode will be softer and more cossetting for the 18MY Range Rover, which will bring added 'waft' factor in its softest setting. Unfortunately, the prototype feels like the engineers have gone too far and, over bumps, it even feels undamped. We expect (and hope) the production cars find a better balance.

Next issue is that in a car so quiet you can't help but notice (and hear) the transmission shunt about its business.

It feels like the worst is felt during the first-to-second change, but we wonder if it could be more related to the twin clutches that are supposed to provide seamless transition from electric to petrol power, in effect, supplementing a traditional torque converter. It made me wish for a regular auto.

Acid test

Like many of its rivals, Land Rover's new plug-in hybrid system offers the driver the option of a pure-electric driving mode, or a Parallel Hybrid auto setting that blends both petrol and electric power.

For those who plan to visit a city at the end of their journey, there's also a 'SAVE' feature that maintains a charge in the batteries to be deployed later in an urban environment. Unfortunately, we're unsure of exactly how far you can travel on electric power alone as after just 30km we switch to a Range Rover Sport for our drive. With just '1 mile' of battery charge left, we face a no-brainer of a decision. Sacrifice two hours and 45 minutes of our lives finding a nearby 32-amp charger (it is California, after all), find a conventional wall socket and wait 7.5 hours or drive on petrol power alone. With a plane to catch we press on.



Sport better

Now behind the wheel of the Sport, the smaller Rangie feels completely different to its bigger brother, mainly on account of its far more controlled ride. It's also considerably noisier. Without any charge left we have to rely on its 2.0-litre turbo four all the time. Owners used to the cultured growl of the current car's petrol or even the diesel V8 will feel short-changed here. The four-cylinder's vocal soundtrack dominates under hard acceleration but settles down at a cruise. With some charge saved (even when the system displays '0%') to assist under hard acceleration, the Range Rover feels quick but, again, vital calibration takes the edge off the driving experience.

Throttle response at the top of the pedal feels dull, making it tricky to smoothly apply power. The same happens when braking from low speed, when the braking pressure doesn't correlate with the reduction in speed, making it a struggle to smoothly modulate the brakes to a stop. The latter is, no doubt, down to the hybrid system desperately trying to claw back energy to charge the batteries. Both will be fixed, or at least improved, says Land Rover. Off road engineers are proud that, if anything, the abilities of the Range Rover are enhanced with the addition of the Si4 PHEV powertrain. That said, it is disappointing that the tow weight falls from the regular car's class-leading 3500kg to just 2500kg.

Off the paved road and on the dirt, the Range Rover's Terrain Response 2 technology has been uniquely calibrated for serious off-roading. Switch to mud and rocks with the ride height raised and the electric motor no longer offers a creep mode.

With motor's maximum torque delivered to all four wheels from zero rpm, the PHEV is claimed to offer unbeatable precision and control in treacherous conditions.

And so it proves, as we navigate a short course that would trouble its more road-biased rivals without the ride height and wheel articulation to escape nasty brushes with the scenery.

The competition

Speaking of which, the closest threat to the Range Rover is the Audi Q7 e-tron (\$139,000). Producing less power (275kW) but more torque (700Nm), the German SUV offers even more fantastical efficiency claims (1.7L/100km, 46g/km of CO2), but should have the edge in the real world on account of its choice of a 3.0-litre diesel V6 rather than a small petrol engine. That said, it's hard not to be seduced by the Brit's greater level of comfort and refinement – and it almost matches the Audi's classy cabin. The biggest issue for the plug-in Sport might be from competition from the cheaper V6 diesel Range Rover.



But whatever happens, Land Rover Australia is confident both PHEV Range Rovers will win friends Down Under, chiefly among the wealthy city-dwelling folk we mentioned earlier. With our chronic lack of charging infrastructure for plug-in vehicles in every state, home charging and the 51km EV range of both vehicles will be more than enough, Land Rover claims, for commuting and the school run. And when you do escape the city limits, it's comforting the big SUV remains true to its roots. In fact, with some final tweaks and fine-tuning, these flawed Rangies could be transformed into the perfect luxury SUVs for the ethical consumer.

2018 Range Rover Sport P400e PHEV pricing and specifications:

On sale: June 2018 (est)

Price: From \$146,600 plus ORCs

Engine: 221kW 2.0-litre turbo-petrol four-cylinder and 85kW electric motor

Total output: 297kW/640Nm

Transmission: Eight-speed automatic

Fuel: 2.8L/100km

CO2: 64g/km

Safety rating: TBC

Land Rover Defender mini-me planned

A story about an upcoming new model for a much loved brand drew a lot of readership this week.

Sources suggested Tata-owned Jaguar Land Rover (JLR) was planning a small, rugged SUV to sit below the upcoming Defender replacement. The planned latest addition to the Land Rover SUV range would be aimed squarely at younger buyers and 'millennials'. The currently unnamed model was thought to be called L860 internally, and could be a development of the aborted L851 project – a similar entry-level Land Rover project. No official details have been released but mid-2021 has been hinted as a possible start of production date.

This isn't the first time the L860 has reared its head, having first been proposed for manufacture in India. In the face of economic uncertainty arising from factors including Brexit and the Trump administration, however, the British brand reportedly scrapped those plans in late 2016.

Scrapping the Indian plans didn't entirely scupper the project, however. It's now understood that L860 will probably be built either at the firm's existing Halewood facility or at the new facility in Nitra, Slovakia which is due to come on line in late 2018. Production volume of around 70,000 per year is considered likely. As with all JLR models, the L860 will be sold globally so, as well as Europe, the vehicle will be sold in the crucial US and Chinese markets. Let's see how it all turns out and if we were right or not.

Land Rover Owners' Club of Gippsland

Minutes of Meeting Held On Monday 13th of November 2017

Meeting started at Gippsland Land Rover Showrooms at 8.00pm

Attending:

David Murray, Sharna Cole, Wayne Foon, Paul Whitehead, Ian Webb, Ted Allchin, Shirley Allchin, Les Warburton, Brian Johnson, Rod Catchpole, Loris Catchpole, Eric Shingles, Susan Shingles, Ian Blake, Lois Rose, Greg Rose, Ron Prince, Dorothy Prince, John Kerr, Heather Kerr, Terry Heskey, Barb Heskey, Ross Howell, Sue Howell, Alan Harlow, Tonee Harlow, Mal Trull, Jill Beck, Jim Hood, Colette Parniak, Jan Parniak, John Jennings, Alan MacRae

Visitors:

Jo Larson

Apologies:

Bruce Coulter, Susan Markham, Ken Markham, Don Little, Shirley Little, Shaun Johnson, Siobahn Walker, Christopher Lee, Bob McKee, Annette Fleming, Charlie Calafiore, Helen MacRae

News from travellers:

All safely home!

Minutes of Previous Meeting

Moved: Rod Catchpole, Seconded: Ian Blake

Business Arising: Nil

Correspondence:

In: Review from LROCV, The Obsession

Out: Nil

Emails: Nil

Treasurer's Report

Moved: Alan MacRae, Seconded: Alan Harlow

Publicity Officer's Report

In Charlie's absence, Greg advised those present of Land Rover Jaguar's announcement that all new models from 2020 (with a 5 year transitional period) would only be produced as Electric/Hybrid vehicles.

Editor's Report

Eric hopes you like the newsletter, and is always looking for more stuff.

Webmaster's Report

Alan Harlow: Calendar is up to date, and newsletter is to be added as he only received a copy this evening. Steak knives are yet to be given away for the monthly question on the website. Maybe next meeting.

Technical Report

Thanks to Beau Missen of Gippsland Landrover, for his after hours



advice to members. Most recently during our club trip to Port MacDonnell when Alan Harlow began experiencing problems with his compressor, which is only 14 months old.

Alan Harlow presented a mystery item, for passing around and discussing. The item was the brake sensor cable, as this has also been an ongoing issue with the sensor dropping out.

Events Co-ordinator's report.

OCTOBER

Sunday the 22nd of October. Craig's Toombon working bee.

Sunday the 22nd of October.

Greg Rose Boronia galbraithiae sighting trip, Insolvent Track Mt Difficulty and Freestone Creek Road area.

NOVEMBER

Thursday the 2nd of November to Thursday the 9th of November., Melbourne Cup Weekend Base Camp.

Vote of thanks to Rod and Loris for organising a superb few days.

Individual daily reports are coming in and should be available separately in the newsletter.

Monday the 20th of November to Wednesday the 22nd of November.

LROCG / Parks Victoria combined working days at Horseyards with accommodation at Surveyors Creek Camp.

Currently fifteen people booked in – more welcome.

Preparations are underway. Information, JSAs, & forms made available at meeting by Wayne for attendees.

DECEMBER

Sunday the 10th of December.

LROCG Christmas Meeting. Silver Tops Picnic Ground, near Thomson Dam wall.

Wayne Foon organising. Arrive 10.30/11.00. Meeting and awards, followed by lunch and fellowship. Wayne indicated that for those interested he is happy to lead a 4WD trip back through to Walhalla.

2018.

FEBRUARY.

Saturday the 17th. Victorian 4x4 Show Set Up Day. Lardner Park.

Sunday the 18th. Victorian 4x4 Show. Lardner Park.

This is the event that has been held at Wandin in the past.

Alan MacRae has arranged the sites and is organizing vehicles for display.

MARCH.

Friday 9th, Saturday the 10th and Sunday the 11th. Centenary of the Wonnangatta Murders.

Major gathering at Wonnangatta Valley hosted by the Friends of Wonnangatta.

Approximately 500 to 600 vehicles are anticipated at this one, and includes all user groups of the area.

Friday 16th - Sunday 18th. Charlie Calafiore's Dinner Plain Trip.

Drive two of the most iconic tracks in the Alpine National Park - Mayford and Blue Rag Range.

Limited to 12 vehicles so please advise asap if you are interested in this one.

Some new/additional tracks are being considered for those who have attended previously.

MARCH/APRIL

Easter Friday the 30th of March to Monday the 2nd of April. Land Rover's 70th Birthday Celebrations and Get Together at Cooma. Ask for LROCG coordinator. Thank you to Rod and Loris Catchpole for accepting the responsibility for this.

PARKS VICTORIA DATES FOR 2018.

May. Saturday the 5th and Sunday 6th.

Venue Kelly Lane fencing and site works at Kelly Hut.

July. Sunday the 22nd.

Bar-b-que lunch along the Wellington River campsites north of Licola and general tidy up of the 14 campsites.

November. Monday the 19th, Tuesday the 20th and Wednesday the 21st. Talbotville revisited?

Four Wheel Drive Victoria Delegate's Report

As FWDV Regional Representative, Southern Alpine National Park, on October the 18th, Greg Rose accompanied Wayne Hevey CEO FWDV and several members of Parks Victoria and other management agencies on an inspection of Butcher Country Track. The northern end of the track through Howitt Plains will be rehabilitated and an extended closure regime similar to Kelly Lane will be implemented. Article in the next Trackwatch.

Meeting re continued closure of Dargo High Plains Road by the Alpine Shire, 28th November at Dinner Plain.

General Business.

Venue for LROCG Christmas/meeting Sunday the 10th of December is at Silvertops Picnic Ground. Arrival time, meeting time, etc. discussed.



Three men died on Christmas Eve and were met by Saint Peter at the pearly gates.

'In honour of this holy season' Saint Peter said, 'You must each possess something that symbolises Christmas to get into heaven.' The Englishman fumbled through his pockets and pulled out a lighter. He flicked it on. 'It's a candle', he said.

'You may pass through the pearly gates' Saint Peter said.

The Scotsman reached into his pocket and pulled out a set of keys. He shook them and said, 'They're bells.'

Saint Peter said 'You may pass through the pearly gates'.

The Irishman started searching desperately through his pockets and finally pulled out a pair of women's panties.

St. Peter looked at the man with a raised eyebrow and asked, 'And just what do those symbolise?'

The Irishman replied, 'These are Carols.'

Victorian 4x4 Show, Lardner Park, February 17th and 18th. Alan MacRae. Discovery history display, cars may be wanted.

Land Rover magazines from ex member Dennis Cullen, available to share.

Club Calendar for 2018 – Alan Harlow. \$16.00 to Alan MacRae.

Ross Howell had free passes to the Sale Outdoor show on this weekend. Available to those interested in going.

Alan MacRae advised that 40 channel CB radios are not being outlawed after all, as was the plan, and causing people to buy 80 channel units.

Greg advised first aid for snake bite guidelines have been updated to ensure victim be kept as still as possible and advised gators and leather gloves are always highly advised. Also noted that the bite area should NOT be wiped clean. Motion moved by Greg Rose, that the club purchase an updated snake bite kit which incorporates 2 compression bandages, at a cost of approximately \$65.00, for our first aid kit, for trip leaders to carry. Motion seconded by Brian Johnson. Carried

Jim also raised the issue, on health considerations for trips, that stops be considered to help cater for those with diabetes etc. It was noted that participants also need to take the initiative to advise the trip leader and manage their own circumstances accordingly.

Alan MacRae advised that as per the previous meeting's discussion he had bought along the CD of the Birdsville Track in 1954, however there was no way of playing it for those that had expressed an interest.

Rod Catchpole raised the discussion, further to Alan MacRae's points on approved CB radios, on which UHF CB channels are appropriate, and which are not, to use.

Meeting Closed at: 9.00pm

Hi all,

There was some informal discussion at Monday night's LROCG meeting about the future home of Gippsland Land Rover and the timetable for the move to the new premises. There was also some concern about the service facilities location into 2018. Marco Tripodi, dealer principal, has clarified this for the club today.

Gippsland Land Rover will remain in the current location until the new facilities, on the Princes Highway Traralgon, near the old Peugeot building, are completed in the first half of 2018.

Sales, service and spares will remain "as is" until they all move to the new, purpose built, Land Rover and Jaguar facility.

Club meetings will be conducted as normal, in the current showroom.

Exceptions to this will be the December picnic meeting, Sunday the 10th at Silvertops Picnic area near the Thomson Dam wall. Meeting at 11:00 a.m.

Once the dealership moves club meetings will be held in the new facility. Marco is looking forward to welcoming us all to the new showroom. Hope this clarifies the situation re meetings and vehicle servicing location.

Daniel Riken of ARB Traralgon has invited the club to hold the March meeting in their showroom on the Princes Highway on the Sale side of Traralgon past the Traralgon/Maffra Road. I have accepted this offer on behalf of the club as their hospitality last time was fantastic.

Regards,

Greg Rose. President, Land Rover Owners Club of Gippsland.

Land Rover Owners' Club of Gippsland. Minutes of Meeting Held On Sunday the 10th of December 2017.

Meeting held at Silvertops Picnic Area near the Thomson Dam wall north of Erica.

Meeting started at 11.15am

Attending: David Murray, Janice Murray, Crystal Murray, Harley Murray, Melinda Murray, Brian Johnson, Shirley Little, Don Little, Susan Markham, Ken Markham, Colette Parniak, Jan Parniak, Rod Catchpole, Loris Catchpole, Annette Fleming, Bob McKee, Alan MacRae, Helen MacRae, Terry Heskey, Barb Heskey, Ross Howell, Sue Howell, Mal Trull, Ted Allchin, Shirley Allchin, John Kerr, Heather Kerr, Ian Blake, Peter Johnson, Pete Johnson, Tom Johnson, Jill Beck, Jim Hood, John Jennings, Sharna Cole, Wayne Foon, Lois Rose, Greg Rose, Alan Harlow, Toney Harlow, Craig Murray, Vivian Lee (Murray).

Apologies: Ian & Jenny Webb, Shaun Johnson, Charlie Calafiore, Eric Shingles

Minutes of Previous Meeting

Moved: Peter Johnson, Seconded: Brian Johnson

Business Arising: Nil

Correspondence:

In: Review Magazine

Out: Condolence card to the Camier family after the passing of Andrea. Ron and Andrea Camier were LROCG members in the early years of the club.

Emails:

Out:

Thank you email to Parks Victoria following the Horseyard Flat three days.

In:

Message of thanks from Wayne Hevey CEO FWDV for the work the club did at



Hoody's been carting hay



Horseyard Flat.

Message of thanks from Wayne Foon PV Ranger Heyfield.

Message of thanks from Sarah Noonan PV Ranger Team Leader Heyfield.

Message of thanks from Helen Dixon PV Manager Central Gippsland.

Treasurer's Report

Moved: Alan MacRae, Seconded: John Kerr

Alan advised during the course of his report that there are still 5 (club subsidized) club calendars left available for purchase at \$16.00 each.

Publicity Officer's Report

Unfortunately Charlie has been unwell, no report this month.

Editor's Report

Proxy report from Eric, apologizing that the newsletter has been delayed, so there will be a combined/bumper issue out (hopefully) prior to Christmas.

Webmaster's Report

Site is up to date, with photos and reports

Technical Report

Greg Rose provided an update on his suspension tweaking (system over ride).

Alan Harlow provided an update on his air compressor issues.

Events Co-ordinator's report.

Past Events:

Monday the 20th of November to Wednesday the 22nd of November.

LROCG / Parks Victoria combined working days at Horseyards with accommodation at Surveyors Creek Camp.

All work completed in record time!

Thanks from Greg to the fourteen LROCG volunteers. Thanks to Craig Murray for leading the trip to spectacular Mt Kent.

Report by Wayne Foon: Completion of 4 fire rings, 4 seating arrangements, all in good time. Many thanks to those who attended, and a special mention for those brave enough to indulge in the cold water swim...

Future Events:

2018.

FEBRUARY.

Saturday the 17th. Victorian 4x4 Show Set Up Day. Lardner Park.

Sunday the 18th. Victorian 4x4 Show. Lardner Park.

Alan MacRae advised that our theme "Age of Discovery" plans are falling into place. We will need a caretaker to sleep over (camp) at the site on the Saturday night. We have a good position, and Gippsland Land Rover will also have their own site, but this will not impact on their support of ours.

MARCH.

Monday the 5th, meeting at ARB Traralgon thanks to invitation from Daniel Riken.

Friday 9th, Saturday the 10th and Sunday the 11th. Centenary of the Wonnangatta Murders. Major gathering at Wonnangatta Valley hosted by the Friends of Wonnangatta.

Friday 16th - Sunday 18th. Charlie Calafiore's Dinner Plain Trip.

Drive two of the most iconic tracks in the Alpine National Park - Mayford and Blue Rag Range.

MARCH/APRIL

Easter Friday the 30th of March to Monday the 2nd of April.

Land Rover's 70th Birthday Celebrations and Get Together at Cooma.

Rod Catchpole needs to know from those going, which of those with dual membership will choose to be seated with LROCG table for the gala dinner.

PARKS VICTORIA DATES FOR 2018.

May. Saturday the 5th and Sunday 6th.

Currently proposed location, Kelly Lane, fencing and site works at Kelly Hut.

July. Sunday the 22nd.

Bar-b-que lunch along the Wellington River campsites north of Licola and general tidy up of the 14 campsites.

November. Monday the 19th, Tuesday the 20th and Wednesday the 21st. Talbotville revisited?



Just some of the places the new Range Rover outperforms the old one.

How's this for an opening?

Introducing the 1993 Range Rover County LWB, the strongest, quietest, most luxurious and technologically-advanced Range Rover ever built.

It has a unique electronic air suspension system that automatically adjusts its height to suit road conditions, and can rise above rough terrain, or kneel down to curb height at the press of a button. It also has the longest wheelbase of

any Range Rover, so passengers in back can stretch their legs nearly twice as far.

What's more, with our new electronic traction control, along with ABS, the County LWB can take you down roads

lost in snow, or through pond-size puddles with better traction than ever.

And powered by a 4.2 liter, V-8 engine, it even turns in a more impressive performance on a smoothly paved highway.

Why not call 1-800-FINE 4WD for a dealer near you? Granted, it may not be the most inexpensive Range Rover we've ever built. It is, however, the best. Reason enough for looking into it.



Four Wheel Drive Victoria Delegate's Report
New Board of FWDV in place.

Meeting re continued closure of Dargo High Plains Road by the Alpine Shire, 28th November at Dinner Plain. Scott Mann, Alpine Shire, Wayne Hevey, CEO FWDV, Mike Dower, Area Chief Ranger Foot-hills and Southern Alps, Connor Wilson, Acting PV Team Leader Dargo, Greg Rose, FWDV Regional Representative Southern Alpine National Park.

General Business.

1. Future plans for Gippsland Land Rover. All sales, service and spares will remain in the existing location until the new Land Rover / Jaguar facility is completed in the first half of 2018.

2. Snake bite first aid kit now available to go on all club trips. It will be kept with the defibrillator and should be collected by trip leaders or their representative prior to departure.

3. Personal details forms should be carried on all club trips from now onwards. Trip leaders please collect and check. Sign on sheet for all trips. Visitors

or friends on trips must be signed on with temporary membership. These are important measures to comply with the insurance and safety requirements. Temporary membership fee is \$11.00. It is noted that for Parks Victoria trips (working bees) visitors/friends are covered under Parks Vic and no fee is required. Events such as Cooma celebration, and Lardner Park exhibition, are not club trips. These are 'events' being conducted that some of our members may choose to attend.

4. Discussion from Ian in regard to the need for more seating to be available at meetings, due to an increase in numbers attending. Jim advised he may be able to source these for us, free of charge, and permission from Marco at the dealership will be sought to store them there.

Moved Ian Blake; that the club source more seating, including purchasing seats if required to do so should Jim be unable to access them for free. Seconded Terry Heskey. Carried.

Presentation of Club Awards.

Club Person of the Year: Charlie Calafiore

Dave Murray presented the award, received by Greg in Charlie's absence and will pass on the award to Charlie.

Special "Presidential" Awards.

Greg presented the following Certificates/Awards to club members for noteworthy achievements:

Bob McKee and Annette Fleming	Most Adventurous Trip Award
Craig Murray	Best Use of LR Parts Award
Mal Trull	Long Distance Towing Award
Jan Parniak	Best Taxi Driver Award
Terry Heskey	Gourmet Award
Heather Kerr and Loris Catchpole	Best Reaction to Dodgy Stories Award

As noted in Club News from Greg, explanations available upon request...

Next Meeting ; Monday February 5th 8.00pm, Gippsland Land Rover, Princes Drive Morwell

Meeting Closed at: 12.13pm



Some vehicles Greg & Lois saw at Davis Performance Landys in Sydney.



LROCG Meeting at Silvertops Picnic Area

Morwell Swap Meet

Toners Lane Morwell
Sunday 25th March 2018

Hosted by LATROBE VALLEY BRANCH of
GIPPSLAND HISTORICAL AUTOMOBILE CLUB

Car and Bike Parts
Tools and Equipment
Collectables

Antiques
Fully Catered – Hot Food available 7am
No Bookings Required
Sites Free

Gates Open 7:00am for Stall holders & Public
Admission: \$5.00 per person
Children under 16 Free

General Enquiries: BILL 0407 839 039

Food and Drink Sales by Club only – Unless by
prior arrangement.

Overnight Camping by Appointment Only

Cooma Land Rover's 70th Anniversary Easter 2018.

Cooma events and accommodation are apparently booking out quickly. The text below is from the Cooma Committee. A celebration of 70 years of Land Rover Vehicles. Enthusiasts will flock to Cooma NSW to enjoy 4 full days of everything Land Rover whilst savouring the delights of the Snowy Mountains Region. Day trips through the beautiful region, camping, BBQ's and entertainment plus a formal Gala Dinner & Land Rover vehicle exhibitions and terrapod displays are just a few of the highlights on offer.

To attend any of the events in the Land Rover 70th program you must be registered - \$40 pp

Bookings for camping at the event site and for the official functions are limited and will book out quickly.

For all the information about the event go to www.landrover70thcooma.com

Cheers, Snowy Monaro Regional Council & Land Rover 70th Committee.

Parks Victoria / LROCG Joint Project.

Following the cancellation of the intended work at Horseyard Flat earlier this year there has been a re-think of the joint projects work for this year. The following points outline what is proposed plus a brief background for new members.

History.

LROCG members have worked as volunteers with Parks Victoria staff from Heyfield and Dargo for a number of years. We have an ongoing club commitment to two multi day events each year. One in Autumn and one in Spring. We have just completed a two year project at Talbotville. Previously we have worked at Wonnangatta Valley, Wellington River campsites, Howitt Hut, Moroka Hut, Horseyard Flat, Kelly Lane, Kellys Hut, McMichaels Hut, Guys Hut carpark and Snowy Range airstrip.

Tasks.

Initially the club did basic clean-up work; collecting rubbish, digging out fire pits, grass cutting, etc. We now concentrate more on building permanent assets and improving major remote camping areas to benefit all users of the Alpine National Park.

On Site Inspection June 2017.

On the 15th of June Greg Rose (LROCG President and Four Wheel Drive Victoria Regional Representative, Southern Alpine National Park) and Mike Dower (Parks Victoria Area Chief Ranger, Foothills and Southern Alps) met a contractor at Horseyard Flat. The plan for rehabilitating some of the camping areas and access tracks was formalised. From this meeting we were able to decide on work the club volunteers could undertake.

Parks Victoria Volunteer Dates for 2018.

Over the past few years a feature of our club has been the volunteer work we undertake with Parks Victoria. We made a commitment to work with PV on two multi day activities per year. These ventures have been very successful. We have accomplished some great things and made lasting improvements to the Alpine National Park while having a fantastic time in the bush.

On behalf of the club I recently met with Parks Victoria Team Leader Sarah Noonan in Heyfield. These events have to be planned well in advance so that PV staff and budgets can be put in place.

The dates set for 2018 are:

Saturday the 5th and Sunday the 6th of May. The fall back dates would be the 19th and 20th of May so that we do not have a complete cancellation situation like this year. Location to be decided in early 2018.

Monday the 19th, Tuesday the 20th and Wednesday the 21st of November. These days will most likely be back at Talbotville to do stage three of the project there.

Sunday the 22nd of July. We have added this single day event as a fun day to get out of the house in mid winter. The plan is to do a quick tidy up of the fourteen campgrounds along the Wellington River and have a bar-b-que or picnic lunch and some socialising.

A new feature of the volunteer work from now on will be the gradual implementation of ParkConnect so that our records are kept digitally rather than on paper as we have been doing.

For further information on our work with Parks Victoria talk to Wayne Foon or myself at a club meeting. I would also like to have another club member or two who are able to attend some of the planning sessions and get to know how the system works. The downside is that the meetings take place on weekdays. Give it some thought.

Greg Rose.

Dinner Plain Weekend 2018

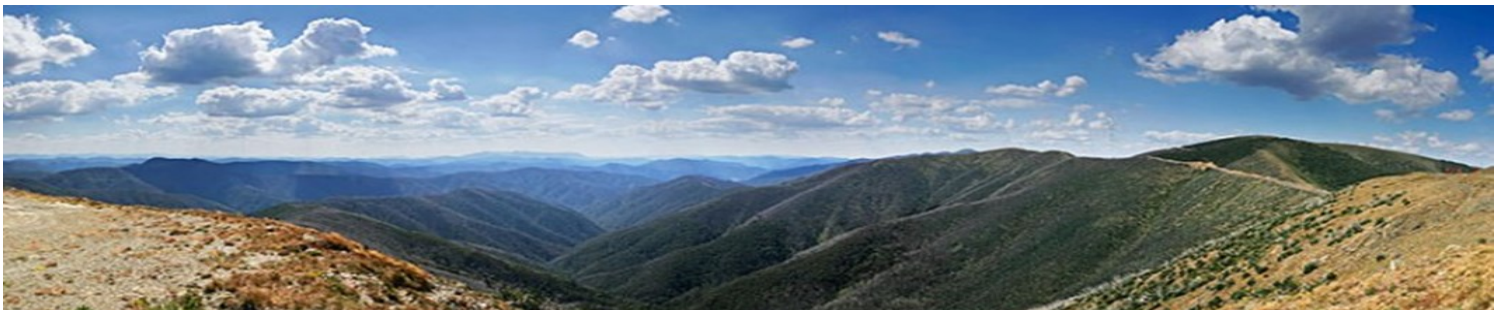
Friday March 16th to Sunday March 18th

Package includes meals and 2 nights accommodation at High Plains Lodge @ Dinner Plain Resort.

We will be exploring two of the most spectacular tracks in Victoria over the weekend and enjoying the Dinner Plain Surrounds. The package is very reasonably priced at \$650 per couple.

For bookings or enquiries please contact the trip Organizer Charlie Calafiore at Gippsland Land Rover on 03 5134 1422 or 0418 395 120 or charlie.c@vslm.com.au

Bookings close by February Meeting



For Sale :

1999 Land Rover Defender 130 Td5 HCPU.
304000 km of mainly country driving, means this Defender is relatively young for its "age", and a test drive will bear that out. This Defender is ready for touring. I have done a lot of work preparing it for the big lap, but unfortunately a new business has meant we have to postpone that for several years. My immediate needs are for other vehicles and equipment, so the Defender is for sale.

As I am selling this Land Rover, I thought I had better let the Land Rover owners club know. I am happy to offer club members a \$500 discount, alternatively if the Landy is sold to a non member, via referral from the club, I can pay the \$500 as a commission to the club. You can view the ad at: 1999 Land Rover Defender 130 Td5 HCPU

Regards, Russell Williams

For Sale ;

Land Rover Discovery 3 TDV6 S, 2006 (manufactured June 05), Auto, 7 seat, Zambezi Silver (body in excellent condition), Land Rover in headrest DVD dual players with wireless headphones, RACV battery (10 months old), Major (300,000) service done 11 months ago costing \$3000, new roof rails and side steps. Vehicle was running well, have had no issues until it would not start after stopping on way back from Melbourne. Mechanic not positive what is wrong, but has tried changing starter motor and that was not an the issue. As I'm in my mid seventies, I have decided to sell it as is and get something smaller, and thought I would see if anyone in the club would like it. Registered, 1CH-1GP, until 15 Jan 2018. \$8000 ono, located Westbury (near Moe). Contact Roger Watkin 0427 175 716

LROCG CUP WEEK TRIP

LEADER AND ORGANISER: Rod & Lois Catchpole
DESTINATION: PORT MacDONNELL SA

Wednesday 1st November 2017; Sue and Ross Howell

At 4am, Ian, Alan MacRae, Ross & Sue met Rod & Loris and Terry & Barb so we could travel on the M1 and through Melbourne and the tunnel before the morning work rush. Despite the early departure there was still a considerable amount of traffic on the freeway, let alone the road works! Eventually on the Hamilton Highway, we arrived at Inverleigh for breakfast at the Bakehouse around 7.30am. Back on the Highway for 120kms, our morning tea stop was at a picnic area by the pretty lake in Mortlake. After that we continued for 57kms to Penshurst then turning onto the C185 for 35kms to Macarthur, where we set up, had lunch, and then relaxed. We stayed the night here at the recreation ground. Good amenities and only a small charge for power. Alan & Tonee, John & Heather, and Jan & Colette arrived later in the afternoon. The pub had no meals that night, so we put a huge order in for fish and chips to the café. Terry and Alan Mac collected the money calculated from a menu. To everyone's surprise a bonus of 9 free stubbies of beer were given to them with the order. Best fish and chips we've had for a while! J

Thursday 2nd November 2017; Sue and Ross Howell

We left our vans at the ground; car pooled and drove to the Mt Eccles NP. On arriving and parking we ascended the hill to commence the Lava Canal walk along the rim of Lake Surprise, an extinct volcano crater. Descending the steep steps into the lava cave, we saw the bright metallic like spots on the ceiling which glowed in the light of our torches. We all decided to go on the walk on the ridge of Lake Surprise instead of climbing up the steep steps. Some of us weren't as fit as others but we persisted on the steep but very scenic bush walk. This took about an hour.

We travelled back to our vans at the reserve, had lunch, and set off on our way to Port MacDonnell via Heywood, Dartmoor and Mount Gambier; a distance of 159km for the afternoon drive. We arrived mid afternoon, set up after a bit of confusion with our pre-booked and allotted sites. The manager, in his wisdom,



Two Irishmen are drinking in a bar. One says, "Did you know that Lions have sex 10 to 15 times a day?" "Damn!" says his friend, "I just joined Rotary!"

