

# LAND ROVER OWNERS' CLUB

OF GIPPSLAND  
FEBRUARY 2019 NEWSLETTER



**GIPPSLAND LAND ROVER**

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# LAND ROVER OWNERS' CLUB OF GIPPSLAND

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## Land Rover Discovery SVX and Range Rover SV Coupe cancelled

Created by Jaguar Land Rover's skunkworks department, Special Vehicles Operations (SVO), the Land Rover Discovery SVX and Range Rover SV Coupe have been cancelled. Due to a lack of resources within the SVO company and multi-\$billion losses in the fourth quarter of 2018, both super niche products have been canned, leaving those dreaming of a high performance off-road Discovery and super luxurious coupe Range Rover disappointed. Revealed at the 2017 Frankfurt Motor Show, the Discovery SVX was due to be on sale in Australia by late 2018. It was powered by a 386kW/625Nm super-charged petrol 5.0-litre V8 engine, and featured many off-road aids, including larger wheels with off-road tyres, a suspension lift kit, active hydraulic roll control and active centre and electronic rear locking differentials. On the other hand, the Range Rover SV Coupe was a super luxurious version of the Range Rover due to cost upwards of \$500,000 in Australia and only a small number of units were destined to arrive locally. Featuring a redesigned body with three doors instead of the usual five, as well as a four-seat layout with second row captain's chairs, the SV Coupe was to be positioned as the most luxurious Range Rover ever produced. Speaking about the decision to cut the Range Rover SV Coupe from production, the company said: "We have taken the difficult decision to inform our customers that the Range Rover SV Coupé will not proceed into production. Instead, Land Rover is focusing its resources and investment on the next generation of world-class products. "With exciting plans for electrification, enhanced craftsmanship, innovation and technology we are working to ensure that we continue to offer our customers a choice of world leading SUVs.



Jaguar Land Rover posted a AUD\$6.2 billion loss for the fourth quarter of 2018, thanks to lower demand for diesel engines and sluggish sales in China. The company plans to slash around 10 percent of its workforce, as well as slash products such as the Discovery SVX and Range Rover SV Coupe, to help stem the cash loss. Both SVO-developed products were set to be on sale in Australia by now, with pricing expected to start at around \$200,000 for the Discovery SVX and \$500,000 for the Range Rover SV Coupe.

### This month's cover; 3<sup>rd</sup> place in LROCG photo comp.

This photo was taken by Carol Hodgson of Russell Hodgson in their 'All New' Discovery in the Flinders Ranges.

#### Land Rover Owners Club of Gippsland 2018-- 2019 Committee

President	Greg Rose	0427 456 546
Vice President	Bob McKee	0407 963 176
Secretary	Tonee Harlow	
Treasurer	Alan MacRae	03 51744 256
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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.



A Land Rover and Toyota owner side by side in hospital.....

## Tata Motors Denies Report Claiming It Could Sell Jaguar And Land Rover

Tata Motors has denied a recent report saying one of the options considered for the ailing Jaguar and Land Rover brands was selling them to someone else.

The original report from Bloomberg said that the Indian company was pondering whether to offload the two British automakers altogether, sell a minority stake or find a venture partner for JLR in order to lower costs.

A Tata Motors spokesperson however told Reuters that “there is no truth to the rumours that Tata Motors is looking to divest its stake in JLR”. According to the original report, Tata Motors is holding early-stage private talks with advisers which could very well lead to nowhere, citing inside sources. It’s believed that the Indian company is reluctant to give up control of JLR and may seek something like a strategic partner or a sovereign wealth fund instead.

Tata Motors currently owns 100 percent of Jaguar Land Rover, which had to write off \$4.1 billion in the last quarter of 2018. Jaguar has been dealing with decreased sales in China and a big drop in demand for diesel models in Europe. Moreover, JLR has announced a 10 percent cut of its workforce amid uncertainty over Brexit.

Last month Jaguar Land Rover said that it was seeking alternative funding sources as the conditions weren’t right for them to borrow from the bond market. The British company, which is currently spending a lot of cash towards the development of electric vehicles, needs to raise \$1 billion in 14 months in order to replace maturing bonds.

### New 2020 Land Rover Defender interior leaked

First pic of the all-new Land Rover Defender undisguised shows tough off-roader will get plenty of tech.

An image of the all-new 2020 Land Rover Defender’s interior has surfaced on Twitter, posted by Twitter user @rcdesignsuk.

The pic shows the dashboard design of the next-generation Land Rover Defender, which is set to be unveiled towards the end of the 2019.

Revealing a four-spoke multi-function leather-wrapped steering wheel, large infotainment screen and automatic gear selector, the image shows how the British car maker has shunned the back-to-basics approach of the once-utilitarian off-roader. That said, there are charming details, like the pedals that are stamped ‘STOP’ and ‘GO’ and use of tough-looking black plastics that prove the new Land Rover Defender might still win fans among muddy gumboot wearers. There’s also plenty of stowage space, both above the dash and below, which those who will use the Defender for work will appreciate. It’s not yet known if the Land Rover will offer a manual gearbox with the Defender.

On sale in Europe in 2019 but due to touch down in Australia much later in 2020, the long-awaited Defender replacement has been promised by execs to become the “most off-road capable Land Rover vehicle ever”.

Developed under the codename L663, the all-new 2020 Defender will ride on a toughened version of the Land Rover D7u aluminium platform, switching from a steel ladder frame to a more car-like monocoque. Set to get the same 48-volt mild-hybrid and plug-in hybrid powertrains as the Range Rover Evoque and the Discovery Sport, the next Defender will be a technological tour-de-force compared to the ancient off-roader it replaces.

Later on, Land Rover has promised a pure-electric version will also be offered. Design-wise, Land Rover says the Defender will be a “revolutionary product” and from our first glimpse of the cabin it’s easy to see how the British car-maker plans to broaden the appeal of the agricultural original.



### New Land Rover Defender Takes Off All Camo In Exclusive Rendering

When traditions meet modern technologies. The successor of the legendary Land Rover Defender is almost here. We won’t see it for at least another few months though and we decided to ease the wait until the official debut arrives with an exclusive rendering of the off-roader. We asked our artists to imagine what the two-door Defender 90 could look like – and the result is this cute but brave high-riding warrior. Let’s face it – the new Defender is going to be an all-new product and the British marque has already admitted it will try to attract new customers to the brand. Basically, this means the design won’t be as rugged as the original Defender and will instead future styling cues from the rest of Land Rover’s models.

This is clearly visible from the renderings above – the vehicle is still easily recognizable as a Defender, but now incorporates a front fascia that’s inspired by the Range Rover and Discovery. LED headlights will be part of the equipment in the more expensive trims while the regular variants, we expect, will feature standard halogen lamps.

Seen here is the two-door version of the 2020 Defender which should be the most capable off the road of the entire lineup. Its short overhangs in combination with the raised suspension will probably allow it to cope perfectly with steep hills, snow, dust, and mud. At launch, under the hood of the resurrected off-roader should be a 2.0-liter turbodiesel, which will be joined by a hybrid powertrain later during the SUV’s lifecycle. It will be interesting to see what will power the vehicle in the United States, where it will arrive in 2020.

The two-door Defender is expected to launch together with a longer five-door model which will have significantly more room in the cabin. Additionally, a pickup body style is believed to be in the works as well, but nothing has been confirmed yet.



## 2019 Land Rover Range Rover Sport nixes the V-6, debuts new inline-6

As we've speculated for years, Jaguar-Land Rover has a new inline-6 engine, and on Monday the company announced it will first find a home in the Land Rover Range Rover Sport lineup.

The new 3.0-liter turbocharged inline-6 replaces the dated supercharged 3.0-liter V-6 and is part of the Ingenium family of engines. The supercharged V-6 suffers from numerous inefficiencies, including the fact that it is actually a V-8 that simply doesn't use two cylinders. The inline-6 shares components with the company's 2.0-liter inline-4 engine, itself part of the



Ingenium engine family.

Unlike the inline-4, the new inline-6 features a 48-volt electrical system that gathers energy during braking. It also has an electric supercharger that spools up to 120,000 rpm in just 0.5 seconds to virtually eliminate turbo lag. The electric supercharger then hands off to a twin-scroll turbocharger that is supported by continuously variable valve lift. The 48-volt electrical system also helps power the automatic stop/start system. The efficiencies and mild electrification help improve fuel economy over the previous supercharged V-6 engine by about 20 percent. The inline-6 makes 355 horsepower and 365 pound-feet of torque in the SE and HSE trim levels. A HST model ups those numbers to 395 hp and 406 lb-ft of torque, which is 15 more hp than the previous 3.0-liter V-6 engine. The performance-oriented HST trim clocks a 0-60 mph time of 5.9 seconds before it tops out at 140 mph. We're eager to see where the inline-6 engine ends up next, and what its performance boundaries are. We can only imagine what JLR's Special Vehicle Operations may have cooking.



### Jaguar Land Rover: Everything it does around the world

The Coventry car maker's tentacles stretch much further than the UK. Jaguar Land Rover is enduring some tough times but it continues to be the UK's largest car maker. The Coventry-based firm employs more than 44,000 people in the UK, with thousands more also employed around the world. The car maker also supports tens of thousands of jobs in the supply chain. But its tentacles stretch much further than the UK. While it might be smaller than some of its big German rivals the firm has a genuinely global footprint. CoventryLive recently looked at what the car maker does in the UK and thought it would be interesting to see exactly what it does around the world - and where.

Jaguar Land Rover has its global headquarters in Coventry and its main UK manufacturing plants are in Solihull, Birmingham, Merseyside and Wolverhampton. The company has four manufacturing facilities overseas and they span the continents. The newest factory is in Slovakia but there are also plants in Brazil, China and India.

This is what Jaguar Land Rover does around the world.

#### Manufacturing facilities

##### Nitra, Slovakia

Jaguar Land Rover's Slovakian factory was officially opened in October last year. The £1 billion manufacturing facility in Nitra initially employed 1,500 people to manufacture the Land Rover Discovery. A second recruitment drive was launched in November to hire another 850 staff. In June last year the firm announced production of its largest model would switch from Solihull to



Slovakia. The car maker said its investment in Nitra marked the latest step in its global expansion strategy. Speaking at the opening Jaguar Land Rover CEO Dr Ralf Speth said: "Global businesses require global operational footprints. "While Jaguar Land Rover's heart and soul remain firmly anchored in the UK, expanding internationally only enriches and strengthens our UK business." Speaking about the opening he added: "It is the latest milestone in our long-term globalisation programme and the culmination of four years planning." The 300,000 sq m plant has the capability to produce 150,000 vehicles a year. The first Land Rover Discovery rolled off the production line in September as part of a test run.



Jaguar Land Rover has said a second vehicle could be produced in due course, with rumours suggesting it could be the all-new Land Rover Defender. The car maker invested €1.4 billion in the construction of the plant, while another €129 million was provided by the Slovakian government in the form of state aid. The European Commission approved the level of Slovak investment aid for Jaguar Land Rover, saying the aid was in accordance with EU rules on state aid.

#### **Itatiaia, Brazil**

Jaguar Land Rover has continued its global expansion drive with the official opening of a new factory in Brazil in June 2016. The plant in Itatiaia, in Rio de Janeiro state, builds the Coventry carmaker's two most popular vehicles in South America's largest country - the Range Rover Evoque and Land Rover Discovery Sport. The £240m plant is the first factory opened by a UK car maker in Latin America. When it opened it employed 300 people and Jaguar Land Rover said it was set to produce 24,000 vehicles a year. It was also the company's first wholly-owned overseas facility following in the wake of its Chinese joint venture factory which opened in 2014. The plant also includes the firm's first overseas Education Business Partnership Centre. It provides a range of classroom activities for up to 12,000 local children each year. The aim is to help local youngsters develop key skills, work awareness and inspire them to pursue careers with the car maker. The factory includes a series of environmental features, such as rainwater collection and the planting of more than 1,200 indigenous trees to help preserve and improve the natural habitat around the factory. Jaguar Land Rover also supports Brazilian supply chain companies, sourcing components such as the seats, cockpit, exhaust, chassis and powertrain assembly from local suppliers including Benteler and IAC.

#### **Changshu, China**

This is a joint venture with Chinese car maker Chery, which opened in 2014. It is the location for production of a range of vehicles, including two specifically created for the Chinese market which are 'stretched' versions of the Jaguar XE and Jaguar XF. The Jaguar XEL and Jaguar XFL are produced alongside the Jaguar E-Pace, Land Rover Discovery Sport and Range Rover Evoque. There is also an engine plant manufacturing Ingenium four-cylinder petrol engines for Chinese customers. When it opened the plant created 2,000 new jobs as part of a 10.9billion yuan (£1.1billion) investment. Dr Ralf Speth, chief executive officer of Jaguar Land Rover, described it as "an important milestone" for the company. Jaguar Land Rover. Since its launch, one in five Range Rover Evoques have been sold in China. Our decision to manufacture the Range Rover Evoque in Changshu is a result of our commitment to bringing more Chinese vehicles to Chinese customers."

#### **Pune, India**

Jaguar Land Rover opened its first assembly plant in India in May 2011. The facility at Pune in the Maharashtra region of India, initially assembled Land Rover Freelander 2 vehicles supplied in Complete Knock Down (CKD) form from Jaguar Land Rover's Halewood manufacturing plant in the UK. At the time the then MD of Tata Motors, Carl-Peter Forster, said it signified the close cooperation between parent company Tata Motors and Jaguar Land Rover. Currently the plant assembles the Jaguar XE, Jaguar XF, Jaguar XJ, Land Rover Discovery Sport and Range Rover Evoque.

#### **Graz, Austria**

This is not a Jaguar Land Rover factory but one owned by Magna Steyr. However it produces two Jaguar vehicles - the E-Pace and the I-Pace - as part of a contract manufacturing partnership which began in 2017. The I-Pace is Jaguar Land Rover's first all-electric vehicle and has been universally well received. The E-Pace is the company's smallest SUV.

#### **Shannon, Republic of Ireland**

Early in 2018 Jaguar Land Rover spread its footprint across Europe by announcing plans to open a new software engineering hub in Ireland. The technological and research centre in Shannon saw the creation of 150 jobs aimed at developing advanced automated driving and electrification technologies. Working alongside the car maker's engineering team in the UK, the facility plays a role in realising the company's vision for electric and automated driving vehicles by developing new technologies to features on future vehicles. The luxury car manufacturer said it selected Shannon as it was globally recognised as a centre of excellence for current and future software engineering talent.

#### **Portland, Oregon, USA**

Innovation lab and software engineering. Jaguar Land Rover's Portland hub operates a software centre for Jaguar Land Rover, creating new innovations and experimenting with ideas and concepts. Its mission statement is to "innovate, collaborate and share". Jaguar Land Rover also has a purpose-built North American HQ in Mahwah, Bergen County, New Jersey.

#### **Shanghai, China**

As part of its China operations Jaguar Land Rover has a research and development and global design centre in Shanghai.

#### **Sydney, Australia**

The car maker has a purpose-built facility in Sydney which serves as its Australian head office and is home to its growing National Sales Centre. It is also the centre of all Jaguar Land Rover Australia training for its 46 retailers across the country.

#### **Dubai**

Based in Dubai, Jaguar Land Rover MENA is responsible for the provision of region-wide support to 20 markets and their respective retailers in the Middle East and North Africa region. An engineering vehicle testing centre also operates in Dubai, with a dedicated Jaguar Land Rover Training Academy that is the first of its kind in the region.

#### **In the pipeline**

Budapest, Hungary

Jaguar Land Rover is creating a technical engineering office in Budapest, which is set to open soon. It will see the creation of a small purchasing team in Hungary to provide technical support to its supplier network in Central Eastern Europe.

## Land Rover Owners' Club of Gippsland, Minutes of Meeting Held On Monday the 4th of February 2019.

Meeting held at Gippsland Land Rover Traralgon.

Meeting started at: 8.05pm

Attending: David Murray, Ian Blake, Ken Markham, Susan Markham, Eric Shingles, Peter Johnson, John Kerr, Heather Kerr, Paul Whitehead, Shaun Johnson, Siobahn Walker, Brian Johnson, Mal Trull, Rod Catchpole, Loris Catchpole, Jan Parniak, Colette Parniak, Ron Prince, Don Little, Shirley Little, Alan MacRae, Helen MacRae, Annette Fleming, Bob McKee, Alan Harlow, Tonee Harlow, Ross Howell, Sue Howell, Charlie Calfiore

Visitors: Adrian Rollandin

Apologies: Greg and Lois Rose, Wayne and Sharna Foon, Ted and Shirley Allchin, Jim Hood and Jill Beck

News From Travellers: Nil

Minutes of November Meeting. (these have to be moved, seconded and accepted as there had not been a Newsletter before the December meeting)

Moved: Alan Harlow, Seconded: Brian Johnson

Business Arising:

Minutes of the December Meeting.

Moved: Alan Harlow Seconded: Brian Johnson

Business Arising:

Correspondence:

In: Obsession magazine

Out: Nil

Emails:

In: Nil

Out: Expression of thanks, at end of 2018, to Marco Tripodi and Charlie Calafiore for the continued support, by Gippsland Land Rover, to the Land Rover Owners Club of Gippsland.

Treasurer's Report:

Moved: Alan MacRae, Seconded: Annette Fleming

Publicity Officer's Report: Charlie discussed the new show room. New Jag iPace due to arrive tomorrow.

Editor's Report: Apologies from Eric for the late newsletter, due to PC issues.

Eric was formally presented with a portable hard drive for back up purposes, with thanks from the club.

Webmaster's Report: Alan reported the website is up to date.

New area available for blogs, should members wish to avail themselves of this facility.

Deals for sponsorship offer from a UK LR and camping merchandise & parts, supplier via our website. Not being taken up at this time to concerns re conflict of interest with our current sponsors.

Technical Report. Nothing on LR vehicles, however it appears the G-Wagons, as per the one on display at our October meeting, have faced some issues and let down Parks Vic in their time of need.

Events Coordinator's report: David Murray.

Past Events.

December. Tuesday the 11<sup>th</sup> to Friday the 14<sup>th</sup>. Wonnangatta / Bright Trip.

Wonnangatta via Cynthia Range and Wombat Spur, camp one night. Out to Bright via Myrtleford. Trip leaders Wayne and Sharna Foon. Report provided separately and on Web site.

Future Events

2019.

February. Saturday the 16<sup>th</sup>, set up day. Sunday the 17<sup>th</sup> show day. Victorian 4x4 Show Lardner Park. Ian Blake will oversee the site during this event. Alan MacRae to help with organisation prior to the event and liaise with Parks Victoria.

We will need volunteers for the day. As Parks Victoria are sharing our site could club members please wear club badges and if possible club clothing.

March.

Sunday the 17<sup>th</sup>. Avon River Area Trip. **NOTE: This trip is cancelled.**

Sunday the 17<sup>th</sup> Boolarra Fish Farm.

Ian Blake will lead a trip to the Boolarra Fish Farm (not generally open to the public) incorporating Morwell River Falls, and Budgeree look out area via some interesting bush tracks.

Meet Yinnar, Main St, by 1pm, with a view to depart at 1pm sharp.

May.

Saturday the 4<sup>th</sup> and Sunday the 5<sup>th</sup> of May. LROCG/PV. We will accommodate at Surveyors Creek Camp. Details via newsletter. Several members already booked in to this event. Sheet provided at the meeting for interested members to add their names to

November.

Monday the 18<sup>th</sup>, Tuesday the 19<sup>th</sup>, Wednesday the 20<sup>th</sup>. LROCG/PV. Details via newsletter. Several members already booked in to this event. Sheet provided at the meeting for interested members to add their names to.

Four Wheel Drive Victoria Delegate's Report. Nil

General Business.



It's certainly been hot lately

Victorian 4x4 Show. Very important this year as Parks Victoria are sharing our site. Focus on volunteering work undertaken by the club. Greg Rose has printed out many pictures of club activity to be used in a display of volunteer activities.

Pre meeting dinner venue; following the subcommittee report, a show of hands resulted in continuing with the Italian Club in Morwell for a 3 month period, continuation dependant on the improvement in meals provided.

Intentions to participate lists for the LROCG/PV days this year. Please add your details, etc to the sheets provided at the meeting.

Club Person of the Year Awards. Do we need a change of criteria to encourage more and newer members to run activities and trips for the club? Charlie to discuss further with Greg.

The club car sticker, now well over twenty years old, is in need of updating. The current sticker now has an incorrect address and phone number. There are probably very few of the original stickers remaining. It was decided that the web site address could replace phone numbers for the new stickers. Charlie to arrange.

Location of all club property. Now that our meeting venue has moved and Gippsland Land Rover is in its new premises, Charlie was able to confirm that the club equipment has been moved across and has its own 'holding area'. He and Ross will go through what is there to ensure all items are present and accounted for.

Club Photo Competition Reminder: Maximum 4 photos per member. Any photo that has a Land Rover or part of a Land Rover. Can be travel photos, close ups, etc. Closes on Friday the 26<sup>th</sup> of April. Send jpeg entries to Greg Rose's email address. Charlie Calafiore to judge the entries. Winner announced by Charlie Calafiore at the May 6<sup>th</sup> LROCG meeting.

NOTE: Charlie has offered to provide an appropriate first prize but not yet decided what that will be, though we did receive advise of a very exciting idea he has in mind. Watch this space.....

Presentation to the club from Mal and Michael Trull in thanks for the donation to the Leukemia Foundation / Aussie Muscle Car Run.

Ron raised concerns about rumours that the government (Greens?) are trying to introduce hefty costs to access some of our National Parks.

Much coveted National Parks Stickers and iron on Badges, available for those who have volunteered at our working bees.

Rod raised the subject of the updating of our club register. Over time as members have simply paid their renewal fees, the updating of some details ie; change of address (home/email) and phone numbers for example, have been overlooked. If these have changed for you, can you please confirm with Alan MacRae if this information is current.

Ken Markham made a suggestion for a guest speaker for our April or May meeting depending on availability of the guest. Ken to follow up and advise.

Meeting closed; 9.16pm

Next Meeting; Monday 4<sup>th</sup> March 2019 @ 8.00pm @ Gippsland Land Rover in Traralgon

### **Boolarra Fish Farm Trip**

Date Sunday 17<sup>th</sup> March

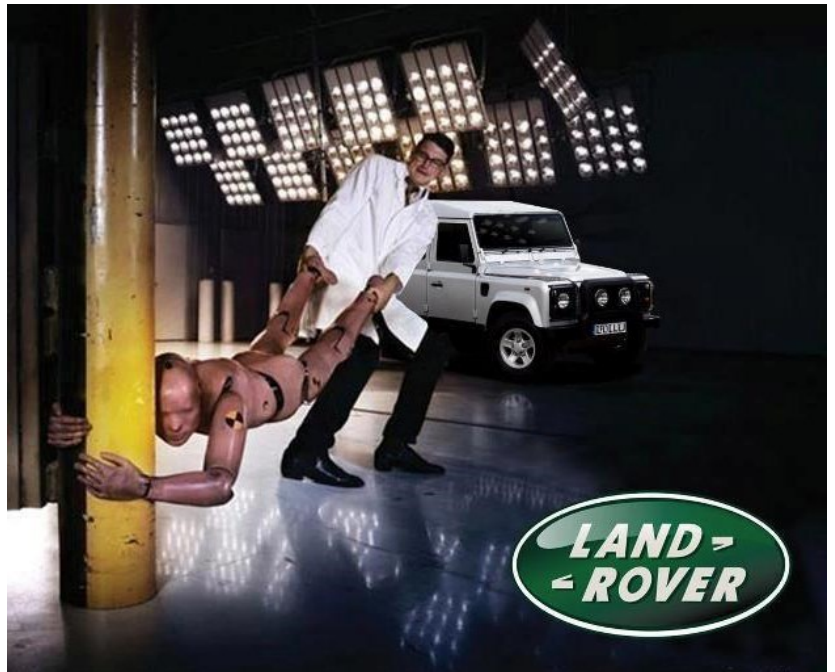
Ian Blake will lead a trip to the Boolarra Fish Farm (not generally open to the public) incorporating a visit to the Morwell River Falls, and the Budgeree Look-out area via some interesting bush tracks.

Meet in Yinnar, on the Main St, by 1pm, with a view to depart at 1pm sharp.

Freelander friendly trip

No limit on numbers

Contact Ian on 51631520 if you have any questions



Getting a Defender ready for a crash test



**For Sale ;** Land Rover Freelander 2 for wrecking, most mechanical parts, but only a few body parts available, Contact Phillip or Liz, at Buckingham Place

## Trip to the Tullaree homestead

Eleven LROCG members and 2 visitors attended, along with about 100 members of the public, an open day at Tarwin Lower, to inspect Tullaree, a beautiful 14 room mansion, built by Francis Longmore at the turn of the century (1900s), now owned and lived in as the family home of Tim and Janet McRae. Tullaree is probably most famous for being the home of Jeanie & Margaret Clement. Margaret was to be known as "The Lady of the swamp" and disappeared in mysterious circumstances. Attending were ;

Eric Shingles & Rod Budd, John Jennings, Rod & Loris Catchpole, Ian & Jill Blake, Jim Hood & Jill Beck, Ron & Dot Prince, Les Warburton & his daughter (who's name I can't remember).

Tim & Janet welcomed everybody, as we sat in the shade under a beautiful old Oak tree, and told us the history of the farm and house and then told us the story of Jeanie and Margaret Clement, and of Margaret's demise. We all then had a look around and through the house, finishing up with a cuppa.

Below is an article from the internet, about Jeanie & Margaret Clement.



### The Peculiar World of Margaret Clement

Written by Annie O'Riley ([www.oddhistory.com.au](http://www.oddhistory.com.au))

Margaret Clement and her sister Jeannie were dubbed "The Old Ladies of the Swamp" by the popular press in the 1950's. Their 14 room mansion in Tarwin Lower was falling down and the swamp had reclaimed the 2000 acres of prime farmland around the house. The women lived without running water, electricity or sewage. With no wood to light a fire, the sisters were living on cold tinned baked beans and bread. When Jeannie died in 1950 it became a massive job just to bring her body out for burial. Two years later, Margaret simply disappeared. It became a real life who dunnit that captured the attention of the world. Someone murdered Margaret but the question is who, and where is her body?

Margaret and Jeannie were the middle children of a father who went from bullock driver to one of the wealthiest men in Australia. Peter Scott Clement Snr. emigrated from Scotland with his siblings during the gold rush of the 1850's. He worked as a bullock driver in and around Walhalla when, in payment for debts, he accepted shares in the Long Tunnel Gold Mine. Peter continued to purchase shares and reaped the benefits when the mine became one of the richest in Australia.

In November of 1876 when he was 43 years old, he married Jane, the 16 year old daughter of Arthur Thompson, a rival bullock driver in Walhalla. By now Peter's wealth allowed him to purchase Prospect Station in South Gippsland. Comprising of 4220 acres, the station covered 20 square kilometers of land in the Seaspray area. He continued to purchase land including nearby Erin and Vale Station and land in Tinamba, Dennison, Upper Maffra and Merriman's Creek.

His wife Jane was a very busy girl. In 1877, she gave birth to Flora and then in 1879 and 1881, Jeannie and Margaret ("The Old Ladies of the Swamp"). Two years later William Scott arrived and Peter Scott Jnr in 1885. It was shortly after she gave birth to Anna in 1879, that Peter collapsed and died while speaking to his overseer on Prospect Station. At 30 years old, Jane was a widow with 6 young children.

Peter's will was complicated but certainly did not favour his wife. He left her an immediate legacy of £200 but his sister received a massive £1000. To his brothers and niece he gave £500 and even his cousin's children received £250 each. Jane did receive an annuity of a further £200 for the upkeep of the children but this would be reduced to £100 if she remarried. His lands and property were to be sold and the money invested and made available to his children when they became of age. His executors followed most of his instructions but they did retain some of his properties until Anna, the youngest child, reached 21 years. At that point they sold everything and distributed it to the children.

Jane's situation left her no choice but to move into the township of Sale. She purchased a house on the corner of Elgin and Macalister streets and it is here that the children grew up. When the eldest child, Flora, reached maturity she married the son of Henry Glenny, an early photographer, writer and successful businessman from Ballarat. When Jeannie and Margaret reached 21, Jane took them on a tour of Europe. Finally the money was available to be used and the girls spent it like water. Suddenly they were part of the Victorian "squattocracy". They entertained influential guests. They toured the far east and Europe again. They purchased antiques from Japan and China and shipped them back to Melbourne.

In 1907 with the help of their brother Peter Jnr. they purchased a property near Tarwin Lower called Tullaree. This property is the same one that featured in my article about Martin Wiberg (Buried Treasures). Martin selected the land shortly after he had stolen 5000 solid gold sovereigns from the mail steamer "Avoca". He had numerous stashes of the gold and some of the treasure was found hidden on the property. When Jeannie and Margaret bought it, it had been thoroughly searched by the previous owners including Francis Longmore who had built a 14 room mansion on the 2,000 acres. The land was reclaimed swamp, rich and fertile with a heavy carrying capacity for sheep and cattle. Peter became their manager and the girls were



living in style. They had 11 staff, a stable of beautiful horses and an elegant gig and later, new motorcars and a chauffeur. On shopping days the girls would be driven into Sale and merchants would bring goods out to their vehicle for the girls to peruse. They were treated like royalty and they loved it.

Tullaree became something of a family seat. Their youngest sister Anna came to live with them and joined them on their European trips. Peter remained their manager until 1912 when he married a divorcee named Alice Maude Hoggart and moved to South Yarra. With Peter gone, the girls employed a farm manager but a combination of mismanagement and dishonest employees began to take the toll on their fortune.

Anna, the baby of the family, loved the high society lifestyle. An extremely wealthy young heiress, she was feted and spoiled. In 1910 she managed to delay two steamships when she refused to come on deck for an inspection. When told by the quarantine inspector that she was delaying both the Morea and the German mail steamer, she replied, "Oh, the devil, I'll come when I'm ready". She was convicted for delaying the inspection by the Fremantle police. In 1913 Anna married John Edwin Carnaghan, a sailor in Melbourne. Shortly after, her husband went off to fight in the First World War and she gave birth to Clement Scott Carnaghan. The marriage didn't last and Carnaghan eventually went to America where he became a radio announcer. In newspaper clippings after Margaret disappeared, Anna describes herself as a widow although her husband was alive and living in the U.S. Their son, Clement, played a part in this strange story.

Jeannie and Margaret's two brothers also have a part to play. It has been said that Peter Jnr. went off to fight in WW1 but I can find no evidence of this. It was widely thought that he suffered shell shock and came back a changed man. What I did find was that William signed up and went to war. When I searched for his records I found that the words DESERTER were stamped in purple ink across the top of his records. Today it is commonly believed that most deserters were suffering from shell shock.

In 1944, seven years before Margaret disappeared, Peter was found gravely injured on his farm at Wurruk (near Sale). He was removed to the Sale Hospital where he died without gaining consciousness. His death was caused by a gunshot wound to the head and he was found near the cattle yards on his farm. Their brother William was one of the first on the scene and with a neighbour he picked up a gun from under a chair in the parlour, discharged it and then put it in a drawer in the bedroom without telling the authorities. William declared that he had never seen the gun before. A coronial inquiry was held and their nephew Clement Carnaghan was called to give evidence. In 1935, Carnaghan is listed as a competitor at the Sale Rifle Club so he was obviously well versed in the use of a gun. The coroner recorded an open verdict and most people believed Peter had committed suicide although a suicide note was never found.

In the 1920's Jeannie and Margaret's fortunes began to slide. They had debts much greater than they could pay and they put mortgages on the property. The amount owed remained smaller than the total value of the property and so in time when the bank sold off the mortgage the girls were able to go to court and obtain a caveat allowing them to remain at Tullaree. With no money to pay employees and no idea how to run the farm, the swamp slowly reclaimed the land. The blackberries, thistles and teatree clogged up the drains and the muddy water crept over the paddocks. The house sat on a rise and became an island on the water choked land. And like the land, the sisters turned inwards and became reclusive.

The house, well designed and made of brick showed it's worth. It stood up to the years of neglect with only the timbers rotting from the constant

damp. With the land covered in water, the snakes and rats headed for the high ground and settled into the house with the sisters. The women also shared their living space with a host of cats and a well loved little dog by the name of Dingo. With no income the sisters relied on handouts from their family to survive. Each week while their mother was alive, a food parcel would be sent to the nearby township of Buffalo. The women would hitch up their skirts and wade through the water and then walk 11 kilometers to retrieve the parcels of baked beans and bread. As time went on the water became deeper and their trip would be through pockets of water that was chest high. It was only the close personal knowledge of the land that made the trip negotiable for Margaret and Jeannie. Their mother Jane died in 1937 and it is probable that their brothers took on the roll of providers of sustenance but by 1947 both brothers were dead and the girls were on their own.



A young Margaret Clement



The rest of the family managed their inheritance better than Margaret and Jeannie although none retained the obscene wealth left to them by their father. It's also probable that the depression of the 1930's took it's toll on their incomes. In 1906 William and his mother Jane purchased Fulham Park near Sale. Fulham Park comprised of 345 acres and a beautiful Colonial Georgian style homestead of handmade brick. William occupied himself as a grazier while also having a very good stable of racehorses. At times Anna and her son Clement lived with them and Peter joined them for a while in the 1930's.

By 1950, the sister's contact with the outside world was almost nil. The depth of the water and the effort taken to leave the house was taking it's toll. In July of 1950, Miss Jeannie Clement died at the Tullaree homestead of natural causes. It was midwinter and the freezing water meant that Margaret spent days trying to get out to request help. Eventually Margaret waded through the swamp to the Buckleys, a neighbouring family who were her contact with the outside world. Bernard Buckley contacted the authorities and two policemen, a doctor, the coroner and one of Buckley's sons waded through the miles of swamp to retrieve the body. By the time they arrived at the homestead it was dark and Jeannie had been dead for some time. The return trip through the miles of swamp in the dark with Jeannies putrefying body was horrendous.

The story of the two sisters poverty and isolation made it into newsprint. A neighbour and relative newcomer to the area, Stan Livingstone and his wife Esme befriended the elderly Margaret. Stanley Russell Livingstone reportedly had a hot temper. He was a former Footscray footballer and CRB employee who had purchased a small farm at Meeniyon. Esme was a Gippsland girl and her father had been a carpenter and undertaker in the Traralgon area. According to the Livingstones they took Margaret shopping and had her come over for meals. At one stage Stan took Margaret to see her sister Anna in St. Kilda and her nephew Clement was present. An altercation occurred and Stan punched Clement in the jaw. Margaret did visit Anna again but a local policeman who met her on one of her return journeys declared that she had discolouration around one of her eyes after a visit. Margaret stated that she was very unhappy in the city and just wanted to return to Tullaree and her little dog Dingo.

There is very little information about Margaret's eldest sister Flora and her husband Robert Anderson Glenny. He had passed away in 1930 but Flora was still alive when Jeannie died and when Margaret disappeared. Flora and her daughters lived in Ballarat and the girls stood to inherit in Margaret's last will.

In a complicated legal move, Stan Livingstone's solicitor arranged removal of the caveat on Tullaree. Margaret then sold the property to the Livingstones for the sum of £3000 and the Livingstones also paid the mortgagee £12,500. Prior to Margaret's disappearance they were building a small unit for Margaret to live in as she did not want to leave Tullaree. The same solicitor wrote a new will for Margaret that removed her nephew Clement Carnaghan as her beneficiary and instead listed the daughters of her eldest sister Flora.

In March of 1952, Margaret's little dog, Dingo was found dead. In an unusual twist, his throat had been bitten and clawed out.

Just two months later, his mistress, the woman he would have given his life to protect, simply disappeared. Margaret Clement was last seen by Stanley Livingstone on Thursday, May 22, 1952. On Sunday, May 25th, Stan reported her disappearance to the police. By the following day, there were 100 people, including police, neighbours and a blacktracker searching for her. Originally it was feared that she had collapsed and drowned while walking through the swamp but the searchers failed to find any trace of her body. They dragged the wells on the property then started looking further afield such as nearby farmland, creeks and rivers. The search went on for months with hundreds of people involved but no trace of Margaret was ever found.

The nephew Clement Carnaghan was unaware that he had been removed from her will. After Margaret disappeared and when it became known that the Livingstones had purchased Tullaree, he started legal proceedings to disclaim her latter will and make the sale of the property null and void. He retained Frank Galbally (a brilliant criminal defence lawyer in Melbourne) as his solicitor. He attempted to claim undue influence and later senility or insanity regarding Margaret's affairs. The court cases went on for years and were hampered by the fact that Margaret had to be proclaimed dead, although her body was never found. In yet another twist to the story it seems that Stan Livingstone had borrowed back most of the £3000 he had paid to Margaret for the property. In 1955, the Chief Justice, Sir Edmund Herring ruled in favour of the latter will and the



Livingstones were declared owners of the property.

During these years Livingstone had been living on and working the property. In 1954 another writ was lodged in the Supreme Court by the Tarwin River Improvements Trust. It seems Livingstone was denying access to work on the drains along Fish Creek. This is interesting because Livingstone himself had been working to drain the property and could not proceed until the creek areas were completed.

In 1956, just five years after Margaret sold Tullaree to Stan and Esme Livingstone for £3000, and less than one year after the court case finished, the Livingstones sold the property for £67,500. They eventually purchased land on Curtis Island near Gladstone in Queensland. Stan died in 1992, a millionaire who's fortunes were changed by Tullaree. Esme died just one year later. It was revealed after her death that she was too frightened of her husband to help the police with their investigation but had told friends that she knew who the killer was. Margaret's sister, Anna Elizabeth Carnaghan was the last of the Clement siblings alive. Anna died in 1961 and her son, Clement Carnaghan passed away in 1982 in Heidelberg, Victoria. He never married.

In 1978 human bones were found in a shallow grave at Venus Bay. The skeletal remains were identified as female but could not conclusively be identified as that of Margaret Clement. There are some reports that the land where they were found was at one time leased by Stan Livingstone for grazing cattle but I am unable to find any evidence supporting the claim. In 1979, a lace shawl, a ladies handbag and some coins were found in the same general vicinity. All dated pre 1952 but they were never proved to belong to Margaret Clement. Recent studies of the skull suggest the wear on the teeth indicate that the skeleton is that of an aboriginal. To this day the fate of Margaret Clement remains a mystery.

The two main suspects in the disappearance of Margaret were Stan Livingstone and Clement Carnaghan. Neither were ever formally charged with her murder and the question of why she was murdered remains a mystery but the theory that there was still gold hidden on the property cannot be dismissed.

Written by Annie O'Riley. Annie is the author of [www.oddhistory.com.au](http://www.oddhistory.com.au) and has been researching local history for over 30 years. She is constantly finding new stories and characters to write about.



A view across the front of a Jaguar, of the Land Rover's on display at the official opening of Gippsland Land Rover in Traralgon on Saturday February the 9<sup>th</sup>



A rare Half Ton Land Rover seen at the Geelong Classic Truck & Machinery Show



Eric Shingles' displayed his GS Perentie and Number 5 trailer at the Longwarry Heritage Truck Show

Recently sold at the "2019 SHANNONS MELBOURNE SUMMER CLASSIC AUCTION" was a 1954 86" Land Rover Series 1 SWB 4x4 Wagon, it Sold for: \$38,000

