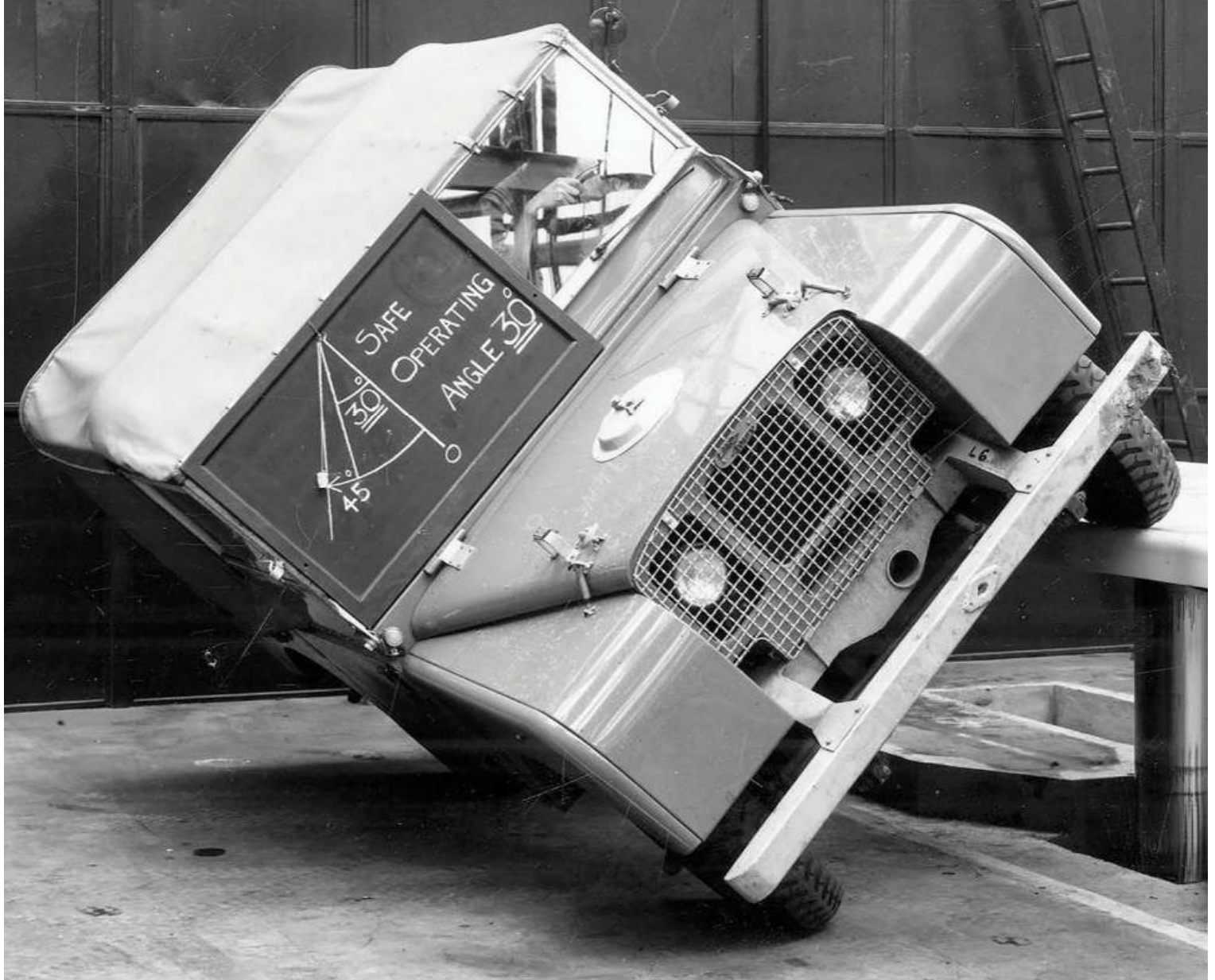


LAND ROVER OWNERS' CLUB

OF GIPPSLAND
APRIL 2019 NEWSLETTER



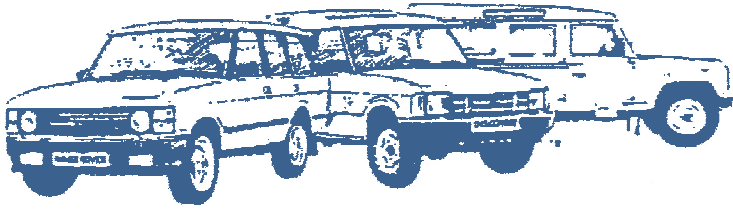
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LAND ROVER OWNERS' CLUB OF GIPPSLAND

P.O. Box 3128 Gippsland Mail Centre 3841 Telephone (03) 51 341 422 Club website lrocg.jimdo.com

LROCG News April 2019.

Photo Competition.

Don't forget to submit your four photos per member entries into my email by May 24th. Any photo that has a Land Rover or part of a Land Rover in the large jpeg image is eligible. Fantastic prize of a brand new Land Rover to drive around for a weekend, courtesy of Gippsland Land Rover. You even get to select the weekend. Let's make Charlie's judging task really difficult by having plenty of great entries.

Best Wishes.

A few members have recently undergone or are about to have medical procedures. Best wishes to all those members. Recover soon.

Disturbance At Meeting.

There was something of a crowd control disturbance at the April meeting, as people flocked to admire newest member, Indi Foon. Pleased to report that Indi was beautifully behaved throughout the whole meeting.

Club Trips.

Due to large areas of the Alps and foothills being closed because of fires, some trips and volunteer activities have been cancelled. This has left our calendar a bit empty. If you have a favorite spot and would like to run a trip let us know at the next meeting.

A reminder to trip leaders. Make sure you have an appropriate list of trip participants signed at the start of the day or event. Trip participants' names should be given to David at a meeting for club awards points.

If the trip is in remote areas it is advisable to take the club defibrillator which is kept at Gippsland Land Rover. For overnight trips members personal details forms must be collected.

The Annual Migration.

It's on again. The annual winter migration of members is about to begin. If you are heading off adventuring please keep the rest of us updated on where you are so that we can be jealous! There will be a "news from travellers" report at each club meeting.

New Members.

We have a few new members. Welcome to those folk.

The club is a great place to make friends and get information on all aspects of Land Rovering. There is always a social time after meetings to have a coffee and chat. There is also a pre meeting dinner, currently at the Italian Club Morwell, 6:00 on meeting nights.

Within the club membership we have outback travel experts, caravan gurus, mechanical wizards, gear freaks, driving skills exponents, tyre techs and people like Charlie who are just there to add glamour. With our close association with Gippsland

Land Rover there is a wealth of knowledge with their staff as well. If you have questions about the operation of your vehicle Charlie has been selling Land Rovers for many years and has fantastic product knowledge. You'll probably find information from club members more reliable than some of the online forums! If you have any questions you feel club members might be able to help with, please speak up at a club meeting. If you are planning a trip you will find club members have visited most corners of the country.

As a member you are entitled to a discount on parts and apparel at Gippsland Land Rover.

If you are buying anything from ARB Traralgon mention your club membership for a better deal.

There is also a collection of club equipment available to members.

Greg Rose.

President, Land Rover Owners Club of Gippsland.

This month's cover; A pilot-built Land Rover demonstrates its remarkably low centre of gravity.

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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Property Officer	Ross Howell	
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Webmaster	Alan Harlow	

New Land Rover Defender here early 2020

Loyal Aussie Defender owners help fast-track new Landie, but will they like what they see?

The all-new 2020 Land Rover Defender will be revealed in September and available in Australia sooner than first thought, with first deliveries arriving in early 2020.

The order books for the new Land Rover Defender will open later this year, by which time the automotive world will have judged the vehicle's contemporary design.

The new Defender could court controversy when it's revealed later than expected in September. Spy photos reveal the crucial new mud-plugger will not wear a retro design like its predecessor, whose iconic styling can be traced back to 1948.

Indeed, the new model will bring thoroughly modern visuals to the table, but like its grandpappy will be available in both two-door and four-door body styles. There may even be ute versions in future.

Land Rover started an unofficial pre-reveal campaign late last year, when several camouflaged vehicles – both short-wheelbase '90' and long-wheelbase '130' versions – were caught testing, leading to speculation of a late 2018 reveal. But the first official 'spy' shot in January confirmed a more drawn-out teaser strategy. Talking to journalists at the global launch of the facelifted 2020 Jaguar XE sedan, JLR Australia's communications chief Tim Krieger stated the new Defender "...will be revealed around September, but we won't see customer deliveries until early next year". "There will be something [revealed] around Frankfurt [motor show]. Whether it's at the motor show or whether it's out of show, we're figuring that out at the moment."

Australia will be a key global market for the new model, hence the short gap between the new SUV's reveal in September to its local arrival in early 2020. "Australia is one of the few markets that continued to sell the Defender right up to the end. "So in a sense, the brand name is probably stronger in Australia because we haven't had this hiatus like some of the other markets who haven't sold it in a number of years. So that's a positive," said Krieger. "The interest that new car commands is just huge." The big question will be whether rusted-on Defender owners will take a liking to the new model, whose styling may not be to everyone's liking. "I think it's good to look forward on these things," said Krieger of the new Defender's design, which he's been privy to. "I think you can't just keep repeating the past," he added, despite vehicles such as the Mercedes-Benz G-Class and Suzuki Jimny off-roaders trading strongly on their boxy, retro looks. "But it's going to be really interesting. That will be one of the fascinating [things]... to see what is the reaction. And I think it's a really tough market so it's a big challenge with the design going [forward]." Despite ditching its robust ladder-frame chassis for a lighter and more refined car-like monocoque chassis, not to mention a more luxurious interior as seen in leaked shots, the British brand claims the new Defender will be the "most capable off-road Land Rover vehicle ever." Them's fighting words, and they need to be.

Along with the new second-generation Range Rover Evoque arriving here in May, the new Defender will be vital for Land Rover which in partnership with sister brand Jaguar took a colossal financial hit recently, posting a \$US4 billion loss in the fourth quarter of 2018. Sales in China have sputtered to a halt and are now going backwards, but it's not just in the world's biggest new-vehicle market where Jaguar Land Rover is hurting. "You've got Brexit. Brexit is just a disaster and all those operational things like WLTP [new emissions regulations], stink bugs, you name it — it really has been a perfect storm since pretty much the end of last year up to now."

While Jaguar sales have increased in Australia in 2019, Land Rover sales are down almost 18 per cent. But Krieger says there is light at the end of the tunnel. "The really positive thing is with the first clear air we had in March, we did 1300-odd Land Rovers, and Jaguar's up 38 per cent year on year."

"New Evoque ... we're really, really positive about it. So I think that will be a good volume seller for us. Then you've got Defender [global premiere] coming up later in the year which will be huge."



Jaguar-Land Rover to simplify Australian range

Jaguar-Land Rover is to simplify its Australian range, starting with the new Jaguar XE.

Jaguar-Land Rover plans to massively simplify its Australian range, starting with the 2020 Jaguar XE which launched internationally this week. JLR will slice the XE range from 11 variants to just two, a single 221kW/400Nm engine offered in a pair of trim levels, SE and HSE, while also significantly paring back the number of options. JLR spokesman James Scrimshaw explained to *MOTOR* that recent management changes had improved communication with its global parent, allowing the Australian arm a bigger say in the products it offers and the equipment contained in those products.

"We've had a change of management at the top end and I'd say that's had something to do with it," said Scrimshaw. "The ability to communicate and talk about our product plans and our inputs to be listened to. [The XE] is the first car where we've been able to rationalise the range and where we think the sweet spot is. I think people are going to understand what XE means a lot more than they ever did before."

The new Range Rover Evoque will be next to benefit from the chop, but expect to see similar rationalisation across the Jaguar-Land Rover range as models are replaced or receive mid-life updates. Currently, JLR offers virtually every engine and trim level in Australia, resulting in an incredibly complex structure for potential buyers to decipher.

The Jaguar XF lists 19 variants, the E-Pace has 40 and the Range Rover Velar offers 50 different variants before options are even considered. "One way you can look at it," said Scrimshaw, "we're giving the customer everything that we make, we're not restricting anyone. The confusion was that the Australian market isn't big enough to offer that complex range of models and engines."

Dealers will be breathing a sigh of relief at the news. Currently, the odds of a dealer demonstrator being representative of the car a customer wants to actually buy are minute, but JLR expects the new range to be much easier to understand. "From now on it's very clear, our model strategy's really easy to understand and it makes it easy for the dealer network, too," said Scrimshaw. "The dealer is going to have the right car for the customer; the only thing that may be different is the colour. Jaguar has had a strong start to 2019 in a challenging market, sales up 38.5 per cent at the end of March 2019 thanks to strong performance from the XE (+19%), E-Pace (+59%) and F-Type (+180%)."



LAND ROVER DEFENDER: EXTREME OFF-ROAD AND SVR VERSIONS COULD BE ON THE CARDS

The new Defender could spawn a broader array of spinoffs when it launches, thanks to a more flexible architecture than before. With an all-new Defender just around the corner, Land Rover is gearing up to see how far it can stretch the new chassis in terms of off- and on-road performance. Speaking to media at the global launch of the new Jaguar F-Pace SVR in Saint Tropez, Jaguar Land Rover Special Vehicle Operations lead dynamics engineer, Ross Restell, said the division is capable of pushing the Defender chassis to its limits. "We've got our off-road X division. We obviously can't go into details, but we have to make a car that makes sense," he said, telling *CarAdvice* an SVR Defender is "potentially" happening.

"I would love to tell you what we're going to be doing in the next few years. We have a good team and abilities. So you never know what's going to happen," Restell said.

Land Rover's SVO group has three divisions: an off-road focused division termed SVX, a luxury division called SVAutobiography, and finally a performance division labelled SVR. We have seen previous examples of the team's off-road visions with the Land Rover Discovery SVX, which had a supercharged V8 engine shoehorned into its engine bay, but was ultimately killed off before it made it into production.

The recent addition of Jamal Hameedi to the SVO team as director could mean big things for the Defender. Hameedi worked at Ford Motor Company for almost 30 years. His most recent job title was chief engineer of Ford Performance. His work included, among other things, the Ford F-150 Raptor and Ranger Raptor, both more extreme off-road versions of their respective selves.

This could open an opportunity for the Defender to be offered in three trims: standard Defender, an extreme off-road version, and potentially a more powerful extreme off-road version.

If the previous generation Defender Works V8 is anything to go by, it could be fun times ahead for the rugged off-road Land Rover staple.



Land Rover Defender By Hot Wheels Fan Is Not For Everyone

Delicious or sacrilegious? To a lot of Land Rover fans, the Defender is the ultimate off-roading machine. It's hefty, tough, and built to withstand extreme road conditions, not to mention that it satisfies its owners throughout the ownership period of this huge machine. Even Sir Paul McCartney owned one and wrote a song about it called "Helen Wheels."

In short, the Defender has a cult following all over the globe and we can't imagine what they will feel about this Land Rover Defender build from Brisbane, Australia. Folks, introducing the Hot wheels Land Rover Defender. Now, before you raise your pitchforks or throw stones at your screen right now, take a minute to read about the story behind this build.

This very orange Defender is owned by a father-and-son tandem from the Land Down Under. It was built from a rusty 1985 Defender County, which they were able to score for only \$1,000. Not a bad bargain for an old timer. Here's the clincher. Instead of rebuilding the Defender to bring it back to its off-roading glory, the owners decide to go with their passion, which is Hot Wheels. According to them, they have been collecting Hot Wheels toy cars for 15 years already. Two years since they started, the owners were able to rebuild the car to its current state – a low-riding SUV with snorkels. It cost them about \$30,000 to rebuild the off-roader and that includes the new V8 engine under its hood and the fluorescent paint. Now, we did mention that this car isn't for everyone, right? The Defender is great because of its off-roading prowess, which is kind of not the case in this low-riding build. Nevertheless, we applaud the effort of this father-and-son tandem. Besides, their car, their rules.



Bear Grylls goes Above and Beyond at the Hay Festival on behalf of Land Rover

When ex-SAS soldier, adventure TV host, and No1 best-selling author Bear Grylls turned up at the Hay Festival this year, he had more on his mind than simply taking part in a Saturday afternoon talk about his life and career with GQ editor Dylan Jones.

As Chief Scout, he had planned a special operation: to honour Blake Harris, a 13-year-old Scout from Worcester who's had to deal with many difficulties in life, but nevertheless shares the same 'above and beyond' spirit as Grylls and his long-time partners-in-adventure, Land Rover.

Blake – who is known to his family as 'Baby Bear' – had made the trip to Hay to watch his hero in action. But he had the surprise of his life when Grylls appeared at the wheel of a bespoke-camouflaged Land Rover Discovery emblazoned with his name to take him on his very own mini-adventure.

As a resulting short film shows, the two adventurers went off-roading to a secret wood, where Grylls set up a bespoke shelter and showed Blake to light a fire, scavenge for maggots and perfect the use of a catapult.

According to Bear, Blake's brave spirit and dedication to his sister Lily-Mai, who has been diagnosed with a terminal cancer, "embodies that Above and Beyond spirit and never gives up which makes him an example to us all."

Blake also suffers from autism which went undiagnosed for many years, which has led to some tough episodes in the young man's life. The surprise was planned by Bear himself, supported by Land Rover and Blake's mother Liz, who commented: "I can't thank Land Rover and Bear enough for an incredible day. I'll never forget the surprise on Blake's face when he realised Bear was there for him. I am sure the memories will provide huge amounts of motivation for the future." For Blake, his encounter with Grylls made a huge impression: "I couldn't believe that Bear was there in a Land Rover designed just for me," he said. "To have some time with the Chief Scout and learn lessons from how Bear has dealt with difficulties in his life is a once in a life-time opportunity. I will never forget the experience and it will motivate me for the future." Bear Grylls added: "It's not often you get to hang out with such a special young man who has had to deal with so many difficulties in life. It has been such a privilege to spend this time with Blake. He is a credit to his family and the Scouts. Keep going buddy!"



Bushman, painter and author Jack Absalom dies at 91

'Brushman of the Bush' Jack Absalom OAM has died in hospital, aged 91. Absalom was best known for his landscape paintings and bush survival skills, which were televised to the nation by the ABC in the 1970s and '80s.

A kangaroo shooter, boxer, and bush survivalist, Absalom discovered art later in life while playing guide to artists Eric Minchin and Roy Gundry.

"Eric and Roy expressed a wish to go painting in the outback, and selected Jack as their guide," fellow artist John Pickup said.

"He watched them for a couple of days and eventually he just went up to Eric and said 'give me one of those canvas things, I want to see what I can do'. "He painted something, went home, and told his family 'I'm a professional artist'."

Raised millions for charity

The Brushmen of the Bush were formed in the 1970s, taking Australian landscape art all over the world and raising millions of dollars for charity. The group consisted of Absalom, Pro Hart, John Pickup, Hugh Schulz, and Eric Minchin. "Jack was larger than life, he was so full of life," Pickup said. "I have the fondest regard for the nearly 20 years that I had in Jack's company."

Absalom grew up in an isolated settlement called Naretha on the train line across the Nullarbor Plain.

His formative years encouraged Absalom's roots to grow towards the dry centre of the continent and he settled at Broken Hill. A recipient of the Order of Australia, Absalom's philanthropic work was central to his character.

He spent much of his later years capturing the colours and scenes of Australia's interior in paint which he exhibited in his gallery at Broken Hill. "Not only Broken Hill, but Australia, has lost a very fine artist," Pickup said.



This wild Land Rover films Game of Thrones

Need a car to film an epic Game of Thrones battle? Look no further than the Vampyre Batt. There's a working ute, and then there's this. It's the Vampyre Batt, a unique take on the notion of a tracking rig, built by Scotsman Duncan Barbour.

With winter now truly upon us, we stumbled across this amazing doco from season six, showing the incredible lengths and detail that goes into GoT. The Land Rover Defender ute is fitted with a flat tray, and runs a Chevy V8 and long-travel desert racing suspension along with big-bag offroad tyres, in order to create a smooth-as-possible platform for the huge camera boom. Known as a Russian arm, the huge carbon fibre boom is operated from the tray of the vehicle, where the film crew is completely sheltered from the elements. It proved its worth in one of the biggest battle scenes ever filmed for a TV show, where more than 80 horses and more than 600 cast and crew were involved on a freezing winter's day. "We were a bit annoyed [when we saw the final edit]," said Kit Harington, who plays leading man Jon Snow. "It looks like it was done in CGI, but it wasn't!" The Vampyre also sports a fully detachable roll cage, 240-volt on-board power via a removable generator under the car. It has extra mounting points for other cameras, as well as a winch to allow the Vampyre to anchor itself when filming in tough spots.



Land Rover steers toward women with urban-focused campaign

Land Rover's targeting of younger women in urban markets with its latest campaign stands out in an industry that has a long history of marketing to men, although this has started to change. For example, Mercedes-Benz recently launched a short film for International Women's Day. With "Live for the City," Land Rover is looking to attract a much more diverse customer base with fresh vehicle models and creative content, as women are now the core target audience for luxury SUVs, according to the brand. The content around the new Evoque campaign appears to be more entertainment-focused than Land Rover's previous marketing, with behind-the-scenes videos and imagery of photographers showcasing the idea of refinement in their cities. Collaborating with local photographers from 10 cities around the country instills a sense of authenticity in Land Rover's campaign, a marketing theme that more strongly resonates with consumers, particularly millennial women. Plus, innovative OOH (out-of-home) activations, like putting a car on top of an "L" station, have the potential to go viral on social media, extending the campaign's reach. A 30-second TV spot titled "A Dog's Dream," featuring a dog's daydream about running loose in a field and riding in a car with the windows down, led the campaign's kickoff this week and will be followed by "entertainment feature-focused vignettes" on cable networks like Bravo, HGTV, Travel Channel, CNN and others that tend to appeal to women, furthering the campaign's reach to its key audience.

PSA OPEN TO A JAGUAR LAND ROVER TAKEOVER - REPORT

Carlos Tavares has opened the door to a PSA merger or acquisition of the struggling British brand, but nothing has been locked in. Peugeot Citroen has confirmed it's considering a merger with (or acquisition of) struggling Jaguar Land Rover, provided the British marques wouldn't prove too much of a distraction. Speaking with *Autocar India*, PSA Group boss Carlos Tavares said the company is "considering all opportunities" when it comes to takeovers and mergers. He confirmed it would be good for PSA to have a luxury brand under its umbrella, too, arguing "if there are opportunities, of course, we will consider it". "Why not? Why shouldn't we discuss it?" he said, asked about a luxury brand to sit above DS. "It depends on what kind of value creation we could generate." Carlos Tavares has proven willing to take on battling automakers, backing PSA to weather poor performance and turn things around. It took Opel and Vauxhall under its wing in August 2017, and last year managed to deliver a profit of €859 million (\$1.376 billion) after years of red ink under General Motors control. Behind the turnaround? Tavares swung the axe when he came on board, slashing almost 4000 jobs and shuffling a big chunk of the workforce from Germany to France. The company has been bold with some of its product decisions, scrapping a near-complete Corsa development to instead build the next-generation car on the PSA Compact Modular Platform (CMP) to avoid paying licensing fees to General Motors. "With Opel, we have demonstrated that we can turn around a company that was in the red for 20 years, in 12 months," Tavares told *Autocar*. "So this is something we know how to do."

Turkish businessman seeks recall of Range Rover Vogue SUVs before EU offices

A Turkish businessman -- winning his case against a world-famous British carmaker in March over engine failure -- has taken the lawsuit to the EU offices, an Istanbul based NGO said Friday. International Diplomats Association said after winning his multi-year court battle Engin Yakut, the owner of the faulty Range Rover Vogue, claimed in his petition that thousands of Range Rover Vogue models in Turkey have been suffering from the same engine problem. The association said Yakut took his case to the European Court of Justice, European Commission, EU Parliament, and the bloc's competition authority. "Land Rover Company will lose a great deal from its reputation if they reject to accept their fault. The company CEO should make a public announcement about the issue and [2013 model] Range Rover Vogue SUVs should be called back," Yakut said, adding the vehicles with similar engine failures pose a danger for traffic safety. Yakut urged European prosecutors to launch an investigation against Land Rover Company as there are currently around 8,600 vehicles suffering from the same engine and transmission failures. Yakut bought a luxury Land Rover sport utility vehicle (SUV), Range Rover Vogue for €170,000 in 2013 but soon it broke down. Mechanics at Borusan Oto, the vehicle's distributor in Turkey, issued a report blaming the breakdown on a manufacturing defect. After three attempts by Yakut to get Land Rover to replace his car went unanswered, Yakut filed suit in Istanbul's 1st Consumer Court, demanding the car be pulled from the market. After seeing evidence of the manufacturing defect, a Turkish court ordered the company to reimburse Yakut for his purchase, with interest but did not order the Vogue model pulled from the market.

Australia becoming an "automotive third-world country" says Jaguar Land Rover

Australia's poor-quality fuel is to blame for our drivers missing out on the most efficient Range Rover Evoque engine choices, with the brand's management warning we're becoming an "automotive third-world country". The fuel quality debate has been raging in Australia for some time, with some manufacturers now unable to introduce their most advanced engine technology here owing to the high sulphur content of our fuel. Australian standards demand a maximum 150ppm (parts per million) of sulphur for unleaded petrol, and 50ppm for premium unleaded fuel. But those numbers are significantly higher than those in much of the western world, with Europe averaging just 10ppm. The Australian Government has announced plans to reduce the amount of sulphur in petrol to 10ppm by 2027. But car makers fear it will be too little too late. The most recent victim is Range Rover, which has introduced mild-hybrid technology (MHEV) on its petrol-powered Evoque range internationally, but is unable to introduce it here because the technology requires a petrol particulate filter (PPF) that won't accept our poor-quality fuel. As a result, Australia's petrol-powered Range Rover Evoques equipped with the P200 or P250 engines are both less powerful and less efficient than their international counterparts. "Some of our latest technologies, like our MHEV, we can't take in Australia because they've only made it with a petrol particulate filter, but it wouldn't be successful in Australia with the current fuel we have on offer," says Range Rover spokesperson, James Scrimshaw. "That means we miss out on 140Nm of torque from the electric motor, and our cars are six per cent less fuel efficient, and emit eight more grams of CO₂ per kilometre, than international versions. They also miss out on the silent stop/start, which turns the engine off at under 17km/h, making them much quieter in the city.

"Australia is turning into an automotive third-world country."

Range Rover isn't alone, either. Fellow European brand Volkswagen has been among the most vocal on Australia's fuel quality, with the brand facing a future in which it will miss out on the most advanced engines available in its international line-up.

"Conventional vehicles will co-exist with EVs beyond the next decade so an immediate concern for Australian car buyers is that they are losing access to the most efficient petrol engines and hybrids," says VW spokesperson, Paul Pottinger. "These are manufactured with particulate filters designed to run on European quality petrol, which contains less than 10 parts per million of sulphur. Petrol in Australia contains up to 150ppm, the worst quality among OECD nations, rendering engines with petrol particulate filters non-starters for this market. Even premium unleaded can contain up to 50ppm. "There is nothing to stop fuel companies importing first world quality petrol tomorrow and installing it on station forecourts in place of current premium unleaded. "First-world fuel quality petrol is required to get a first-world emissions outcome." The Australian Institute of Petroleum has been contacted for comment.

The Land Rover Series 3 Stage 1 V8 - Turning 40 years old

The legendary Rover V8 has been mated to countless icons of British desire throughout the decades, lurking under the bonnet of British Leyland's various saving graces. The policeman-friendly Rover SD1, tarmac chewing TVR, riotous MG RV8 and ever-abused Sherpa van are just a few to have been propelled into the nostalgic status chamber by the all-conquering Buick-derived, eight-cylinder Rover beauty.

However, for numerous petrol heads - mainly the ones who enjoy a dirty weekend - the finest marriage will forever remain the Land Rover Series III Stage 1 V8. For a glorious six years, between 1979 and 1985, the mother of all Land Rovers was bolted together using components from across the Solihull range. The LT95 manual gearbox from the Range Rover Classic, the 3.5-litre V8 used in the military's 'bomb-proof' box, the FC101 and chassis components from the globally respected Series vehicles all contributed to a marvellous concoction of fuel-crisis defying pleasure.

Known variously as the Series III Stage 1 V8, the Land Rover Stage 1 V8 and more simply as the Land Rover V8, 'Stage 1' actually referred to the first stage of investment from Margaret Thatcher's Government to improve Land Rover's product range by pumping in £200 million of tax payer's money. This scheme eventually led to the development of the coil-sprung

One Ten and Ninety models (Stage 2) and the diesel engines we have found ourselves besotted with ever since. Churning out a modest 91bhp from the de-tuned Range Rover Classic engine, but with enough torque to literally tear trees out of the ground or tow a building, the permanent four-wheel-drive, and the sheer grunt from this parts-bin beast took Land Rover in a new direction that set about defining the company for the next twenty years. Eye-popping colours helped too. We aren't sure how Mrs T. and her flaky government reacted behind closed doors to a car that looked practically identical to the pre-investment Series III, but the public adored them.

Various owners removed the restrictors on the V8 engine to allow all 135 ponies to strut their stuff, pushing the vehicle well beyond Land Rover's threshold of on-road safety. Even when standard, the V8 was enough to get you into a great deal of trouble; besides drinking fuel like Oliver Reed on a lads' night out, and offering the usual frighteningly vague ride at speed, the higher cruising pace now possible could provoke angles of lean that made the Tower Pisa stand up straight and take notice. Yet, in the right hands, the Stage 1 was unstoppable - that's drum brakes for you. Popular with mountain rescue teams and emergency services the world over, the steroid-fed Series variant maintained the Land Rover tradition of taking pregnant mothers through snow storms to hospital, carting equipment through flood waters, preserving rare animals from extinction and providing relief in war zones - alongside remaining the farmers' friend, who couldn't care less about the fuel bill. In the classic car world, these are the Land Rovers to own. As far as beefy all-terrain vehicles go, the Series III Stage 1 V8 Land Rover is the undisputed king of the bunch. Find one in unmolested condition and cherish it, as good ones are now rarer than a decent programme on BBC Three. Just keep that map outlining the nation's petrol stations handy.



Put them together and you get the new Land Rover 3.5.

Just imagine the work horse capability of a Land Rover, coupled with the sophistication of a Range Rover.

Now imagine the new Land Rover 3.5.

It has the same 3½ litre, lightweight aluminium engine that drives the fast touring Range Rover, and the same permanent 4WD transmission.

It can cruise all day at speeds up to 130 kph with the sure-footedness and neutral steering characteristics you'd expect in a Range Rover.

Yet it remains a true working vehicle.

The incredible motor

has been specially developed to generate its maximum torque at a very low 2000 rpm. Which means that the motor is hardly working when it's pulling hardest.

The result of such high pulling power at such low revs is the ability to tow or carry heavy loads at speed without frequent gear changing. The ability to conquer incredibly steep grades. And the ability to cover long distances over very rough terrain without engine strain.

The Land Rover 3.5 also has a diff lock which lets you distribute equal power to both

axles for optimum traction, at the flick of a lever.

Another great benefit in the 3.5 is that the lightness of the Range Rover engine works harmoniously with the lightness of the Land Rover aluminium body panels to give a power-to-weight ratio which ensures excellent fuel economy.

Particularly when compared to the excesses of some of the bigger engined, steel bodied 4WD's.

And because the 3.5 carries a very low body weight, it can carry a very high payload.

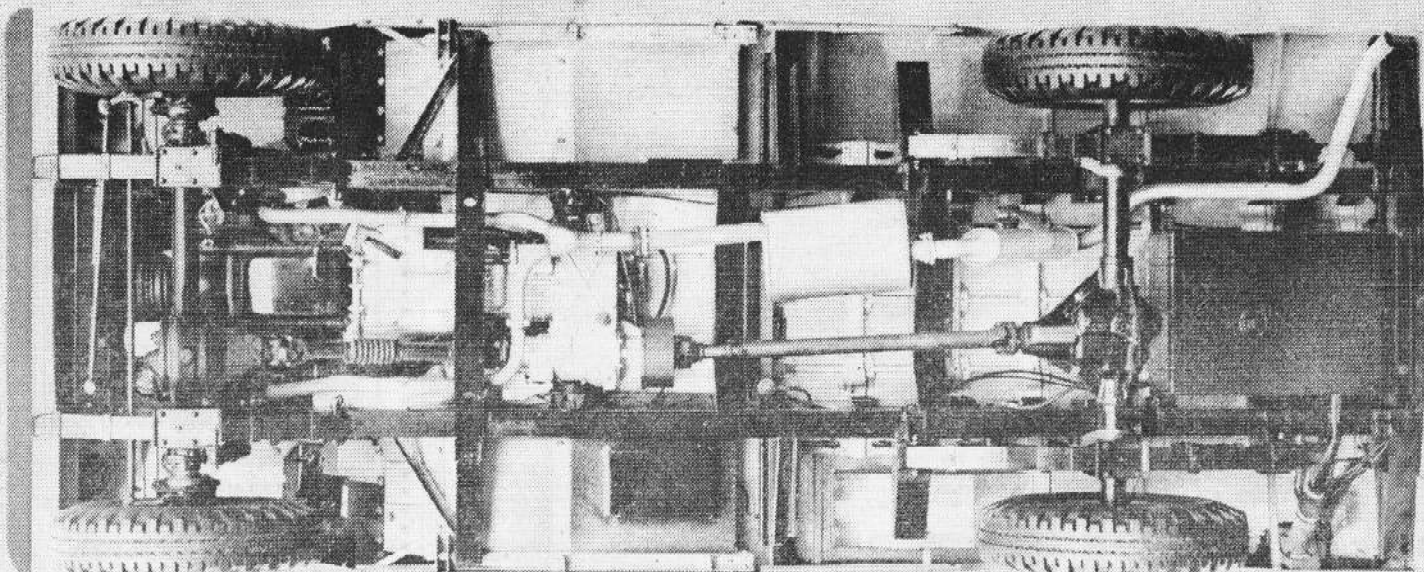
On one hand, the 3.5 is the fastest, most powerful, most comfortable and quietest Land Rover we've ever built.

On the other hand, it is also the most efficient.



There's no better Land Rover than a Land Rover.

DANDENONG - Automobiles Dandenong, 17 Lonsdale Street, Dandenong, 3175 (03) 7911133 (DL443)
MALVERN - ULR Sales & Service, 1339 High Street, Malvern 3144 (03) 201911 (DL1686)



To find the top 4WD, start by looking at the bottom.

Under every Land Rover you'll find a very strong box-section chassis.

Under every Land Rover imitation you'll find a weaker U-section chassis.

The strength and rigidity of the box-section chassis makes Land Rover's less likely to bend or twist under stress.

The box-section chassis is also less likely to accumulate mud and water, and therefore less likely to corrode.

Then, scratch the surface.

Under the paint of every Land Rover you'll find body panels made of aluminium alloy.

If scratched or holed, the aluminium alloy body on a Land Rover will not rust.

It is also built with a bolt-on construction method, which means damaged sections can

be quickly and inexpensively replaced with new panels.

But we can't say the same about the steel bodies of our imitators.

Next, check the economy.

Under the bonnet of every Land Rover you'll find a very efficient engine that is smaller than those used in its closest imitators.

Land Rover's use smaller engines because our aluminium alloy body weighs less than a heavy steel body.

And because there is less body weight to cart around, you'll find that Land Rover's use less fuel.

Finally, add up the benefits.

Behind every Land Rover there is 33 years of vital

and continuous development.

Accordingly, the technology behind every Land Rover adds benefits to the benefits.

The box-section chassis, for example, while making the vehicle stronger, also lowers the centre of gravity. Making Land Rovers more stable than their imitators.

The aluminium alloy body panels, while making the vehicle resistant to corrosion, also offer a great reduction in body weight.

And because Land Rover carries a low body weight, it can carry a very high payload. And the world-wide trend

towards smaller, more efficient engines gives Land Rover the advantage of having the right size engine for today.

Whether our 2.3 petrol engine, our 2.3 diesel or our newest 3.5 lightweight aluminium petrol engine.

So, while the latest Land Rover may look similar to the first Land Rover, bear in mind that every single part has been refined over the years.

From the bottom up.



There's no better Land Rover than a Land Rover.

The fuel consumption you obtain will vary with how and where you drive your vehicle and your vehicle's condition and equipment.

Victorian Metropolitan Land Rover Dealers: •**Box Hill.** Fiske Bros. Motors Pty. Ltd. Phone: 899359. **Dandenong.** Automobiles Pty. Ltd. Phone: 791 1133. **Frankston.** Rex Styles Pty. Ltd. Phone: 783 9111. **Geelong.** Brown-Murphy Pty. Ltd. Phone: (052) 22 3411. **Malvern.** U.L.R. Sales & Service. Phone: 20 1911. **Nunawading.** Whitehorse Motors Cons. Pty. Ltd. Phone: 878 6677. **Preston.** Leycentre. Phone: 480 4055. **Rosebud.** Patterson Leyland. Phone: (059) 86 5133. **South Melbourne.** Regent Motors Pty. Ltd. Phone: 62 4781. For rural enquiries contact: Mr. T. Cavanagh, Land Rover Vehicles, 2161 Princes Highway, Clayton North 3168. Phone: (03) 547 6611.

LA5426VIC/FMMH

Dear Friends and Stakeholders of the Foothills and Southern Alps,

I am writing to provide you with a current update of the fire situation in the Foothills and Southern Alps area of the Alpine National Park. The four fires (M89 Mayford - Tuckalong, M97 Mt Darling - Cynthia Range, M91 Licola - Mt Margaret, as well M96 Hibernia Black Snake Creek) that are/have been burning within and around the Foothills and Southern Alps and Dargo areas are now all classed as contained or under control. This is a mammoth achievement that began on 28 Feb, and these fires have totalled 127,909 hectares in footprint. However, there is still a lot of work to do to ensure the 4WD tracks within and around the fire footprint are safe in terms of hazardous trees, emergency stabilisation and rehabilitation.

At the time of writing this email, the Foothills and Southern Alps is largely still closed, except now access is permitted to the campsites north of Licola along the Wellington River (from Friday 5 April), on the Dargo High Plains Road (Thursday 4 April) and the Australian Alps Walking track (Thursday 4 April). The road is now blocked at the end of the bitumen preventing access along the Tamboritha and Howitt Road and you are unable to access Tali Karng or the Crinoline or use Mt Margaret track. **The closure of the Foothills and Southern Alps will be maintained over the Easter holidays**, as there is still a large volume of heavy plant and firefighters in the area conducting emergency stabilisation and rehab work and ensuring that track access is improved and safe for park visitors.

For information about Park closures, please see:

https://parkweb.vic.gov.au/safety/fire-affected-areas/fap_alpine_national_park

For a full list of closures, please see:

<http://www.emergency.vic.gov.au/respond/#!/warning/8133/moreinfo>

If anyone has any questions, please feel free to give me a call, as I am in Parks Victoria Liaison role in the Heyfield ICC.

Conor Wilson

Ranger Team Leader | Dargo | Foothills and Southern Alps

M 0438 355 564 **E conor.wilson@parks.vic.gov.au**

Parks Victoria

Land Rover Owners' Club of Gippsland - Minutes for Meeting Held On Monday 1st of April 2019.

Meeting held at Gippsland Land Rover Traralgon. Meeting started at: 8.00 pm

Attending: David Murray, Eric Shingles, Paul Whitehead, John Jennings, Russell Hodgson, Sharna Foon, Wayne Foon, Indi Foon, Don Little, Shirley Little, Ken Markham, Susan Markham, Les Warburton, Mal Trull, Jan Parniak, Colette Parniak, Alan MacRae, Helen MacRae, Jill Beck, Sue Howell, Rod Catchpole, Loris Catchpole, Annette Fleming, Bob McKee, Jim Hood, Alan Harlow, Tonee Harlow, Greg Rose, Lois Rose, Charlie Calafiore, John Kerr, Heather Kerr, Ian Blake, Kel Atkins.

Visitors: Shannan Brill, Eliza Broadbridge, Mark Broadbridge, (all of whom are now welcome new members)

Apologies: Peter Durrant, Kay Durrant, Shaun Johnson, Siobahn Walker, Ross Howell, Ted Allchin, Shirley Allchin, Brian Johnson

Congratulations: To Sharna and Wayne Foon on the birth of Indi Acacia Foon on March the 6th. Thanks to Tonee Harlow for taking flowers to the hospital on the club's behalf.

Thanks: To Bob McKee for running the meetings and taking on other club tasks in Greg's absence.

Thanks from Bob to members for restricting chat to a minimum during meetings to counteract the acoustics in the new venue.

Minutes of February Meeting.

(Held over from last meeting) Moved: Bob McKee; Seconded: Alan Harlow

Business Arising: Nil

Minutes of March Meeting.

Moved: Alan Harlow; Seconded: Bob McKee

Business Arising: Nil

Correspondence:

In: Trackwatch and Obsession magazines

Out: Nil

Emails:

In: From Sarah Noonan, Parks Victoria Ranger Team Leader Heyfield. Text is attached to be printed in LROCG Newsletter for members' information.

Hello Friends and volunteers,

Just a follow up email to the previous update to keep you in the loop.



..... and when Susan looked through Eric's pocket,
"Is this really how many Land Rovers you have?"

We still have a large amount of staff engaged and involved in fire which will likely continue to be the case given the size of the fires covering such a large area that we manage. Although these fires have somewhat 'settled' and there has been less media coverage and community warnings since the last update, we are still very much dealing with active going fire in areas, particularly areas that have didn't get some of the rainfall earlier in the week.

The Foothills & Southern Alps area of Alpine National Park is still closed and will remain closed for weeks or even months as the fires evolve and we move into autumn and winter. Again, please keep in touch regarding planned activities and be prepared to be flexible and the potential of having to cancel activities due to park closures. Even after the fires have progressed to a safe status there will still be a large amount of work required to rehabilitate, open tracks/areas and undertake hazard reduction works to make areas safe. We ask for your patience and understanding at that time so we can meet our obligations to make areas as safe as possible for visitors to re-enter.

We are also very mindful that school holidays and the Easter break are extremely popular times of year for visitors to the park areas so we will continue to keep you updated on closures as we get closer to those dates. As most of you are aware we have a huge track network that links to many other areas of the Alps which can make it very difficult to open some areas and not others and we often experience issues with people not adhering to closures. We have recently had a search and rescue operation occur to extract visitors that were trapped in fire area which was a difficult operation and increased risk due to the need to re-divert fire-fighting staff and expose them to risk in the rescue effort.

Many of you have probably had enquiries through your networks regarding park closures so please feel free to share the links to the Parks Victoria web page and the DELWP Gippsland Facebook page which has a community newsletter that has lots of useful information;

*Sarah Noonan,
Parks Victoria Ranger Team Leader, Heyfield.*

Out:

Thanks to Sarah Noonan for update on fires and statement that the Land Rover Owners Club of Gippsland will assume that the May volunteer activity is cancelled. Offer of assistance when needed.

Wayne Foon advised that due to the fires there will be working bees to come which will include activities such as replacing destroyed signs.

Treasurer's Report:

Moved: Alan MacRae; Seconded: Ken Markham and John Kerr.

NB: there are still 4 club calendars left (now at a discounted price)

Publicity Officer's Report:

Articles in Cat-a-logue and Trackwatch.

Release date of the new Defender on track as per previous report.

New Evoque from next month, exciting features include the 'invisible bonnet', and smart rearview mirror technology.

Editor's Report:

Unfortunately the printed version is running late due to problems at the printers.

"Hope you like the newsletter; always looking for more stuff..."

Webmaster's Report:

91 views, 305 pages opened. All content up to date.

Thanks to Bob McKee for his contribution of the photo of the month, and a reminder that others are welcome to contribute to this feature on the site.

Change of cost for Jimdo subscription for the club website. A two year up front subscription will save the club money of around \$7.50 per month.

Moved Alan Harlow that the club pay for two years subscription to Jimbo for our website. Seconded John Kerr, Carried.

Technical Report.

* Greg Rose spoke about Discovery 3 and 4 coolant manifold.

This part, which sits on top of the engine under the plastic cover, should be checked at regular intervals to see if there is any coolant leak from the two "o" ring seals or cracking of the housing. A leak is easy to spot as the coolant is brightly coloured. It is wise to have the part replaced at 100,000km. Not a huge job and the genuine plastic part costs about \$120. Part description "connection – water outlet", part number LR073372. There is a metal after market part which will cost approximately \$650.

Greg also spoke about the fuel bleed valve on Discovery 3 and



4 V6 diesels. There is a Schrader fuel bleeding valve at the rear/top of the engine under the engine cover. If you run out of fuel or replace the filter, even if the new filter is filled with fuel, the valve must be used to bleed the system. This prevents damage to the fuel pumps. (In tank low pressure pump \$880.80, belt driven high pressure pump at rear of engine, \$4099.70 and very difficult and expensive to fit). Note that under normal circumstances these pumps are quite robust units. Use a tool to depress the valve, like letting air out of a tyre, turn the ignition on and off a few times but **do not attempt to start**. That will prime the system and the engine should start.

Special Note made, that if petrol is accidentally used to fill a diesel vehicle... DO NOT attempt to start the vehicle (if you realise in time)! Best course of action is to call for a flatbed truck immediately (RACV roadside assistance).

* Alan MacRae discussed his challenges with adding a new power supply to his Discovery 4, to cater for his new caravan, being collected next week. A seemingly simple wiring task that took a very long time. Now everyone wants a hoist in their shed!

Events Coordinator's report:

Past Events.

March. Sunday the 17th Boolara Fish Farm – Trip Leader Ian Blake gave a report at the meeting.

Trip details in a separate article in the news letter.

Future Events.

Easter break 18th to 28th April. Camp Host for FWDV and PV. Alan Harlow.

We have secured a placement at Jerusalem Creek near Eildon. Current understanding is that there are 4 sites available.

Camping for the hosts is free (normally over \$20 per night) and a payment will be made to our club for participating in the program.

May Saturday the 4th and Sunday the 5th of May.

LROCG/PV. This event has been cancelled due to the current serious situation with the fires in the southern Alpine National Park. Even if the fires are controlled or out by the proposed dates, we would not have safe access to the Park and Surveyors Creek will most likely be used for contractor accommodation.

More on the fire situation in General Business.

May 4th Craig Murray Toombon trip... details in the newsletter, and on our website.

May 6th. LROCG Meeting.

June 3rd. LROCG Meeting.

July 1st. LROCG Meeting.

July, Possible Wellington River day out, will have to wait to see what Parks Victoria want.

August 5th. LROCG Meeting.

September 2nd. LROCG Annual Meeting followed by General Meeting.

October 7th. LROCG Meeting.

November the 11th, **NOTE changed meeting date** due to Melbourne Cup weekend.

Monday the 18th, Tuesday the 19th, Wednesday the 20th.

LROCG/PV. Details via newsletter once confirmed. Several members already booked in to this event.

December 8th, Sunday, LROCG Christmas picnic and final meeting for 2019. Annual awards presented.

Four Wheel Drive Victoria Delegate's Report.

Members should have the new Trackwatch magazine. Article about the new Gippsland Land Rover premises in this issue. Feature article on the Wonnangatta Iconic Drive with a large photo of our club's Mt Wellington trip. Unfortunate timing for this article with the fires still active, however, when Greg did the article there were no fires.

Anyone not receiving Trackwatch should let Alan MacRae know as soon as possible.



The Harlow's sure travel on strange roads

Four Wheel Drive Victoria volunteers are working with Blaze Aid on the Bunyip fires recovery. Contact FWDV if you are interested in assisting.

First Aid Course. Apply First Aid, used to be called Workplace Level 2. Valid for three years. Available to members at the subsidised price of \$95. Online session plus 7 hours at Rowville on the 13th of April. See Greg for details if you are interested. Limited places available.

General Business.

Current Alps Fire Situation.

Greg has had conversations and regular updates, as FWDV Regional Representative, from Sarah Noonan (Parks Victoria Ranger Team Leader Heyfield), Mike Dower (Parks Victoria Area Chief Ranger Foothills and Southern Alps), Wayne Foon (Parks Victoria Ranger Heyfield) and Conor Wilson (Parks Victoria Ranger Team Leader Dargo).

Greg and Lois visited Conor Wilson at Dargo on Thursday the 21st of March. Fire came extremely close to the township on several occasions.

The combined fire area at present is well over 100,000 hectares. Many of the areas that we, as a club, use for trips and volunteer activities have been impacted. Fortunately to this point none of the assets we have built for the Park have been damaged.

Even when the fires are out access to the Park will be limited. There will be road and track work, hazardous tree removal and rehabilitation of fire affected areas that will be undertaken over several months. Hundreds of thousands of dollars' worth of assets have been lost; signage, board walks, at least one toilet, etc. The impact on the environment has been huge. The Wellington Plains and Mount Wellington with the fragile plant systems in that area have been heavily impacted.

Concerted aerial and repel crew effort, over the weekend of the 23rd and 24th of March, to prevent fire reaching the home-
stead flat at Wonnangatta.

Note that ALL the tracks that were to have been part of the planned Avon River area trip for March have been impacted by fire.

Club Photo Competition.

Charlie and Greg have decided to extend the competition by one month. Greg has already received some excellent entries that will be passed to Charlie for judging. The new dates are:

Closing Date: Friday the 24th of May. Winner announced at the June meeting: Monday the 3rd of June.

Reminder 4 entries per member. Large jpeg files to Greg. Photo with a Land Rover or part of a Land Rover included.

Prize is the use of a new Land Rover product for a weekend.

Jag for Sale

Mal advised for anyone who may be interested, he knows of a maroon 1969 Series 1 SJ6 Jag for sale at around \$7,000.00. Only 167,000 original k's on the clock. In great condition.

Jim Hood extended his thanks to all for the support and good wishes he has received following his accident in February.

Ian brought to our attention some information of interest in the Cat-a-logue magazine.

President Greg closed the meeting, thanking everyone for their attention and distributed Easter eggs for all.

MEETING CLOSED : 9.05 PM

Next Meeting : Monday 6th May

Gippsland Land Rover at 8pm, Pre Meeting Dinner from 6pm at the Italian Australian Club, Morwell.



Alan & Tonee Harlow took this photo of graffiti amongst the ruins along the Oodnadatta Track. No, they didn't doctor it for Land Rover, this is as they found it...



Happy Birthday to Land Rover, Born 30-4-1948

Trip to the Boolarra Fish Farm

Sunday March 17th ; St Patrick's Day, so our club shirts well suited the occasion.

A glorious Autumn day for our trip around the Yinnar, Boolarra, and Budgeree area. We set off in convoy from Main St Yinnar at 5 past 1, trip leader Ian Blake, Alan MacRae, Jan and Colette Parniak, Peter Johnson with Tom and Lani onboard then Alan and Tonee Harlow being 'Tail End Charlie'. We took Vaggs Rd up to Ashford Rd and here we could see the incredibly thick regrowth after the Delburn fires of 10 years previous. The track was dusty, and encroached upon by regrowth, but not too challenging. We arrived at the Boolarra Fish Farms at the junction of Hirsts and MacIntosh's Rds at 1.30pm.

Boolarra Fish Farms is Australia's largest goldfish breeder, supplying the Australia wide market over 3 million fish per annum, during peak times. Our host, and owner/operator of the facility, Russell Wucherpennig, greeted us and explained the history and operations of the farm. This was indeed a very special treat, as Russell provided a really informative and interesting tour, despite tours not generally being available (as their sign makes clear). Ian presented Russell with one of our very exclusive club calendars as a token of our appreciation. Thanks so much to Ian Blake for making this tour possible.

Leaving the fish farm at 2.50pm, we drove into and through the township of Boolarra, taking Penaluna St/Foster Rd to Livingstone Rd, then onto Morwell River Road to the falls. We parked at the falls car park at 3.15 and had our afternoon tea, before setting off on the walk to the falls. Such a lovely and out of the way place, it was a real treat. The lovely weather had several other visitors out and enjoying the water. We left just after 4pm, temperature still 25°C and no wind, so perfect conditions, and followed Morwell River Rd to Prosper Valley Rd (popular swimming hole here!) and then took Townsend's Rd Budgeree to enjoy the magnificent views and scenery from this route. Turning right onto the old Midland Hwy/Budgeree Rd, then onto Whitelaws Track, Ian stopped and showed us the perimeter of the most recent fires in the area. Back along Whitelaws Track, with great views taking in Hazelwood Pondage and surrounding area, and more of the recent fire damage, with fire and SES crews still in attendance working on cleanup operations. Tom Johnson (Peter's son) had participated in fighting the fires in this area during the most recent crisis. Onto Gilbert's road, winding down to Martin Walker Reserve, we said our goodbyes there and headed home at 5.10pm. Thanks so much to Ian Blake for arranging a really fabulous day for us.

Car of the future?

There has been a lot of talk about electric vehicles recently. Without getting into the political arguments about market percentages and consumer pressures, I would like to relate my recent experience, with two very different, but superb vehicles. Thanks to Charlie Calafiore and being in the right spot at the right time, I was able to drive a new Range Rover Sport and a Jaguar I-PACE, back to back. The two vehicles fit nicely into the luxury SUV category and are similarly priced. Both smell of premium leather and have outstanding audio and driver information equipment. Both vehicles have excellent driving positions. If you want the pricing ask Charlie, because it gets really complex, depending on the various option packs, trim levels, paint, etc.

The Range Rover Sport was fitted with the familiar SDV6 diesel and eight speed automatic transmission. Lots of power and torque. The Sport is great to drive. It sits beautifully on the road and hangs on in spirited cornering. What else can I say? It is a very desirable automobile.

Before I took the Jaguar I-PACE out Charlie cautioned me about the acceleration. Something along the lines of, "be careful with your throttle percentage, it really takes off". Before we get back to the throttle percentage, a little about the car. The I-PACE is fully electric, not a hybrid. A Lithium-ion battery pack powers two electric motors supplying drive to all four wheels. The power and torque figures are impressive, 294kW and 696Nm respectively. Don't bother to lift the bonnet on the I-PACE as there is nothing to see except a small storage area. "Starting" the I-PACE, the first thing you notice is, no starter motor or engine noise. Eerie. The dash lights up and looking past the steering wheel with the leaping cat symbol you can see the battery percentage displayed. Moving off is a little odd too. There's no familiar round gear selector, just a button to push for Drive, another for Reverse, one for Neutral and one for Park. Being mindful of Charlie's warning I pushed the Drive button and gently pressed the accelerator and silently moved onto the road. As the speed builds the tyre noise is all you can detect. With no gearbox the power flows seamlessly to the wheels and away you go. Now, about that throttle percentage. On a long straight section of road it had to be tested. Wow. Fantastic power soon has the I-PACE hitting the posted speed limit. The car is seriously quick. Apparently it will do 0-100kph in 4.8 seconds. As you would expect from Jaguar the steering is precise and the brakes excellent.

As the vehicles were "just off the truck" new, trying them out on some twisty gravel was not an option. I think it would be a pulse quickening experience in the I-PACE. Jaguar claim the I-PACE has a wading depth of 500mm, wouldn't it be fun to try it on a track or two?

The obvious question is, which one was the best? Living where we live and travelling the distances we do the Range Rover Sport would be the most fit for purpose. However, if the infrastructure needed for quick recharging of electric vehicles was similar to the situation in Europe and battery range is improved, the iPace would be a fantastic vehicle to own.

Australian vehicle buyers will be slower to take up electric car ownership than Europeans. Current modelling suggests that between 25 and 50% of new car purchases in the year 2030 will be electric or hybrid. That does not mean that 25 - 50% of vehicles on the road will be electric. Don't sell your diesel just yet but keep an eye on the alternative energy vehicles, it will be interesting watching the development of battery, hybrid and maybe hydrogen vehicles.

Greg Rose.

Aberfeldy Track working bee

As a result of the recent Alpine fires, Greg has had to cancel the Surveyors Creek working bee, I've decided that people should have some spare time, so we can do the Aberfeldy track working bee instead.

The plan for this day is to do some maintenance on the Toombon mine site. The work involved will be cleaning of signs, brush cutting of walking tracks and mine sites.

Saturday 4th May

Meeting Time: 8:30

Meeting Place: Rawson recreation reserve

Trip Standard: Easy

Equipment: Suitable protective clothing, equipment for clearing signs and walking tracks. The Aberfeldy track team have two brush cutters that we can borrow, but if we have more it would be better. We will also need to pick up a couple of mowers and brush cutters from Rawson, so a trailer or tray would be handy to load everything on to.

Given how far most of the work will be from where we can park the vehicles, it would be good if you could carry lunch with you.

Contact: Craig Murray 0438 109 063



My brother found this Convertible Range Rover for sale in Dandenong, asking price was \$2000.



Some pictures of the LROCG's stand at the Victorian 4WD Show at Lardner Park

Some pictures from the Victorian 4Wheel Drive Show at Lardner Park



On our 25th anniversary, my husband took me out to dinner. Our teenage daughters said they'd have dessert waiting for us when we returned. After we got home, we saw that the dining room table was beautifully set with china, crystal and candles, and there was a note that read: "Your dessert is in the refrigerator. We are staying with friends, so go ahead and do something we wouldn't do!" My husband turned to me and said, "I suppose we could vacuum."

Sign seen in our veterinarian's office: "All children left unattended will be given a free kitten."

Police arrested two kids yesterday, one was drinking battery acid, the other was eating fireworks. They charged one and let the other one off.



...and farmer Shaun said to Mummy Pig, "I will drive the digger for you"



Now that's gotta be more than roof rack weight limit