

LAND ROVER OWNERS' CLUB

OF GIPPSLAND
SEPTEMBER 2019 NEWSLETTER



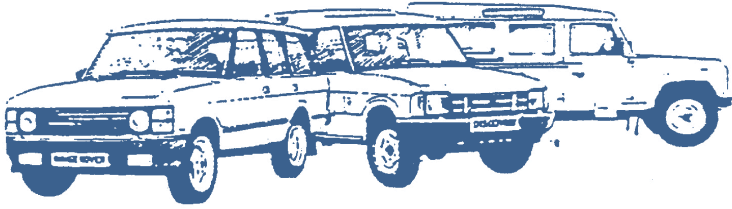
GIPPSLAND LAND ROVER

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LAND ROVER OWNERS' CLUB OF GIPPSLAND

P.O. Box 554 Traralgon 3844 Telephone 03 51721100 Club website lrocj.jimdo.com

LROCG News September 2019.

New Committee.

A new club committee was elected at the Annual General Meeting in September. All positions were declared vacant and all committee members were elected unopposed.

- President, Alan Harlow.
- Vice President, Bob McKee.
- Treasurer, John Kerr.
- Minutes Secretary, Tonee Harlow.
- Publicity Officer, Charlie Calafiore.
- Secretary, Charlie Calafiore.
- Editor, Eric Shingles.
- Property Officer, Ross Howell.
- Trip Co-ordinator, David Murray.
- Web Master, Alan Harlow.
- Delegate to Four Wheel Drive Victoria, Greg Rose.

Other positions within the club are Life Members, Ray Massaro, Lois Rose and Greg Rose.
Liaison with Parks Victoria, Greg Rose.

Congratulations to all committee members.
Special thanks to Ray Massaro, who did an excellent job of running the Annual General Meeting.

November Meeting Guest.

Mike Dower, Parks Victoria Area Chief Ranger, Foothills and Southern Alps, will be our guest at the November meeting. Our club has a unique and close relationship with Parks Victoria reaching back many years. It will be fantastic to have Mike along to update us on happenings in the Alpine National Park and further cement our relationship.

November Meeting Date.

A reminder that the November meeting will be on Monday the 11th, a week later than normal due to Melbourne Cup Day.

Aussie Muscle Car Run.

Mal Trull and his son Mick will once again participate in the Aussie Muscle Car Run raising money for the Leukemia Foundation. Mal participants in memory of his wife Sandy (Sam) who succumbed to blood cancer. The club has once again made a donation to this worthy cause. If you would like to make an individual donation you can do so via the Aussie Muscle Car Run website and donate to "Team Sam".

This month's cover; The 2020 Defender

Land Rover Owners Club of Gippsland
2019-- 2020 Committee

- President Alan Harlow
- Vice President Bob McKee 0407 963 176
- Minute Secretary Tonee Harlow
- Treasurer John Kerr
- Publicity Officer Charlie Calafiore 03 5172 1100
- Secretary Charlie Calafiore 03 5172 1100
- Events CoOrdinator David Murray AH)0438 369 110
- Editor Eric Shingles 03 56232 501
- Property Officer Ross Howell
- 4WD Vic Delegate Greg Rose 0427 456 546
- Webmaster Alan Harlow
- Life Member's Ray Massaro, Greg & Lois Rose.

New Defender.

After a long, long wait, many press leaks and much speculation, the new Defender will be revealed at the Frankfurt Motor Show this month. There are more than a few club members eagerly awaiting this release. The Australian release will be some time in the first half of next year with vehicles in Australian showrooms around that time. Greg Rose.



LROCG President's Annual Report, 2019.

I am happy to report on another successful club year.

There have been several occasions this year that have highlighted one of the great strengths of the club; the way members support each other. From donating to Mal Trull's Muscle Car Run entry in support of the Leukaemia Foundation to being there for our friends with medical and personal issues.

Another strength of the club is the depth of 4x4 and touring experience and Land Rover knowledge. This is evident in the many informal discussions at meetings. Many of us have been involved with four wheel drives for decades and have picked up a trick or two over the years. For new members; don't be frightened to ask questions.

The winter escapees seem to be doing a great job of keeping club contact alive by meeting up with each other all over Australia.

Members have been able to go on some great trips. Some multi day ventures like the Melbourne Cup weekend in Moruya and the run through Wonnangatta Valley to Bright. Plenty of day trips into the hills visiting places of historic interest and natural beauty. We do, however, need more members to step up and run trips to their favourite places.

Members participated in a Four Wheel Drive Victoria Camp Host program for the first time. This proved to be an enjoyable and rewarding activity.

Jan Parniac's initiative of mid month coffee mornings has been very successful.

The 2019 photo competition attracted some really spectacular images highlighting the places people go and the photographic skills in our membership.

Our much admired volunteer work with Parks Victoria in the Alpine National Park was extremely rewarding this year with work at Wellington River and a big effort improving the facilities at Eaglevale. Unfortunately our traditional May weekend was cancelled as a result of the Alpine fires.

Some members have helped out with work on the historic sites around Aberfeldy.

We've had some pretty spectacular "show and tell" at meetings; from a tiny new baby to a giant Unimog.

The Victorian 4x4 Show, at Lardner Park in February, had a few site location issues for the club. The partnership with Parks Victoria on our site helped improve the situation. The club has voted not to participate in 2020.

In February Gippsland Jaguar Land Rover moved into the long awaited new showroom and workshop facility. LROCG vehicles shared centre stage with Jaguar Club machines on the opening weekend. The move to the new venue for club meetings has been a success. It is exciting that Charlie Calafiore, who was a founding club member, is now Dealer Principal.

The monthly newsletter is still a key feature of the club, with Editor Eric Shingles doing a fantastic job of presenting club and Land Rover items. The newsletter appears on the club website too. The website has proved to be very popular thanks to the efforts of web master Alan Harlow. Alan's work on the club calendars has been well received.

On behalf of the club I would like to thank all the hard working committee members for their contributions over the year. Alan MacRae has kept us solvent, Tonee Harlow has taken the minutes assisted by stand-ins Helen MacRae and Susan Markham. Bob McKee has stepped into many roles. David Murray has kept tabs on the trips and club points. Charlie Calafiore, in his two roles of Publicity Officer and Public Officer, does a large amount of behind the scenes work to keep the club running smoothly.

The club is highly respected, within Four Wheel Drive Victoria circles, as an excellent example of a well run smaller club that contributes enormously with the amount of volunteer work we do.

Finally I would like to thank Gippsland Jaguar Land Rover, Marco, Tom and especially Charlie, for their ongoing support of the club. Club fees are low because our generous sponsor covers all administrative costs, pays for the printing and distribution of the newsletter, provides a free meeting venue, supplies us with tea, coffee and nibbles on meeting nights, stores our club property, provides us with new Land Rover vehicles for displays when needed and gives all members discounts on purchases of parts.

Greg Rose. Land Rover Owners Club of Gippsland President 2018/19 Club Year.



2020 Land Rover Defender revealed, priced from \$70,000

Land Rover has finally unveiled the 2020 Defender, designed to be a modern re-imagining of its off-road icon, ahead of its Australian arrival in June 2020. Revealed at the Frankfurt motor show, the new Defender will initially be offered in the larger 110 body and a choice of a five-, six- or seven-seat interior layout. The smaller 90 will arrive in Australia late in 2020, with pricing to be announced in the second quarter. We'd bank on it sitting somewhere around the high-\$50k or low-\$60k mark. Six models will be offered: Defender, S, SE, HSE, Defender X and First Edition. What's more, there's a choice of four accessory packages and four power-trains.

Externally, Land Rover says the new Defender is "respectful of its past but is not harnessed by it". Translated from design speak, that means it's still upright and boxy, and it still has some classic design cues like a side-hinged tailgate and externally-mounted spare wheel – but there are more round edges, and a properly modern set of LED head- and tail-lights.

Regardless of model, you get 'alpine' windows in the roof, while those desperate for an even airier interior can option a full-length folding fabric roof.

What's happening under the surface?

Under the skin is a new D7x ("for extreme") architecture, which relies on an aluminium monocoque to create the stiffest body Land Rover has ever produced. The company claims it's three times stiffer than a conventional body-on-frame chassis, and says it's been through more than 62,000 tests before being signed off. A permanent all-wheel drive system is standard, along with a two-speed transfer case and locking centre differential. There's also the option of a rear locking differential.

Land Rover will offer a variation of its 'Terrain Response' system in the new Defender, offering a choice of pre-programmed off-road modes or a more hands-on, personal experience.

In its most off-road oriented trim, with the Terrain Response system set to its most rugged mode, the Defender 110 offers the following capabilities:

291mm of ground clearance; 38 degrees approach; 28 degrees breakover; 40 degrees departure; 900mm wading depth. Depending on model, the new Defender will get either independent air suspension or a coil-sprung setup. The air suspension can be raised by 145mm and lower it by 50mm from its default height, and peak suspension articulation is 500mm.

Along with its off-road prowess, the new platform and suspension setup allows a maximum braked-towing capacity of 3500kg, a payload of 900kg, and a 300kg static roof load.

On the road, Land Rover says the Defender's new suspension system offers "long-haul cruising comfort and rewarding handling characteristics with immediate responses".

Interestingly, the new off-roader has been fitted with an electrically-actuated brake setup. Land Rover claims the system can lock up a wheel within 150 milliseconds of the pedal being pressed, compared to 300ms for a hydraulic braking system.

It also says the "benefits include Hill Launch Assist... so the vehicle is prevented from rolling back on inclines – leaving the driver to focus solely on pulling away and negotiating objects ahead.

Land Rover will offer the 'ClearSight' ground view system, which allows drivers to see the area usually hidden by the car's bonnet.



New engines abound

We're going to start with the diesel engines; the D200 and the D240. The former makes 147kW, the latter 177kW. Both offer 430Nm of torque, and both are mated to an eight-speed automatic transmission.

On the petrol front there's the P400 MHEV, an inline-six boosted by a turbocharger and a 48V electrically-driven supercharger. It outputs 297kW and 550Nm, good for 0-100km/h in 6.1 seconds.

As with the 48V systems becoming more common across the industry, the 48V electrical system allows for more advanced start/stop and works with a lithium-ion battery to harvest energy usually wasted under deceleration.

A P400e PHEV will join the range in 2020, but details haven't been revealed. For reference, the plug-in hybrid powertrain offered in the Range Rover makes 297kW and 640Nm, and offers a plug-in range of 49km.

Behind the wheel

Inside, the Defender blends classic Land Rover cues with the brand's latest infotainment technology. The 110 will be offered with a conventional five-seat layout, and six-seat setup with a three-seat front bench, and a seven-seat (dubbed 5+2) option.

The central touchscreen measures 10 inches and runs software called Pivi Pro, designed to reduce the number of presses/steps by 50 per cent compared with previous touchscreen systems. Wireless charging, smartphone mirroring, and Bluetooth capable of connecting to two devices are standard. Drivers are faced with a 12.3-inch digital display, and there's a full-colour head-up display.

By moving the transmission shifter to the dash, Land Rover has freed up space for a third, central 'jump seat' up front, while the climate control, off-road mode buttons, and volume knob are also housed below the touchscreen.

Because the rear-mounted spare wheel isn't see-through (nor are passenger heads), the Defender will be available with a camera-based rear-view mirror. All the technology can be updated over-the-air, meaning it should gain constant refinements and new features without being returned to the dealer.

Boot space is 646L in the 110 loaded to the rear-seat backrests height or 1075L loaded to the roof, with a maximum carrying capacity of 2380L with the 40/20/40 second row folded flat. The 5+2 model has slightly lower capacities, offering 464L, 916L, and 2233L respectively. The base boot floor is rubberised and has flush-fitting sills, although carpets are available for buyers who don't want to hose their cars out regularly.

Accessories

Land Rover will offer the new Defender with four accessory packages, each designed to deliver a slightly different look and feel. Although they're factory options, dealers will also be able to fit the packages.

The Explorer Pack brings a 26kg roof rack and side-mounted gear carrier, classic mud flaps, wheel arch protection, and a spare wheel cover. You also get a matte black bonnet decal.

The Adventure Pack gets you a 6.5L pressurised water reservoir, a boot-mounted air compressor and side-mounted gear carrier, along with mud flaps, a spare wheel cover, a rear scuff plate, and a 20L backpack that matches the car's cabin design.

The Country Pack offers wheel arch protection, a bright rear scuff plate at the rear, and 'classic' mud flaps. It also brings a portable rinse system and full-height load partition.

Finally, the Urban Pack gets a bright rear scuff plate, spare wheel cover and front bash plate, along with a range of alloy wheels up to 22-inches in diameter.

All these options packs can be coupled with side steps or 'bars', and the side-mounted gear carrier is available as a standalone option. It's lockable, holds up to 24L/17kg of equipment, and has been shaped with aerodynamics in mind.

A quick quote

"We've embraced Defender's stunning capability and minimalistic, functional interior to reinvent the icon for the 21st century," said Nick Rogers, executive director of product engineering at Jaguar Land Rover.

"New Defender gives us the licence to do things differently, to push the boundaries and do the unthinkable, without ever losing the character and authenticity of the original."

"From the start we had an absolute obsession with functionality beneath the skin, from choosing the right materials through to state of the art connectivity. The result is not only the most capable Land Rover ever made, but also a truly comfortable, modern vehicle that people will love to drive."

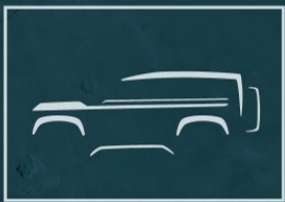
Australia

The new Defender 110 will lob in June 2020 locally, priced from around \$70,000 before on-road costs. The 90 will follow late in 2020, with pricing to be revealed in the second quarter of 2020.

The first year of production will also bring a 'First Edition' variant, and there will be a more permanent Defender X model serving as the halo product, with a sticker price that could stretch to \$140,000.



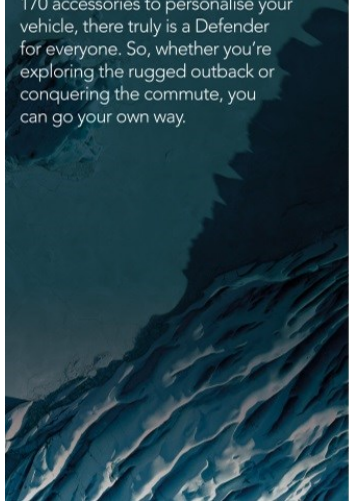




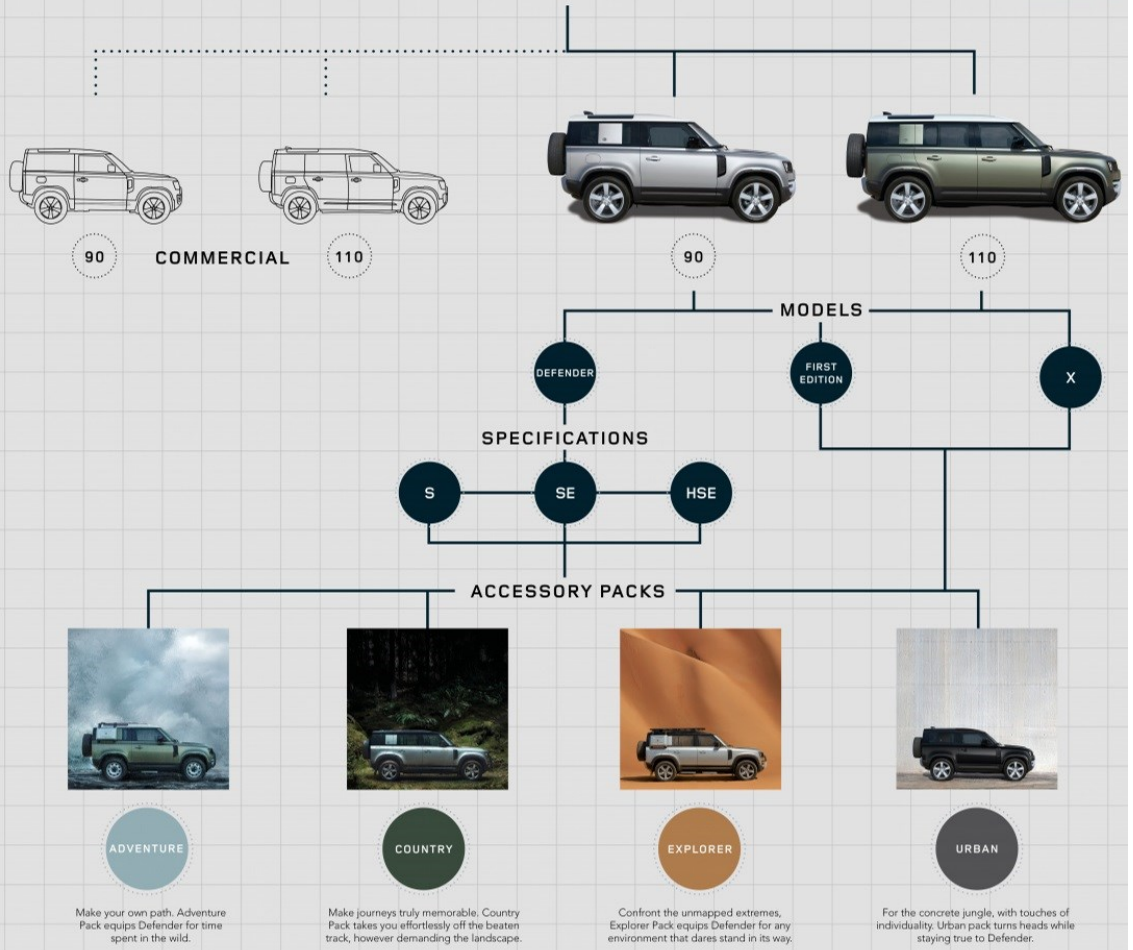
DEFENDER

A DEFENDER FOR EVERYONE

The New Land Rover Defender has been designed to suit your needs and your lifestyle. With two bodystyles, four distinct accessory packs, a special 'X' model, a versatile commercial version, and 170 accessories to personalise your vehicle, there truly is a Defender for everyone. So, whether you're exploring the rugged outback or conquering the commute, you can go your own way.



DEFENDER



ORIGINAL LAUNCH LAND ROVER RETURNS TO THE ROAD FOR THE FIRST TIME SINCE THE 1960's

After playing a starring role in Land Rover's 70th anniversary celebrations last year, the 'missing' original launch Land Rover demonstration vehicle from the 1948 Amsterdam Motor Show has returned to the road for the first time since the 1960s, following a year-long restoration. Rebuilt by a team of experts at Land Rover Classic at its Classic Works facility in Coventry, which is dedicated to preserving Land Rovers out of production for 10 years or more, it was renovated using a mixture of traditional skills, original drawings and 21st century technology.

The historically important pre-production vehicle, which had vanished for decades but was found in 2016 in a garden near the Solihull factory where it was built, has been kept as authentic as possible and returned to its correct 1948 specification – including left-hand drive configuration, prototype braking system and all-wheel drive controls.

This approach required the team to strip the vehicle down to its bare chassis and begin a painstaking process of testing and checking which components could be reused and rebuilt following decades of decay and rust.

"It was important to strike the right balance when restoring the launch Land Rover. While there was a need to replace some parts, we were keen to keep as much of the original vehicle as possible in order to retain the unique characteristics of this 70 year-old model. The team has done an incredible job and the end result is a testament to the unique expertise

and tireless passion of the experts at our Classic Works facility." said Calum McKechnie, Head of Land Rover Classic.

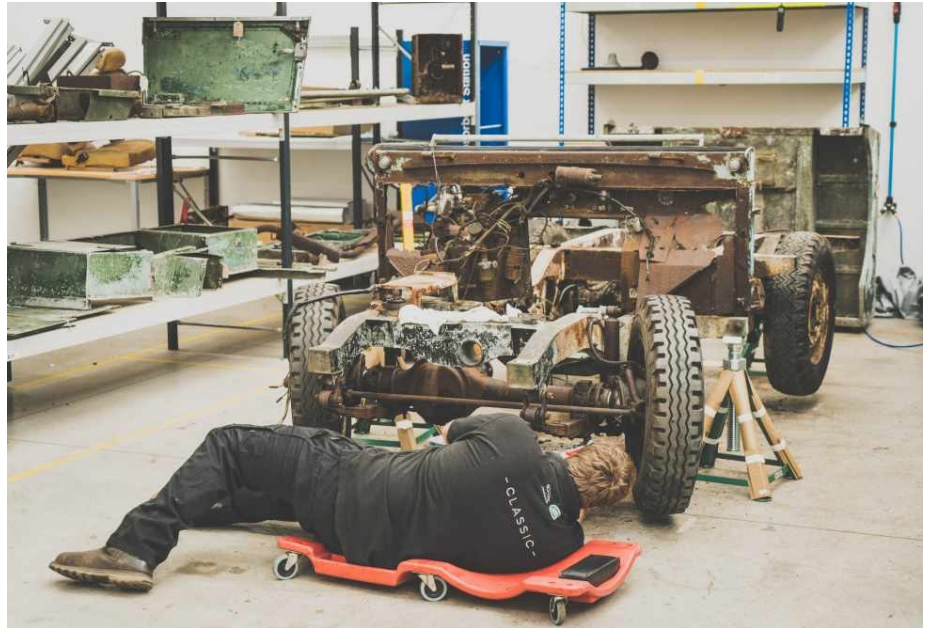
While the front axle required no significant repairs, the rear axle showed signs of extreme damage and fatigue. To understand the extent of the problem, the original part was X-rayed and depth-tested using state-of-the-art techniques and found to be strong enough to keep, rather than be replaced.

During this process the Land Rover Classic technicians even uncovered the original axle number, which was thought to be lost. The original through-dash selectable 4WD system controls, known by enthusiasts as the 'Organ Stops' due to their similarity with the controls found on church organs, were also reinstated. The trio of pull-push knobs on the dash panel operate the two and four-wheel drive transmission and High and Low range gear selection. This system was only fitted to some early pre-production Land Rovers, before being replaced by a simpler set-up for production. Land Rover Classic technicians used their expert knowledge to reinstate the original combination of rods, levers and linkages to replicate the design of the vehicle when it made its first appearance in 1948.

Pre-production Land Rovers were also fitted with a Lockheed braking system, while customer vehicles featured Girling brakes. Over the intervening decades, the rare set-up on the 'missing' Land Rover had been removed, so Land Rover Classic referenced period drawings to restore the authentic Lockheed design. This meant engineering replacement master and wheel cylinders, drums, pads and backplates before the brake pipes were carefully hand-fitted to match the routes followed on the original vehicle.

The flaking exterior paintwork doesn't look like it has been subject to a year-long restoration, but the goal was always to retain the patina of this important vehicle. Minor repairs were made to the original panels to remove tears and sharp edges. Where new panels were needed, they were recreated in original 2mm thickness aluminium – unique to pre-production models – and painted in the original light green paint, colour matched from the underside of the original seat base, before being aged to complement the original panels.

"Bringing this historically important Land Rover back to life was a huge challenge, given its wear, tear and decay from the elements since the 1960s, but also a real pleasure. Being able to open up our archive and revisit the original Land Rover engineering programme from over 70 years ago was a great privilege for the whole team." said Michael Bishop, Land Rover Classic Build Engineer.



With the original badge missing, the team went to great lengths to ensure this was recreated exactly as it was more than 70 years ago. To do this, they digitised a photograph of another Land Rover on the stand at the 1948 Amsterdam Motor Show. In house Computer Aided Design specialists then transposed the photograph to calculate the size of the lettering and its position on the front wing to cast an accurate replacement.

For parts that needed to be replaced or had been removed over the vehicle's life, the team used the extensive archive of original drawings kept by Land Rover Classic, plus access to other surviving pre-production Land



Rovers. These technical illustrations helped to restore the original routing and mounting system of the exhaust, the brass wheel hubs, the gearbox and transfer box.

Interesting discoveries during the work included an original King George V sixpence coin from 1943 which had been deliberately left under the galvanised capping of the rear tub, as a hidden memento, while the team worked with the Forestry Commission to identify the wood type used for the sections at the rear of the front seats. These ash elements were then replaced like-for-like.

With a fully-rebuilt engine incorporating specially-made pre-production-specification high-compression pistons, the result is a vehicle that drives just like it did when it left the factory and retains the unique patina acquired over more than seven decades of use and disuse.

The finished vehicle is taking pride of place on the Land Rover Classic stand at the Goodwood Revival meeting this weekend, before joining the active vehicle collection at the Classic Works facility in Coventry.

The completion of the 'missing' Land Rover comes just days after Land Rover revealed the New Land Rover Defender at the 2019 Frankfurt Motor Show. New Land Rover Defender is the most capable and durable Land Rover ever made and can trace its roots all the way back to the original pre-production vehicles from 1948.

TIMELINE: 1948 LAUNCH LAND ROVER

1948; Built with LHD and listed as Experimental on the logbook and record of sale

1948; Upgraded with new production parts by Engine Department, converted to current RHD setup

1955; First registered on 25 June 1955 with registration SNX 910

1961; Sold to a new owner in Handsworth

1965; Moved to Sutton Coldfield

1967; Moved to Stratford-Upon-Avon

1968; Moved to Alvechurch, Worcestershire

1968; Used in Wales as a static power source

1988; Engine seized – the Land Rover was sold to a new owner in Birmingham, UK

2016; Spotted in a garden, destined for a restoration which never began

2018; History confirmed by Land Rover Classic experts and restoration begun

2019; Restoration to correct LHD specification completed

Outback classics become \$130,000 collectables

Cashed-up car collectors are spending up to \$130,000 on classic Land Rovers rescued from farms around Australia. A lack of rust, peerless originality and historical ties to the UK have made Australia the key source of vehicles for Land Rover Reborn, a restoration program that gives 70-year-old classics a new lease on life.

It helps that the man at the head of the program is Victorian expat Michael Bishop, a Gippsland boy who bought his first of many Land Rovers in the 1980s. "There's a massive Australian link," he says.

"For all Land Rovers there's been roughly 80 per cent export, and in the 1940s and 50s, Australia was the biggest non-military export market, so if you're thinking early Land Rovers you have to be thinking Australia.

"It makes perfect sense because of the lack of rust and the authenticity - vehicles that go out into the outback tend to keep all their original parts... they're a bit more original in the southern hemisphere."

Australian cars have proved so original that the first fully restored car under the program was from Queensland and the reference vehicle for Land Rover Reborn is a 1940s example found on a farm in western NSW - literally out the back of Bourke. Bishop's team compare cars from around the world to that car to see what needs to be replaced as part of their program.

Launched at the Essen motor show in 2016, Land Rover Reborn was originally pitched as a run of 25 cars restored to original specifications so that they appear as new. The original allocation sold out within a week, so the manufacturer extended its run to 50-or-so models that are at least 50 years old. Bishop's Australian contacts have helped supply the program with cars for wealthy collectors willing to spend £80,000 (more than \$130,000) on early examples of the type. Some come from rural properties, while others are from the Snowy Mountains region where the Land Rover's rugged design and go-anywhere practicality earned plenty of respect.

Australia became a home to thousands of Land Rovers, which means Bishop's crew is spoiled for choice, and can afford to be fussy about the cars they restore before on-selling them to collectors.

Quality examples with original paintwork or aesthetically pleasing "patina" may be knocked back, as Bishop isn't keen to repaint and rebody cars that should be preserved in original condition.

Equally, too-far-gone cars with heavy damage or mismatched mechanical components will not work. "We made 200,000 of them - it's not quite like Jaguar E-Types where there's not that many around," he says. "With Land Rovers the survival rate was very high, so there are quite a few vehicles about." Bishop says his program focuses on finding the right car to start with.

"The nature of the vehicle was like a Meccano set - you could pull them apart, you could change them, you could fit different engines from another manufacturer - all these things could happen," he says.

"For us it's about the authenticity, finding the right vehicles that haven't been molested or bastardised... a reborn vehicle has to

have its original chassis, has to have its original firewall and engine or gearbox. "Even though we do replace quite a few of the panels and things like that the core has to be the original vehicle." The reborn program is set to shift from Gaydon, England to the new Jaguar Land Rover Classic centre in Coventry, where there is plenty of period equipment and advertising on display, including tools and punch cards used in Land Rover's first factory.

The brand also offers restored examples of first-generation Range Rover SUVs as well early Jaguar E-Type sports cars.

New life awaits the stoic old 'Landy'

Many Australian families hold fond memories of the stoic old Land Rover close to their hearts. Kids and parents piled into them as they headed to the beach for their annual holiday; our Defence Force personnel too used them; they navigated the jungles of Africa, and Queen Elizabeth II was a proud owner, regularly snapped cruising about in them.

The capable vehicle was used by farmers the world over and when they finally came to a grinding halt, paddocks across Australia seemingly became their final resting place.

That was until David D'Arcy took up a hobby some 15 years ago, pulling these old neglected Land Rovers from under trees, junk piles, and scrap heaps. David was a builder by trade and for many years, travelling the countryside building homes and would spot them on properties from the road. It soon became a habit for him to revisit the location of the old "Landy" with a



trailer in tow and ask if he could buy it off the farmer. "We would clean them up, find any missing parts, get them up and running, then find a new owner to get the old cars back on the road," David said. "No matter how bad the Land Rover was if it was at all possible to save it we would. "We became so busy that we decided to go full-time four years ago and have not looked back."

Based at Goulburn, David, together with his wife Janelle and son Finn own 43 Land Rovers, a side effect David said, of working with his passion for the old classic. "Land Rovers have a rich history in Australia dating back to 1948," David said.

"In Australia, it is famous for its use in the Snowy Mountains Hydro Scheme. "We have such a diverse and harsh environment, yet the Land Rover has always been able to cope with it, that's why so many farmers had them, they are like mountain goats."

The D'Arcy's work has attracted interest overseas too, with almost 30,000 followers on Instagram keeping up-to-date with their latest projects. "People around the world are loving what we do here in our small shed in Australia," David said.

Along the way, they have stumbled across some very rare and iconic vehicles, including a VAC 433 1957 station wagon once owned by famous photographer George Rodger, who travelled the Sahara and a 1951 NRMA car in original condition and still in running order.

Also among the finds was one of the last 1970s Series Ila that had travelled more than 5000 miles around the Sahara doing 4WD tours. "We then found the original owner who lived only two hours away from us who had not seen the car for some 25 years," David said. "This is why we love our job/life so much, we get to meet some great Aussie farmers, save iconic Land Rovers and see them back on the road once more."

Over the years, the family has lovingly rescued close to 1000 Land Rovers. A

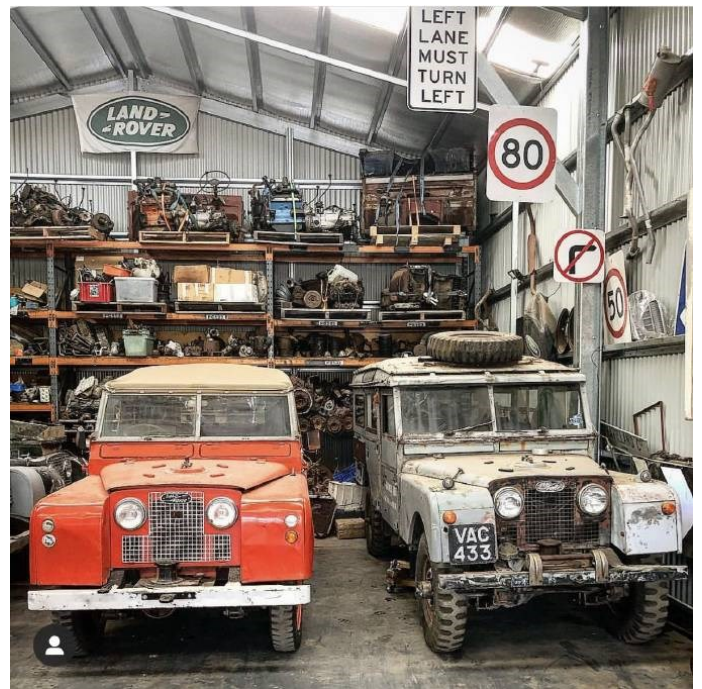
standard restoration can take about 300 hours to get the car back on the road.

"Most of the old Land Rovers will take full brake rebuilding, as its the first thing to go on the Land Rovers," David said.

"It's then a process of changing anything rubber on the car as the sun tends to bake them dry, finding panels to match the look of the car, new seats and canvasses and giving it a basic engine refurbishment.

"Our aim is to get as many Land Rovers back on the road as possible."

Follow Land Rover Heaven on Instagram or visit their website to find out more.



Minutes of the Annual General Meeting held Monday, 2nd September 2019 at Gippsland Land Rover, Traralgon.

Meeting started at: 8.00pm.

Attending: Lois & Greg Rose, David, Krystal & Harley Murray, Wayne, Sharna & Indi Foon, Wayne & Ellen Broadridge, Ray Massaro, John Jennings, Shaun Johnson, Siobhan Walker, Shannon Brill, Eric Shingles, Mal Trull, Ian Blake, John & Heather Kerr, Helen & Alan MacRae, Rod & Loris Catchpole, Bob McKee, Annette Fleming, Charlie Calafiore, Susan & Ken Markham.

Visitors: None

Apologies:

Don & Shirley Little, Ted & Shirley Allchin, Barb & Terry Heskey, Brian Johnson, Jan & Collette Parniak, Tonee & Alan Harlow, Sue & Ross Howell.

LROCG President Greg Rose opened the meeting.

Minutes of 2018 AGM

These minutes were reprinted in the August LROCG Newsletter.

Motion: That the minutes of the 2018 AGM be accepted.

Moved: Bob McKee. Seconded: Lois Rose. Carried.

Business arising from minutes: Nil

Treasurer's Annual Report:

A verbal report was presented by Alan MacRae with supporting documents tabled.

Motion: That the Treasurer's report be accepted

Moved: Alan MacRae. Seconded: Rod Catchpole. Carried

President's Report:

Greg gave his President's report which is printed in this newsletter.

Motion: That all positions be declared vacant.

Moved: Ian Blake. Seconded: John Kerr. Carried

Ray Massaro then chaired the meeting.

Nominations for President:

Alan Harlow, Nominated by: Greg Rose. Seconded: Lois Rose.

Accepted via email, There being no other nominations, carried and elected unopposed.

Nominations for Vice President:

Bob McKee, Nominated by: Greg Rose. Seconded: Charlie Calafiore.

Accepted. There being no other nominations, carried and elected unopposed.

Nominations for Treasurer:

John Kerr, Nominated by: Bob McKee. Seconded:

Accepted. There being no other nominations, carried and elected unopposed.

Nominations for Minute Secretary:

Tonee Harlow, Nominated by: Lois Rose. Seconded:

Accepted via email, There being no other nominations, carried and elected unopposed.

Nominations for Public & Publicity Officer:

Charlie Calafiore, Nominated by: John Kerr. Seconded: Bob McKee.

Accepted, There being no other nominations, carried and elected unopposed.

Nominations for Events Co-ordinator:

David Murray, Nominated by: John Jennings. Seconded:

Accepted, There being no other nominations, carried and elected unopposed.

Nominations for Property Officer:

Ross Howell, Nominated by: Ian Blake. Seconded:

Accepted via email, There being no other nominations, carried and elected unopposed.

Nominations for Editor:

Eric Shingles, Nominated by Mal Trull. Seconded:

Accepted, There being no other nominations, carried and elected unopposed.

Delegate for Four Wheel Drive Victoria:

Greg Rose, Nominated by: Lois Rose. Seconded: Alan MacRae.

Accepted, There being no other nominations, carried and elected unopposed.

Meeting closed at 8.28pm

Minutes of the Ordinary Meeting held on Monday, 2nd September 2019 at Gippsland Land Rover, Traralgon.

Meeting started at: 8.45pm.

In the absence of the President, Alan Harlow, Vice-President Bob McKee opened the meeting, thanking Ray Massaro for holding the chair for the election of committee members during the AGM; Greg Rose for over 20 years of service to the club in many capacities; Alan MacRae for his sterling work as treasurer and as coordinator for club attendance at 4WD Vic's annual show; and to Ian Blake for stepping up as needed.

Attendance: David, Krystal & Harley Murray, Wayne, Sharna & Indi Foon, Wayne & Ellen Broadridge, Ray Massaro, John Jennings, Shaun Johnson, Siobhan Walker, Shannon Brill, Eric Shingles, Mal Trull, Ian Blake, John & Heather Kerr, Helen & Alan MacRae, Rod & Loris Catchpole, Bob McKee, Annette Fleming, Charlie Calafiore, Susan & Ken Markham.

Apologies: Greg & Lois Rose, Don & Shirley Little, Ted & Shirley Allchin, Barb & Terry Heskey, Brian Johnson, Jan & Collette Parniak, Tonee & Alan Harlow, Sue & Ross Howell.

Visitors: Nil

News from travellers: Harlow's and Parniak's met in Yeppoon, were then off to Cairns.

Minutes of August Meeting:

Motion: That the minutes be accepted. Moved: Wayne Foon. Seconded: Shannon Brill. Carried

Business arising: Nil

Correspondence:

In:

ARB 4x4 Culture

LROCV – June and July.

4WD Victoria- Stickers for 2019 membership.

Out: Nil

Emails:

In:

Four Wheel Drive Victoria request for information regarding the Club's work on Mountain Huts.

Mal Trull, Aussie Muscle Car Run for Leukaemia Foundation. Mal thanked the club for past fundraising support. They have raised over \$6,000 so far.

Motion: That the Club again support the Leukaemia Foundation through Mal Trull's involvement in the next Muscle Car run with \$300.

Moved: Charlie Calafiore. Seconded Eric Shingles. Carried unanimously

Out:

Four Wheel Drive Victoria – Greg Rose responded detailing the Club's work with Parks Victoria. In several locations and High Country Huts.

Treasurer's Report:

John advised that there are several members who have not renewed their subscriptions. Would members please ensure that their membership fees are paid as soon as possible. Unfinancial members are not insured and cannot attend club events.

Fees remain at \$75.00.

Motion: That the Treasurer's report be accepted, Moved: John Kerr, Seconded: Shaun Johnson. Carried

Publicity Officer's Report:

Parts manager Steve attempted to drive Remote Control Range Rover, slightly shop soiled. For Sale at the bargain basement price of \$75. A Defender remote controlled model is also for sale.

The all new Defender will be launched by the next Club meeting. See General Business.

Editor's Report:

In a surprise move, Eric said that he hoped you liked the newsletter, and he is always looking for more stuff.

Webmaster's Report:

Alan Harlow is maintaining the web site whilst away.

Web visitor numbers a little down this month.

Result of quiz: Old Cork Station.

Technical Report:

Charlie mentioned that some car insurers do not allow choice of repairer. He advised that Carlisson Bodyworks, Eastern Road, Traralgon have undergone extensive approval processes and upgrades and are now an approved Land Rover brand repairers.

Events Coordinator's report:

Past Events.

August Coffee Get Together. Only 4 members attended St Peter's Café last month.

Future Events.

* Friday 13th September - St Peter's Café Morwell at 10am. Behind the Red Rooster, decidedly better food and coffee. Remember, the morning coffee meetings are held on the 2nd Friday following the monthly Club meeting.

* October 7th. LROCG Meeting.

* 31st October - 6th November - Cup Weekend. Rod and Loris have organised a trip to Omeo this year. We will be staying at the Omeo Caravan Park from 31st October until the 6th November. Please let Rod or Loris know if you wish to attend. The traditional chicken lunch will be replaced with a spit this year. Please let Rod know if you wish to partake of the spit roast.

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

* Monday the 18th, Tuesday the 19th, Wednesday the 20th of November. LROCG/PV. Details via newsletter once confirmed. Several members already booked into this event. This will be somewhere north of Licola and will be led by Wayne Foon.

* December 8th, Sunday, LROCG Christmas picnic and final meeting for 2019. Annual awards presented. We will again try Cowwarr Weir.

* December: Date to be decided. Wayne, Sharna & Indi Foon's pre-Christmas madness multi day trip. Details as it gets closer. This will be a mild ,baby friendly 4x4 adventure with a couple of camping nights.

Four Wheel Drive Victoria Delegate's Report:

Four Wheel Drive Victoria stickers for financial LROCG members available. One per member.

Information sent to FWDV on the club's volunteer work on high country huts.

Lois and Greg to attend the FWDV Regional Representatives meeting in Heywood (near Portland), October 5th and 6th, as part of Greg's role as FWDV Regional Representative, Southern Alpine National Park.

General Business:

* New pre-meeting dinner venue: First impression of meal and service OK. Review after another month. Ray Massaro to talk to Italian club about our decision.

* Launch of the new Defender. Text below from the official Land Rover announcement.

We've tested it to the extreme and now the New Land Rover Defender will make its world premiere at the Frankfurt Motor Show on Tuesday 10th September 2019. The New Land Rover Defender completed its first tough overland assignment among the towering 300m canyons in Kazakhstan. Now, Land Rover's most capable 4x4 will travel on its road to reveal from the remote Valley of the Castles, Kazakhstan to Frankfurt.

* Land Rover overalls. Greg has some unworn, still in packaging, genuine Land Rover technician overalls. Would suit person of small to medium slim build. Ian Blake is the lucky new owner.

* Need to follow up with SA 4WD club regarding Obsession Magazine as Jim Hood is not receiving it anymore. Need to change the mailing address for delivery of Magazine to come Attention: Charlie Calafiore at Gippsland Land Rover.

* Congratulations to Krystal Murray who has achieved her Girl Guides "Outdoor Unestablished Camping Qualification".

* Treasurer John Kerr suggested that the club authorises Internet Banking.

Motion 1.

That the club authorises internet banking access to the club account BSB 083 785 Account No. 63114878

Moved: John Kerr. Seconded: Wayne Foon. Carried unanimously.

Motion 2.

That the club authorises any one (1) of the following executive members to have full internet access to the club account No. BSB 083 785 Account No. 63114878.

Treasurer: John Kerr

President: Alan Harlow

Vice President: Robert McKee

Public/Publicity Officer: Charlie Calafiore.

Moved: John Kerr. Seconded: Ken Markham. Carried by majority (24 in favour, one (1) against).

Motion 3.

That the club authorises any one (1) of the following executive members as signatories to the club cheque book for account BSB 083 785 Account No. 63114878, and that only one signature is required to authorise cheques.

Treasurer: John Kerr

President: Alan Harlow

Vice President: Robert McKee

Public/Publicity Officer: Charlie Calafiore.

Moved: John Kerr. Seconded: Wayne Foon. Carried unanimously

There being no other business, the meeting was closed: 9.40pm.

Next Meetings: Monday 7th October & Monday 11th November at Gippsland Land Rover.

Sunday 8th December at Cowwarr Weir. Pre-Christmas meeting followed by lunch.

Happy Birthday

Congratulations to Krystal Murray who recently celebrated her 18th birthday.

Four Wheel Drive Victoria.

Some information for new club members.

Our club is affiliated with Four Wheel Drive Victoria. The approximately eighty affiliated clubs represent thousands of recreational four wheel drive users and their families. Some of the larger metropolitan clubs have many hundreds of members. The clubs range from marque specific ones, such as ours, to all makes touring clubs and special interest groups, for example military vehicle clubs. Being a Land Rover, Pajero, Toyota or Jeep club does not mean owners of other brands cannot join, however the key focus of the club will be on the brand; sharing information as well as driving, collecting, modifying and restoring the vehicles.

From its beginnings in 1975, Four Wheel Drive Victoria has developed into an organisation where its member clubs work very well together for the common goal. Originally called the Victorian Association of Four Wheel Drive Clubs, the body was formed to represent the interests of recreational four wheel drivers, specifically maintaining access to bush areas, at a time when Government and its agencies were considering mass track closures, as happened in some other states. The organisation has been extraordinarily successful in this original aim by meeting with Governments of all political flavours, in a non-combative manner, presenting the case for continued access. Within Government and land management agencies Four Wheel Drive Victoria is held in very high regard. Membership of various automotive industry, recreation and Government consultative bodies ensures that Four Wheel Drive Victoria represents its membership on a range of planning, policy, regulatory and legislative issues.

Through Four Wheel Drive Victoria our club has insurance covering financial members on club trips and events. Members taking non club members, including not immediate family members, on club trips need to take out temporary insurance cover. This important low cost step can be arranged easily by the trip leader or a committee member.

Four Wheel Drive Victoria promotes responsible use of four wheel drives by attending various recreational activity shows, through the "Camp Host" program and promoting the "Tread Lightly" and "Dob In A Hoon" campaigns.

Four Wheel Drive Victoria communicates to its membership through "Trackwatch" magazine and a website (4wdvictoria.org.au) and to membership and the wider community through social media platforms. On the website you will find the mission statement and code of ethics and plenty of information and news of interest to four wheel drivers. The regularly updated social media posts are a good way of keeping informed about emergency closures during bush fire season, floods, etc.

The Driver Training Unit of Four Wheel Drive Victoria conducts regular driver courses that range from beginner through to advanced four wheel drive and recovery techniques, chainsaw use, first aid and navigation. Details of training courses can be found on the Four Wheel Drive Victoria website. We have some accredited driver trainers as part of our club membership.

Iconic four wheel drive touring routes are promoted in partnership with Parks Victoria and DELWP. There are brochures and online notes relating to these routes.

Four Wheel Drive Victoria has assisted in natural disaster recovery operations for many years and worked with organisations such as Blaze Aid. There have also been very successful targeted "Clean Up The Bush" operations.

The organisation benefits from significant Government funding. This funding is



dependant on meeting Key Performance Indicators. The volunteer work hours that club members do is part of the KPI formula.

Four wheel drive clubs have Delegates to Four Wheel Drive Victoria as one of their committee positions. The delegates can attend Four Wheel Drive Victoria general meetings to represent the interests of the club. There are information meetings held throughout the year that delegates and members may attend. Our current Delegate to Four Wheel Drive Victoria is Greg Rose.

Often confused with Delegates, there are Four Wheel Drive Victoria Regional Representatives. These are not club based positions. The Regional Representatives liaise between Four Wheel Drive Victoria and land managers in districts all over the state. People in these positions should have excellent knowledge of the area they represent and very good relationships with Parks Victoria (PV) and Department of Environment, Land, Water and Planning (DELWP) officers and Forest Fire Management (FFM) staff. Ideally the Regional Representatives should have successfully completed the Four Wheel Drive Victoria Track Assessment Course. Greg Rose is Four Wheel Drive Victoria Regional Representative for the Southern Alpine National Park. In this role he works closely with the Parks Victoria Foothills and Southern Alps Team and Area Chief Ranger Mike Dower.



Four Wheel Drive Victoria, through a memorandum of understanding, is consulted on any track change of conditions or closures. Often the consultation process involves onsite assessments of tracks. Prior to Seasonal Track opening many four wheel drive clubs assist land managers by doing extensive track clearing work. Access to some Management Vehicle Only tracks can also be arranged through Four Wheel Drive Victoria.

For further information about Four Wheel Drive Victoria talk to Greg or one of the committee members at a meeting.

Where do I see myself in a year? I don't know, I don't have 2020 vision.
 Did you hear about the mathematician who was afraid of negative numbers? He'd stop at nothing to avoid them.
 I told my wife I was going to make a bike out of spaghetti. She couldn't believe it when I rode pasta.
 I never wanted to believe that my Dad was stealing from his job as a road worker. But when I got home, all the signs were there.
 I didn't like my beard at first. Then it grew on me.
 A computer once beat me at chess, but it was no match for me at kick boxing.
 If you ever get cold, just stand in the corner of a room for a while. They're normally around 90 degrees.
 A recent worldwide survey showed that out of 2,146,703,436 people, 94% were too lazy to actually read that number.
 Old Mother Hubbard went to the cupboard
 To get her poor daughter a dress
 When she got there
 The cupboard was bare
 And so was her daughter I guess.

