

LAND ROVER OWNERS' CLUB

OF GIPPSLAND
OCTOBER 2019 NEWSLETTER



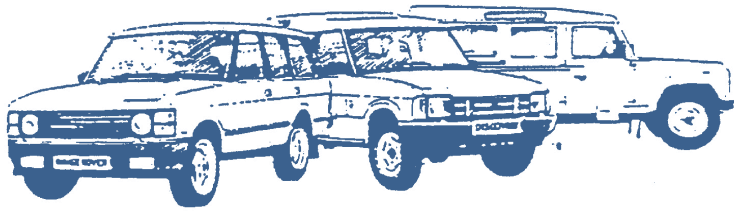
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P.O. Box 554 Traralgon 3844 Telephone 03 51721100 Club website lrocg.jimdo.com

LAND ROVER DEFENDER PRICED FROM \$69,990 IN AUSTRALIA

Land Rover Has Confirmed Local Australian Pricing For Its Highly Anticipated Next-Generation Defender.

The wait is over, and we finally have pricing for the all-new Defender 110 which will arrive in Australia in June next year. Priced from \$69,990 plus on-road costs, the long-wheelbase 110 (the short-wheelbase 90 will arrive later) will give buyers three different engine options, all mated to an eight-speed automatic (no manual!) and four-wheel drive system with two-speed transfer gearbox.

Commencing proceedings is the D200, powered by a 2.0-litre four-cylinder twin-turbo diesel engine producing 147kW and 430Nm priced at \$69,990 plus on-road costs.

Standard equipment includes an apparently tough as nails four-wheel drive system with hill start assist and hill decent control. There are also heated electrically adjustable seats, keyless start, a 10.0-inch infotainment system with sat nav, Apple CarPlay and Android Auto, electronic air suspension underneath and 18-inch alloy wheels with a full-size spare on the back, just like the old one. We also know from playing with the US Defender configurator that there will be a ton of options and packs to customise with too.

Moving on, the mid-spec 110 D240 is priced from \$75,900 and it comes with a more powerful 177kW, 430Nm version of the same 2.0L diesel turbo engine. However, the D240 will come with further trim options including S (\$83,800), SE (\$91,300), and First Edition (\$102,500).

The lone petrol engine is the most powerful engine ever mated to a production Land Rover Defender and brings 48-volt electric hybrid technology. The 3.0-litre straight-six twin-scroll turbo engine develops 297kW and 550Nm via an eight-speed auto to all four wheels. Pricing for this P400 starts at \$95,700 in S trim, followed by the SE (\$103,100), HSE (\$112,900) and finally the \$137,100 flagship X. That's the most expensive model in the lineup which is good enough to run from 0-100km/h in almost 6.0 seconds flat.

Available safety equipment for the new Land Rover Defender includes AEB, lane departure warning, traffic sign recognition



This month's cover; 2020 Discovery Sport

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with speed limiter and a 360-degree surround view camera. The slightly better equipped S trim models gain 19-inch alloy wheels, nicer interior trims and automatic headlights; SE further adds blind spot monitoring with rear cross-traffic alert; HSE brings 20-inch alloys with plush interior appointments, keyless entry and Meridian surround sound system, and finally the D240 First Edition and P400 X have unique trims and elements, fully automatic LED matrix headlights, panoramic sunroof and a refrigerator front console bin

How Much Does The 2020 Land Rover Defender 110 Cost? (Plus On-Road Costs.)

D200 – \$69,990

D240 – \$75,900

D240 S – \$83,800

D240 SE – \$91,300

D240 First Edition – \$102,500

P400 S – \$95,700

P400 SE – \$103,100

P400 HSE – \$112,900

P400 X – \$137,100



Jaguar Land Rover has invested in a sizeable expansion of its Gaydon headquarters in the UK.

Some automakers are abandoning their British operations, but Jaguar Land Rover is redoubling its commitment to its motherland. The Indian-owned company has cut the ribbon at an expansion of its facilities at Gaydon, which cost £500 million (A\$912 million). The new facilities have been christened the Advanced Product Creation Centre, and bring Jaguar and Land Rover design, engineering and purchasing under the same roof for the first time. This makes Gaydon the UK's largest automotive development centre. Gaydon is already home to

almost 13,000 engineers and designers, working on a wide variety of vehicles and technologies including autonomous vehicles and electric vehicles. There's plenty of work done here on traditional, ICE-powered vehicles, too, such as the recently-revealed Land Rover Defender. The sprawling site measures 4,000,000m² and the new expansion adds more than 50,000m² of additional workspaces, including a new Jaguar design studio. As one should expect in 2019, the facility uses renewable energy. Up to 20 per cent of its energy comes from almost 3,000m² of roof-mounted, photo-voltaic solar panels, and Jaguar Land Rover claims the rest comes entirely from other renewable sources. The new facility is part of Jaguar Land Rover's Destination Zero mission, short for Zero Emissions, Zero Accidents and Zero Congestion. On this vision, Jaguar Land Rover chief Ralf Speth said, "Our vision is for a world in which zero emission vehicles, public transport and self-driving pods will form one smart integrated and networked transport system."



As long ago as the 1970s, Gaydon has been a centre for vehicle development. First, British Leyland – then owners of Jaguar – had operations there. Jaguar returned to Gaydon under Ford ownership in 2000. Jaguar Land Rover is also investing in re-tooling its Castle Bromwich factory, where the next-generation XJ – among other electric vehicles – will be produced.

Jaguar Land Rover put fake 'virtual eyes' on self-driving cars to try to make humans trust them more

Jaguar Land Rover put "virtual eyes" on its self-driving pods to measure how much trust people have in autonomous vehicles. The autonomous pods run on a test street set and make direct "eye contact" with pedestrians to signal intent. Engineers then

record the trust levels in the 500 test pedestrians before and after "eye contact" is made to discover if people have enough confidence in whether the car will stop for them. Studies have shown that 63% of pedestrians and cyclists say they'd feel less safe with autonomous vehicles on the road. Jaguar Land Rover hopes that the research will provide insight into how much "information" self-driving cars should share to increase trust in the vehicles. The project plays off of the "second-nature" urge that pedestrians have when looking at the driver of a car before stepping out into the road. "Understanding how this translates in tomorrow's more automated world is important," a research manager at Jaguar Land Rover's Future Mobility project, Pete Bennett, said. "We want to know if it is beneficial to provide humans with information about a vehicle's intentions or whether simply letting a pedestrian know it has been recognised is enough to improve confidence."



Styling face-off: 2020 Land Rover Defender 90 v 2011 DC100 concept

The new Defender might feature a few throwback styling tricks, but let's not forget the show car that previewed it... Back in 2011, I wrote about and drooled over the Land Rover DC100 concept. Modelled as a potential preview of the new off-roading SUV that would replace the legendary Defender, the DC100 introduced a look that brought some modernity to the concept. It was sleek yet boxy, fresh yet retro, strange yet familiar. For fans of the "it had to be retired" old Defender, it was the first proper confrontation with a thought they'd only skimmed the surface of: Could I ever like a Defender that wasn't an endearingly leaky box with no elbow room? Luckily for me, I have none of the history with the Land Rover brand that both enriches the lives and clouds the minds of tragics. So... while many of the die-hards bemoaned the idea of any future where the DC100 would wear a Defender badge, I was all in. I loved the look of the DC100. It wasn't distinctly Defender, but I didn't care (and, indeed, neither did Land Rover design boss Gerry McGovern). It looked enough like a Land Rover, and it looked sweet. Now, nearly 10 years later, we have the official new Defender. Rest in peace, old Defender. That brings us to... a styling face-off! Don't bother comparing the new Defender to the old one, they obviously don't have loads in common. Sure there are some details that are clearly inspired by the original, but I'm more interested in how much of the DC100 concept lives on in the new 2020 Land Rover Defender. I want to know: did you like the DC100 at all? If you didn't, has the final Defender design won you over? If you did like the DC100, is the new Defender a faithful evolution or a step backwards? Here are some comparison shots between the two three-door designs. What you think!



Jaguar Land Rover to shut down UK factories for a week in November

Jaguar Land Rover will halt production at British factories for a week in November, joining BMW and Toyota in staging a shut-down to mitigate potential disruption from a no-deal Brexit.

Speaking a day after Michael Gove said the automotive industry was ready for no deal, the JLR chief executive, Ralf Speth, said the company had no choice but to stop production lines at four facilities. “We cannot think about it, we just have to do it,” he said during an event at JLR’s engineering and development site in Gaydon, Warwickshire, to mark the opening of an advanced product creation centre. “I need 20 million parts a day and that means I have to make commitments to my suppliers. I have to have every and each part available and I have to have it just in time,” he said.

JLR is among several carmakers that have repeatedly voiced grave concerns about the impact a no-deal Brexit would have on their industry. In particular, they have warned of disruption to the “just-in-time” flow of car parts underpinning an industry that employs more than 800,000 people in the UK. JLR employs more than 40,000 people in Britain. Boris Johnson dismissed Speth’s concerns in a radio interview on LBC earlier this year, insisting that it was not certain the JLR boss knew more about the car industry than he did. The LR shutdown will affect the firm’s three car factories – at Halewood on Merseyside and Castle Bromwich and Solihull in the Midlands – which collectively built just under a third of Britain’s 1.5m cars last year. Its engine facility in Wolverhampton will also be affected. JLR models include the Jaguar F-Type, Land Rover Discovery and Range Rover Evoque. Japanese rival Toyota said in August it will not build cars at its British factory on 1 November. BMW will halt production at its Oxford plant on 31 October and 1 November.



Carmakers have already stopped production once this year, bringing forward planned maintenance shutdowns to coincide with the original 29 March Brexit date. The move was intended to limit the cost of halting production by ensuring any disruption caused by Brexit came during a period when assembly lines were stationary. With Brexit delayed, however, the stoppages proved needless, prompting dismay in the automotive sector at the “untold damage” being done to the industry by prolonged uncertainty. The Society of Motor Manufacturers and Traders said a 3.3% increase in production numbers in August was not enough to make up for the lost output caused by the April production hiatus.

This year, the British car industry witnessed its worst period of decline since 2001 as rising global trade tensions and Brexit uncertainty combined to provide a dire operating environment for manufacturers.

Tata looks for Jaguar Land Rover partners, but rules out sale

The Indian conglomerate that owns Jaguar Land Rover said it is open to finding partners for the automaker but isn’t planning on selling the embattled unit.

“We’re not going to sell,” said Natarajan Chandrasekaran, chairman of Tata Sons Ltd., the holding company in an expansive business empire that includes Tata Motors Ltd. “Auto is a core business for us. From revenue terms, auto is our largest company.” Tata Motors bought the maker of the Jaguar Land Rover from Ford Motor in 2008. After turning it into a cash cow with booming sales in countries like Russia and China, JLR waned to such an extent that it’s had to launch a 2.5 billion-pound (\$3.2 billion) savings program and slash thousands of jobs worldwide.

Losses at Tata’s automotive business have mounted with a slump in India’s car market, as well as trouble overseas, including an economic slowdown in China, where auto sales are sliding, and uncertainty over Brexit. JLR is closing its UK factories for a week in November to guard against disruption to supply chains from a possible no-deal Brexit.

Chandrasekaran said China sales have “collapsed” with a 50 percent drop last year, though 2019 is showing some improvement. Some problems were self-inflicted, including vehicle quality and dealer issues, he said, noting that the auto industry is “going through difficult times.” “Getting the right portfolio, which one we invest in for electric vehicles, and how do we cut cost” are issues that need to be resolved, he said.

In an interview, Chandrasekaran said dealing with tariffs is the “new normal” for the global auto industry and that negotiations around Britain’s exit from the European Union have taken too long. “Sometimes it’s better to have clarity than a desirable result,” he said. “Nations are getting more protective.”

The troubles of JLR are bogging down the Tata group as a whole, with Tata Motors writing down its investment in the British brands earlier this year by \$3.9 billion. The salt-to-software conglomerate is among India’s most indebted, and the slump in the auto market is hitting both Tata Motors and Tata Steel, the nation’s biggest maker of the alloy.

Analysts at Sanford C. Bernstein last month described JLR as “severely challenged” and said Tata Motors should look at BMW as a buyer because the German company is “awash with cash.” Tata has previously denied reports it is looking at strategic options for JLR, including a possible stake sale. While the company would “always look for partnerships,” it doesn’t want deals where “we just sell a stake and we have no say,” Chandrasekaran said. “We are not financial investors, Tata Group, we run companies. I’m not a Blackstone, I’m not a KKR.”

JLR’s capital expenditure has outpaced operating cash flow over the past two years, but Chandrasekaran said his target is to reverse that trend by 2021. “Once we do that, then people will believe what I’m saying: I’m not running away.”

All-new remote control tech will get 2020 Defender out of a bog

Getting your Defender 4x4 out of a bog could soon be done remotely. The 2020 Land Rover Defender is set to debut world-first technology that would make negotiating difficult obstacles and getting out of a bog easier by taking advantage of remote semi-autonomous functionality. Engineers of the bigger, more luxurious Defender – claimed to be more capable off-road than its mighty predecessor – confirmed they are working on remote control technology. “That’s a good idea,” said chief product engineer Stuart Frith when asked about the possibility of utilising existing sensors, cameras and processing power for remote operation. “The car is capable of being able to do that in terms of its architecture... the car is technology-ready for that.” Far from a pie-in-the-sky prospect, Land Rover engineers have already been secretly testing the remote control technology. “We’ve got as far as understanding how to do it and we’ve run prototypes as well.” Frith says there are clear advantages to being able to control the car from outside, allowing careful placement of wheels without the need for someone to spot you. “If you’re in a tight spot and you’re on your own you can get out of the car and spot it yourself,” he said. Frith says the world-first 3D Scout technology that will be available on the Defender – allowing a virtual image of the car from a distance – goes a long way to providing additional information about the car’s immediate surroundings but that “there’s nothing like getting out of the car”. While the new Defender is capable and the technology almost ready, Frith said current regulations were proving a road block. “The legislation is not ready yet for us to do that... we have been lobbying regulators.”

Frith said the new generation Activity Key – which now comes with a small display screen and will be standard on all Defenders sold in Australia – is crucial to enabling the technology and getting regulatory approval. “We do need to have the wearable key... to confirm that you’re actually close to the car and to make sure you’re the one who’s in control of the car as well.”

Another tech-focused option Land Rover is considering is the ability to record your journey using up to four on-board cameras and the 3D Scout system. The car can already project a virtual image of the car on the centre screen, and Land Rover is looking at allowing owners to record their journey, providing a drone-like YouTube recording of the trip. “In principal you could do that. It all depends on how much data we capture and the bandwidth,” he said, saying that at the moment any such feature would require streaming to the cloud (a slight issue in vast chunks of Australia, where phone range isn’t available) because there is no memory facility on board. Land Rover chief engineer Nick Rogers also said the electrical backbone of the new Defender allowed for updates and additions throughout its life, which he hinted could be longer than other Land Rovers. “We see big opportunities in how you rig the thing, the electrical architectures, how you give it new features and how you keep the cars up to date,” said Rogers. Despite the imminent arrival of the ground-breaking remote operation technology, the new Defender also promises to stay out of bogs more often. And it’s the partial electric versions – including a plug-in hybrid electric option – that could prove the most capable. “We like electric power for off-road vehicles,” said Frith. “The torque with electric motors is from zero rpm... you can have as much torque as you want. It’s very easy to modulate, easy to control.” While Frith says Land Rover has no pure electric model planned, he believes partial electric propulsion can bring improved functionality with traction management systems. All this talk of electronics and gadgets may have the off-road faithful wary, which is hardly surprising given Land Rover’s track record for problems. With the exception of the

old Defender, you don’t have to travel far in the outback to hear horror stories of Land Rovers expiring. Rogers says there is intensive work going on to improve the reliability. “I’m obsessed about that every single day,” he says. “All of the cars that we run now are data logged and I can see at a point in time... everything that’s going on.” He acknowledges the brand is “on a journey” and points to being “the most improved brand in JD Power” quality and reliability surveys. Arguably Land Rover had the most room to move, having stumbled around the bottom for years. “Am I happy with the position? No, absolutely no. We are in an obsession to change and it will take some time but we are absolutely pushing it like nothing on Earth.”



See the Toyota Land Cruiser Motorcade Prince William Gets on Visit to Pakistan

The Toyota SUVs surround William and Kate, but the royals patriotically stick to a Range Rover as their own ride. Prince William and his wife, Kate, are on an official visit to Pakistan this week. The royals are surrounded by Toyota Land Cruiser SUVs, some of which are clearly armored and satellite equipped to protect them. Proof that there'll always be an England: the couple stoically stick to the Range Rover as their personal ride. The second in line to the British throne, Prince William, is in Pakistan this week with his wife, Kate, and you care because? In this case, it's just interesting to note the level of security that accompanies them in the form of a phalanx of Toyota Land Cruisers surrounding their vehicle. And to notice that their vehicle, of course, is a Range Rover, the top end of the Land Rover line-up, proving their Britishness. They played some cricket, they visited areas where climate change is affecting a glacier in northern Pakistan, they rode in this colorful traditional rickshaw in Islamabad. Who doesn't want a ride in that? Nobody.



Tata Motors jumps 10% after Brexit deal 'agreed'

Jaguar Land Rover, the UK subsidiary of Tata Motors, is one of Britain's largest automotive manufacturers. The company's performance had taken a hit owing to Brexit related uncertainties. Investors hurriedly bought Tata Motors shares on Thursday after the news of Britain and the EU reaching a new Brexit deal reached Dalal Street. According to reports, a Brexit deal has been agreed between UK and EU negotiating teams before a meeting of European leaders in Brussels, post which the benchmark Sensex closed 453 points higher while Tata Motors jumped 9.82% on the BSE to Rs 138.15 a share. Jaguar Land Rover, the UK subsidiary of Tata Motors, is one of Britain's largest automotive manufacturers. The company's performance had taken a hit owing to Brexit related uncertainties. Easing trade tension and positive development on Brexit provided further boost to the market, analysts said. "The Brexit deal is yet to be passed by the parliament but if the uncertainty ends, it is positive for auto industry and IT companies abroad," Deepak Jasani of HDFC Securities said. Foreign media cited a statement from British Prime Minister Boris Johnson and European Commission President Jean-Claude Juncker according to which the UK and EU have agreed a new withdrawal deal on Thursday.

Land Rover gets stuck in the sea off West Sussex

A Land Rover has been pulled free after getting stuck in the sea off the West Sussex coast. Reports came in of a vehicle and trailer in the sea at the dive ramp on Selsey's East Beach. Coast-guard teams from Selsey were called to the scene at around 7.30pm on Sunday evening. The team provided safety cover, lighting and safety advice while attempts were made to recover the vehicle. "Two recovery vehicles managed to pull the vehicle and trailer up the shingle and then lift them up off the beach, after the vehicle had slipped on the ramp and ended up in the sea while recovering a vessel. "East Beach dive ramp is extremely slippery and its really important that you don't take vehicles past the steep part where the ramp drops off into the sea.



2020 Range Rover Evoque recalled

The new Evoque has been recalled over an issue with the windscreen washer jets in cold climates. Jaguar Land Rover has recalled the 2020 Range Rover Evoque over concerns about its windscreen washer jets. According to the company, there's a risk the windscreen wiper washer jets might become inoperative in freezing conditions. If they become inoperative, drivers won't be able to clear the windscreen and see the road ahead, increasing the risk of an accident occurring. A total of 590 cars are included in the recall. Jaguar Land Rover will contact owners of the vehicles and advise them to organise a free fix with their nearest dealer.



5 metre python chases tourists to their car while on safari

If snakes aren't your thing, spare a thought for this group of wildlife watchers who came face-to-face with a giant python while on safari. A group of tourists on safari in South Africa have met their match while driving through a remote part of the country in their Land Rover. While wildlife-spotting on a dirt road near Durban, a group of tourists were filmed jumping into their cars and trying to flee when a giant 5m-long python made its way on to the bonnet of the car.

In the video, the ordeal starts when a man spots the reptile sitting underneath a boat which appears to be bogged on the dirt road. After attempts to move the snake by grabbing its tail, the python slithers towards the white Land Rover and mounts the bonnet.

The driver in the 4WD tries to reverse away from the giant snake, which falls off the car, but instead of retreating — the python follows the fleeing vehicle. Despite the size of the snake, the African Rock Python is a non-venomous snake of sub-Saharan Africa. As the country's largest snake, this species is one of the six largest snake species in the world. The African rock python kills its prey by constriction and often eats animals up to the size of antelope, occasionally even crocodiles. The snake reproduces by egg-laying and, unlike most snakes, the female protects her nest and sometimes even her hatchlings. While the size of the snake does scare people, it very rarely kills humans.



Bridgend site set to produce Land Rover Defender-inspired 4x4 from Ineos

Ineos Automotive has chosen Bridgend for the production of its new 4x4 vehicle, according to industry reports. Ford will close its plant in the town in 2020 with the loss of 1,700 jobs, but it is understood Ineos could initially create 200 posts, potentially rising to 500 in the long term. The firm has been looking at Bridgend and an unknown location in Portugal. Ineos plans to build a vehicle inspired by the Land Rover Defender, which went out of production in 2016. However the company will face stiff competition from Jaguar Land Rover which has announced its own replacement for the Defender.

The Welsh and UK governments have been in talks with Ineos to encourage the company to start production in Bridgend. It is understood the Welsh Government has committed millions of pounds to attract Ineos, while the UK government is believed to have also given assurances to the company as part of its industrial strategy. The closure of Ford Bridgend is one of a series of concerns about the automotive industry in Wales with the closure of Schaeffler in Llanelli and job losses at Calsonic Kansei in the town.

What is Ineos? Ineos has 171 manufacturing facilities in 24 countries. It began in 1998 and has acquired businesses from companies including BP, ICI, Dow and BASF. It has 19,000 workers, sells 60m tonnes of petrochemicals a year and has a turnover of £48bn. The major shareholder is chairman Sir Jim Ratcliffe, ranked third in the Sunday Times rich list with a personal fortune estimated at more than £18bn.



Sir Jim Ratcliffe said the car aims to be the "spiritual successor" to the Land Rover Defender

Is the new 2020 Land Rover Defender destined to fail?

Sam Purcell has Land Rover's muddled green in his veins, and plenty of tested confidence in the brand's abilities... But there's a lot riding on the coming new Defender. Does it have any hope of satisfying the faithful?

I didn't know what to call this piece for a while. I just called it 'Land Rover rant' most of the time, as I wrote a little, forgot about it, revisited, jiggled, hated it, left it alone, and returned once more. It's a story that comes from a personal place for me, and something I have been grappling with over the past year or so. Is the new 2020 Land Rover Defender going to be on the money, or will it miss the mark? I come from a family of Land Rover tragics. Not any Land Rovers, mind you. Just Series Land Rovers and Defenders: the boxy, leaky old ones that everyone knows and loves, but only few are single-minded to own. Let me indulge. My grandfather owned a Series 1 back in the 1950s, which was replaced with a couple of Series IIs that lasted him decades of towing, hauling and beach driving on the NSW north coast. He ran a pub, so if the old Rover wasn't chasing waves and jewfish, it was hauling kegs and grog. My dad has had a Series III, One-Ten, and two Defenders serving him faithfully the last 45-odd years. On average, he racks up a few hundred thousand kilometres on each of them.

I have some incredibly fond memories of the 1985 One-Ten with the 3.5-litre V8, which was the faithful family wagon in my formative years. Although it didn't have much power, it sounded absolutely glorious pushing through the soft sand of Stockton

Beach, family, esky and surfing gear bouncing around inside.

My brother has had a string of leaky boxes on wheels as well, half a dozen since his uni days. A 2006 Td5 Defender is the current family chariot. His favourite, which he still wishes he never sold, was a 1994 200tdi hardtop 110. I agree, it was a great car. My sister had a Discovery 4 for the family duties, but shook the very foundations of the family when she moved into a 200 Series Land Cruiser lately.

I've only bought two vehicles in my life: a 1971 Series IIA and a 2001 Defender 130. I still have both – no amount of financial logic or rationale can bring me to sell either. Sorry Michelle, sorry bank. My Defender has been across the Simpson Desert twice, and up and down the coast many times. It's been as far north as Brisbane (It will do the Cape one day), and as far south as Bruny Island, Tasmania.

Along with being damned good off-road, all of these above vehicles have all been pretty reliable and trustworthy over the hundreds of thousands of kilometres they have driven. Not faultless, mind you, but pretty bloody good. My point is: don't believe all of the horror stories about the Green Oval. But for heaven's sake, keep up with the maintenance.

I personally love Land Rover, and am infatuated with the Defender. I love how they look, how they feel to sit in and drive. I love how they smell; a combination of oil, diesel, surf wax and adventure. I love how your arm rests on the door as you hold the big, vibrating steering wheel between thumb and forefinger, with no care that everything is passing you on the highway. I love their raw mechanical ability off-road, made possible by good articulation, stacks of ground clearance, and decently sized rubber.

They're not just a plaything, however: the Defender is most happy when toiling hard. I bloody love that.

As you can imagine, I look upon the forthcoming new Defender with a mix of fear, excitement and trepidation. It's not just another car for me. It's the heir to a true 4WD, an absolute legend on wheels. Something that has historically put everything behind that core, fundamental philosophy of raw utility. Something so uncompromising, it's left being incredibly compromised. The old Defender couldn't live on, and is getting a complete rewrite, with what was revealed at Frankfurt. When you're trying to fold such a single-minded vehicle into the modern paradigm of efficiency, complexity and safety, something is going to have to give.

While the original Land Rover had such a short gestation back then, this new Defender has been cooking away for years. That DC100 concept that many hated was revealed back in 2011, which gives us around one decade before the new one arrives. A lifetime in the car world. And in the meantime, the Defender ceased production. Sales and values skyrocketed, as many clambered over each other to secure the last rendition of a true motoring legend. Production ended back in January 2016, over three years ago. The hiatus of sales must hurt Land Rover. Imagine if Jeep stopped selling the Wrangler for almost five years. Or Toyota sold no Land Cruisers. The Defender is at the very core of Land Rover's being: with everything descendant from its very first model, and the foundation of everything that has come through and succeeded for the brand since. There has to be a knock-on effect of not having the brand's niche progenitor available, or even visible on the showroom floor. Even if you don't buy one, you walk past it on your way to a Discovery or Discovery Sport. It's a halo vehicle that feeds into the brand, the history, the legend. If there is no Defender, what is the Land Rover brand? What does it really stand for? To continue exploring that question, what is Land Rover when the Defender evolves into something completely new, completely different?

The original Land Rover was famously designed on a beach with a stick, and put into production only a few months later. There was no design in terms of style or aesthetic; it was pure practical utility. And that's what makes it both so iconic and unpalatably unrefined to the end. Let's not get too teary-eyed here, we need to stay rational. If Land Rover were going to keep selling the Defender everybody knows and loves but few have sat in, let alone driven, it would be taken to court for egregious crimes against passengers, kidneys, ear drums, and the belt loops on your pants. The Defender needs to modernise, no two ways about it.

That's the harsh reality: the original Defender is something everyone knows and loves, but only a handful of weirdos/idiots are brave or stupid enough to buy new. That's never exactly a raging success for the ledger. The world has moved on, and continues to move on at a frightening pace. Land Rover has moved on, as well. While it was once purely squared on off-road utility, it's now a brand more at home at the polo fields rather than battlefields, quaffing wine than quelling the wilds. Sure, there is still off-road ability there, but not the same one-dimensional, roughshod focus on utility.



As a brand, can you be a master of both worlds at once? Dominate the Canning Stock Route and the catwalk scene, be the favourite of socialites and the Serengeti? You could argue that the two are incompatible, but Mercedes seems to sell the Uni-mog and AMG GT, the G-Class and the GLS, all with their own aplomb. Leaving the X-Class aside, just for a moment. Not to mention the success of similarly iconic 4WDs currently in Australia: the 70 Series Land Cruiser, Suzuki Jimny and (not to the same extent) Jeep Wrangler are profitable sellers, and are all incredibly positive assets for their respective brands. While they're not on the sales charts, there is a definite halo effect on the rest of the range. The old Defender is similar to those vehicles: an ancient design, with no safety, modularity, inherent efficiency or ability to streamline the production process. That makes it unique, but unfortunately also makes it impossible to assimilate into a modern OEM's plan and structure.

There's also the added complexity of the Defender's European roots. It needs to be saleable in the home market, as well as being reintroduced back into the USA. The amount of loopholes the new design will have to jump through to achieve this is huge, and will undoubtedly drag it away further from the original recipe.

The big question I have for the new model is: can you keep that charming old-world utility and design of the old model kicking and screaming into an all-new model with which it shares only a name?

Very few nameplates get as radical a remake as what the Defender has. After 75 years of low gearing, live axles and a steel ladder chassis, it's being completely revolutionised.

There are a wide range of petrol and diesel engines available, with independent suspension all-round. There will be

airbag suspension available, and more safety, tech and electro-wizardry available than an E-sports convention. The Defender needs to evolve to stay alive and viable, but will the process of modernisation throw the baby out with the bathwater?

Land Rover is on the marketing warpath to show us it's every bit the 4WD that the old Defender was. It's great off-road, they show us, as the Defender takes on the red rocks of Moab, Utah. Don't get me wrong, Moab is very challenging and a good yardstick of off-road capability. But that's not been the Defender's entire premise or appeal. Yes, it does need to be good at technical, low-range off-road driving. But in my opinion, it needs to be more. To keep the nameplate truly alive, the new Defender needs to keep up with a Wrangler most of the time, but also do it with a full load of firewood in the back. It needs to be able to tow, something a Wrangler can't do well. Then, it must absorb umpteen-million corrugations – rattling and bouncing, but not breaking. And, of course, it needs to handle muddy tracks, boots and bodies with no raised eyebrows. Think of the capability of a Wrangler, but throw in a few big glugs of Land Cruiser-style rugged utility.

The proof will be in the pudding, I suppose. But re-creating such an iconic vehicle, largely unchanged for so many years, is fraught with danger. I'm excited to see the new model, and what it brings to a rapidly evolving 4WD market. Land Rover is the king of evolution and innovation in this space: coil springs, luxury 4WDs, Terrain Response, airbag suspension, plus many others are areas where the British brand first broke ground.



1948 1969

If it's so great why do we keep changing it?

There are now 38 basic versions of the Land-Rover. The changes we've made over 21 years are not very obvious because the Land-Rover was so good to begin with. However, we have been continually developing it to meet the different needs of customers all over the world. As a result, we have exported over £300 million worth of Land-Rovers to 80 markets since the original was born. And since then it's the changes that have kept it so great.

LAND-ROVER

The Rover Company Limited, Solihull, Warwickshire.



The Defender is the biggest opportunity that Land Rover has had in a long time to reclaim a position of dominance, while staying true to that original ethos of the brand. Many would argue that the new Discovery shifted away from its original pigeonhole with a bold, modern design. But many punters simply did not warm to it. Will the new Defender fall into the same trap?



I'm worried that I will be disappointed, like my local pub closing down and reopening as a hat shop. Maybe I'm just a jaded, rusted-on enthusiast who likes tin boxes, bent backs, no conversation at highway speeds, and struggling to get with the times. My single opinion doesn't really matter, though. The big question is, will the market like it? And will it sell?

Land Rover Owners' Club of Gippsland — Minutes for meeting held on Monday 7th of October 2019.

Meeting held at Gippsland Land Rover Traralgon.

Meeting started at: 8.06 pm

Welcome & thanks by Charlie Calafiore meeting chair.

Attending:

David Murray, John Jennings, Loris Catchpole, Rod Catchpole, Terry Heskey, Shirley Allchin, Ted Allchin, John Kerr, Heather Kerr, Brian Johnson, Eric Shingles, Ian Blake, Shannon Brill, Charlie Calafiore, Ron Prince, Dot Prince, Sue Markham, Ken Markham, Philip Croft, Christine Croft, Mal Trull, Paul Whitehead, Krystal Murray, Harley Murray,

Apologies;

Greg Rose, Lois Rose, Jan Parniak, Colette Parniak, Sue Howell, Ross Howell, Alan MacRae, Helen MacRae, Bob McKee, Annette Fleming, Alan Harlow, Tonee Harlow, Jim Hood, Jill Beck, Don Little, Shirley Little,

Visitors;

Nil

Minutes of September Meeting:

John advised the meeting that President Alan Harlow had advised that the two motions carried at the September meeting in relation to having one signatory on the cheque account and one signatory to authorise internet banking was in breach of the Club constitution. Therefore the September Minutes need to be amended to reflect adherence to the Club constitution.

That the September minutes be accepted with the following correction:

Motion 2.

That the club authorises any two (2) of the following executive members to have full internet access to the club account:

Reference No. BSB 083 785 Account No. 63114878.

Treasurer: John Kerr

President: Alan Harlow

Vice President: Robert McKee

Publicity Officer: Charlie Calafiore.

Motion 3.

That the club authorises the following executive members as signatories to the club cheque book for account:

Reference No. BSB 083 785 Account No. 63114878, and that two (2) signatures are required to authorise cheques.

Treasurer: John Kerr

President: Alan Harlow

Vice President: Robert McKee

Publicity Officer: Charlie Calafiore

Moved by Rod Catchpole, Seconded by Ken Markham, Carried.

Correspondence:

In:

Request for information on Greg's D4, passed onto Charlie to contact individual. Charlie followed up with this information.

Track Watch.

Review: Charlie informed the club that LROCV president was a local Gippslander, and we may see her at the club from time to time.

Out:

Invitation to Mike Dower, Parks Victoria Area Chief Ranger, Foot-hills and Southern Alps to attend November meeting.

Report to FWDV by Treasurer On membership numbers. As of 10th September, the Club has 31 members. 2 new members, our membership has risen to 33 for October.

Treasurer's Report:

Treasurer has changed the statements to arrive at the end of the month.

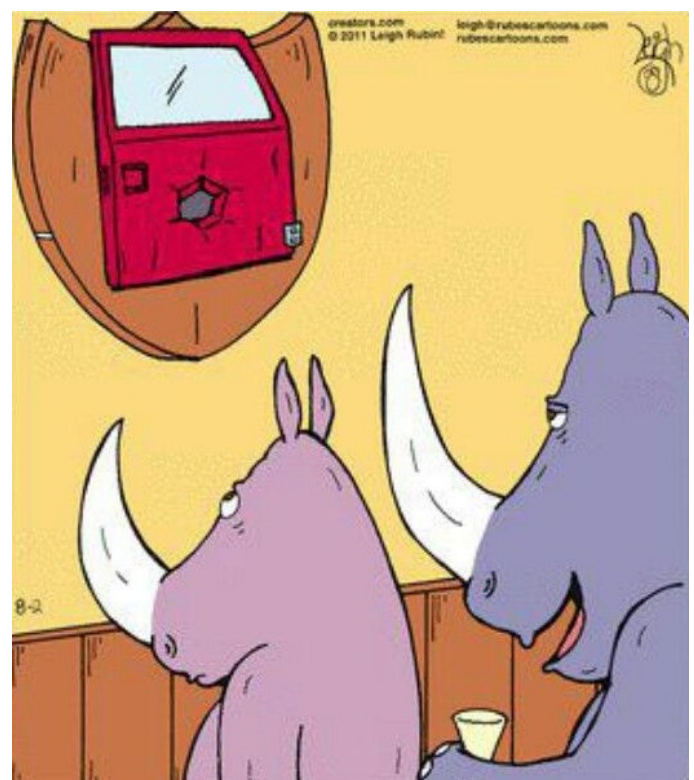
The Treasurer's report be received: Moved by: John Kerr, Seconded by: Brian Johnson, Carried

Publicity Officer's Report:

Received a Discovery Sport.

Orders coming in for new Defender. One on display next year. One model 110 wagon 2 diesels and a petrol. Deliveries June 2020.

Charlie went to Tokyo as Land Rover was a major sponsor of the



"It's true son. You never forget your first. Mine was a '75 Land Rover. Boy, they just don't make 'em like that anymore."

Rugby World Cup. Charlie had a great time and enjoyed himself. Rugby balls were handed out to members who would like them.

Editor's Report:

Eric hope's you like the newsletter and is always looking for more stuff.

Webmaster's Report:

Summary of figures; 53 Visitors; 113 Page views; 48 pages view on the 8/9/19; September question of the Month answer was Sarina Qld. Detailed report was circulated.

Four Wheel Drive Victoria Delegate's Report:

Nothing startling on the horizon.

Warnings from Land Managers via FWDV about snake and swooping bird activity in forest areas this spring / early summer. Some new members have asked about 4x4 courses. If people access the Four Wheel Drive Victoria website (www.4wdvictoria.org.au) and go to the training page there is a list of courses that are coming up. One evening theory session followed by a day at a training facility. \$395 and highly recommended. These are fully accredited courses. Full details and dates on the FWDV website.

FWDV Regional Representatives

Lois and Greg attended 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. Greg will provide a report at the November meeting.

Events Coordinator's Report:

Past Events.

September Coffee Get Together.

Future Events.

October Coffee Get Together; Location: "The Stump" Darnum. Date and Time: Friday 18th at 10am.

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. Sites are \$35.00 per night. Please let Rod or Loris know if you wish to attend. The traditional chicken lunch will be replaced with a spit this year. Rod has reminded those attending to bring:

Personal Information envelopes. Firewood. Confirm numbers to assist catering. Ian Blake to bring club tent.

Convey leaving Flynn at 8-8.30am Thursday 31st, stopping at Bruthen for morning tea.

November the 11th, 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 at Cowwarr Weir and the final meeting for 2019. Annual awards presented during the day.

December: Date to be decided. Wayne and Sharna 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. Details will be in newsletter.

Training Day: Shaun Johnson will be running a training day. Dates to be confirmed in newsletter.

Technical Matters:

Nil

News from travellers:

The Harlow's, Parniak's and MacRae's are in Cairns.

Bob and Annette currently in Adelaide.

General Business.

New pre meeting dinner venue have good revues. Food lovely and servings adequate.

Mike Dower and the Parks Victoria Foothills and Southern Alps Team have applied for very significant funding to upgrade the Wonnangatta Icon Drive facilities. This includes Talbotville (new double toilet with full disability access) and Horse yard Flat (new toilet) plus significant other works in the area. The volunteer works our club has undertaken has been discussed as part of this process. We should be able to say more about this grant application at the November meeting.

Defender Wagon for sale: Interested see Eric.

1993 Vogue Range Rover for Sale: See Charlie.

"Tirfor" offered for Auction at November meeting: See Eric. Proceeds to go to Mal Trull's Leukemia foundation charity.

At the recent LROCV Committee meeting a discussion was held regarding our cancellation for Lardner park next year.

LROCV were wondering if we would reconsider taking a site. Consensus was to pass next year as discussed previously.

Meeting closed at 8.37pm.

For Sale ;

1997 Land Rover Defender 110 Wagon, White in colour, 300 TDI engine, Registered until June 2020. Travelled 442,802 km., but 99.99% were road miles, no 4 wheel driving, Discovery Series 2 transfer case, Cargo barrier, Rhino roof rack, ARB bull bar, Warn winch, Driving lights, Snorkel, Kaymar spare wheel carrier. Hema sat nav, Heads-up speedo. Codan HF Radio, GME UHF radio. Engel fridge. Had the Head, injectors and glow plugs replaced about three years ago. One owner, fastidiously maintained, always garaged. Deceased estate. \$15,000 ONO. Contact Eric Shingles 0429 424 791



For Sale ;

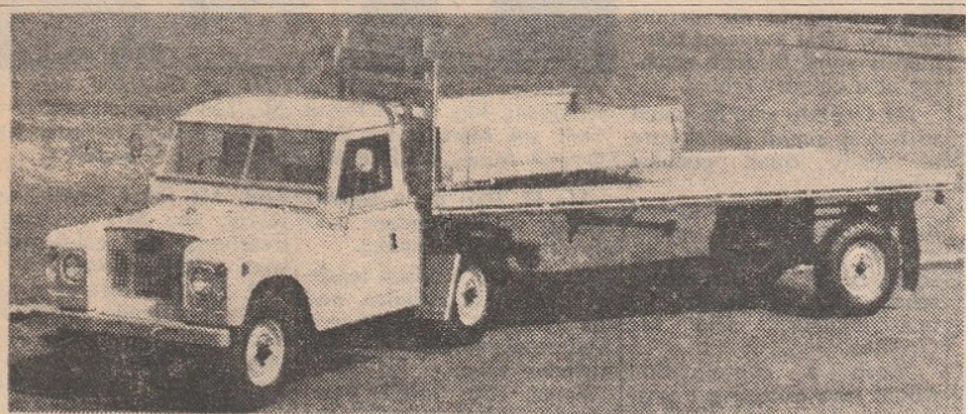
2006 Ex CFA Land Rover Defender 130 TD5 twin cab, Alloy tray with removable drop sides, 100,000kms, Will be sold with current RWC and registration. PTO winch w. plasma rope, Ridgy Didge bull bar, Reverse camera, Central locking, LED headlights, LED light bar, 80 channel UHF radio, CD, DVD, USB BLUETOOTH, Water tank, Tinted windows, Computer remap, Maxi drive axles, Anderson plugs, Under rear seat storage, Fully plumbed under rear seat camp stove, Front seat rail extensions, Electric trailer brake, Sill rails / 'A' frame, Thousands spent (in my ownership of 4 years) replacing or upgrading with receipts ; New Ashcroft gear box & Reconditioned transfer case (40,000ish kms ago), New clutch and fly wheel (3 months ago), Replaced Front and rear diffs, New starter motor, Always serviced and garaged. Also available by negotiation; Large removable lockable tool box /camping box with; Interior lights, Anderson plug, removable wind up legs on wheels, roof rack, 3 lift up doors with gas struts, Custom made, Cost over \$6000. \$40,000 with everything listed, 10% off for club member, Call, sms, email Chris Brain, 0427 197 923, Chris.brain@chisholm.edu.au



The children were lined up in the cafeteria of a Catholic elementary school for lunch. At the head of the table was a large pile of apples. The nun made a note, and posted on the apple tray, "Take only one. God is watching." Moving further along the lunch line, at the other end of the table was a large pile of chocolate chip cookies. One child whispered to another, "Take all you want". God is watching the apples."

A taxi passenger tapped the driver on the shoulder to ask him a question. The driver screamed, lost control of the car, nearly hit a bus, went up on the footpath, and stopped millimetres from a shop window. For a second everything went quiet in the cab, then the driver said, "Look mate, don't ever do that again. You scared the daylight out of me!" The passenger apologized and said, "I didn't realize that a little tap would scare you so much." The driver replied, "Sorry, it's not really your fault. Today is my first day as a cab driver – I've been driving a funeral van for the last 25 years."

The early bird might get the worm, but the second mouse gets the cheese.



The only Land-Rover semi-trailer available in N.S.W.

This unit is a brand new long wheelbase 6 cylinder Land-Rover with our unique interchangeable semi-trailer/drop side table top body. The change of body from 16' x 6 1/2' aluminium 2 1/2 ton semi-trailer to 7' x 5 1/2' aluminium table top takes 2 men less than ten minutes. You'll get a great deal if you phone our sales manager, Mr. Lloyd Goudie on Sydney 31 0333 or contact your nearest Land-Rover dealer.

Cnr. Flinders & Albion Sts, Darlinghurst 2010.



Four Wheel Drive Victoria Regional Representatives Meeting at Heywood, Western Victoria, 5th and 6th of October.

A report by Greg Rose, FWDV Regional Representative, Southern Alpine National Park.

Regional Representatives are Four Wheel Drive Victoria's liaison people who work with land managers in their appointed area and report back to the FWDV CEO and Board. Regional Representatives' meetings are held twice a year. Generally, the meetings alternate between the East and West of the state. The May meeting this year was held at Heyfield and keeping with the "Hey" theme the October meeting was at Heywood, near Portland, in the west of the state. The Saturday is usually a day when either DELWP or Parks Victoria Rangers lead a trip through their area. On the Sunday there is a formal meeting with DELWP (Department of Environment, Land, Water and Planning) and PV (Parks Victoria) managers and rangers. At the formal meetings Regional Representatives report on their area and issues within it; for example, track closures due to bush fires, flood damage, planned upgrades to camping areas.

DELWP and PV attendees discuss their area and often a person at Regional or State management level outlines future policy and plans.

The Saturday tour for the recent meeting was a little different. Four Wheel Drive Victoria actively engages in dialogue with traditional owners of land in the state.

Leigh Boyer, a Gunditjmara indigenous Ranger guided us through the Budj Bim UNESCO World Heritage area. The Gunditjmara people used the wetland areas created by the lava flow from Mount Eccles (known in their culture as Budj Bim) to create a network of channels, fish traps and dams to grow and harvest eels. The eels were used as a major protein source for the Gunditjmara people and, when smoked for preserving, a valuable item to trade.

The ideal conditions allowed the people to stay in one place, build stone and mud houses and manage the land. All this activity over at least 30,000 years changed in the 1830s when the Gunditjmara fought the brutal 20 year Eumeralla Wars trying to prevent European settlement in their lands. Eventually the defeated and drastically numerically reduced Gunditjmara were housed at a mission at Lake Condah.

I would highly recommend a visit to these sites if you are in the area. Tours can be arranged via the website budjbimtours.net.

The formal meeting on the Sunday was held at the DELWP/PV office in Heywood. After the Regional Representatives' reports DELWP Forests Recreation and Assets Manager Richard Wadsworth spoke. Richard talked about the State Government multi-million dollar funding, promised by Premier Daniel Andrews during the last state election campaign, for upgrades to camping areas, four wheel drive tracks, walking tracks, regional outdoor experience tourism, etc. Camping fees, where charged, in all parks and reserves have been cut in half. The Wonnangatta Icon Drive and other areas in our region should benefit from upgrades to camping facilities as part of this funding.

Richard Wadsworth spent considerable time going through the raw data results of Government funded research that will be used in planning for four wheel drive / SUV based tourism for the next several years. The results of the in depth survey, of 2000 4x4 and SUV owners, will be shared with regional tourism boards, Local Government and tour operators.

It was a long way to travel for the meeting, but the reward was two excellent and informative days.



Ranger Leigh Boyer explains one of the water race eel trap systems.



FWDV Regional Representatives looking at one of the many occupation sites on Gunditjmara land.



Ruins at the Lake Condah Mission site.



FWDV CEO Wayne Hevey (left) and Vice President Colin Oates sample some bush food.



Ranger Leigh Boyer checks a replica stone and mud house for tiger snakes before letting visitors inspect them.



Gunditjmara man and Budj Jim Ranger Leigh Boyer talks about the six distinct seasons the indigenous people in the area recognised.

November LROCG Meeting Date.

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

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.

Auction at November meeting

Recently, Eric Shingles met a fellow called Stewart Brown, who has donated a 'Tirfor' type winch, which is to be sold by the Land Rover club. Stewart told Eric that he had known Mal Trull along time ago, so Eric suggested we donate the proceeds to Mal Trull's Leukemia Foundation charity. Stewart was agreeable to that idea.

We will conduct a auction at the November Meeting to sell the 'Tirfor' type hand winch, with cable, carry bag & handle. It is in working condition.

December Meeting Venue & date

The LROCG December Meeting & Christmas picnic will be held at Cowwarr Weir on Sunday December the 8th, this will be our final meeting for 2019. Arrive at 10:30, there will be a short meeting, with the annual awards presentation's at 11:00. BYO everything you need. Christmas hats optional!



Land Rover getting a little tired ? Here are a couple of possible engine conversions to think about.

Land Rover Defender with a Mercedes OM606 Turbo Diesel

Diesel Pump UK, specializes in Mercedes diesel engine (OM602, OM603, OM605, and OM606) conversions. The company just finished upgrading a Land Rover Defender with a 3.0 L OM606 turbo diesel inline-six. The company bumped the engine's output from 174 horsepower to 300 horsepower with a hybrid version of the stock turbocharger and quickspool exhaust manifold.

<https://www.facebook.com/DieselPumpUK/videos/999805670201065/>

For the more adventurous,...

LR with a Compound Turbocharged Cummins Inline-Six

This unique Land Rover Series II is powered by a 5.9 L 6BT turbo diesel inline-six with at least three turbochargers in a compound configuration. Automotive Obsession reports the engine is making 900 horsepower. Below are two videos we found of the Land Rover racing at York Raceway. Its best quarter-mile in the videos was a 11.1 sec at 121 mph.

<https://youtu.be/q7YYvcG9IV5l>

<https://youtu.be/B2FZVLGmGHg>

