

LAND ROVER OWNERS' CLUB

OF GIPPSLAND
MARCH 2020 NEWSLETTER



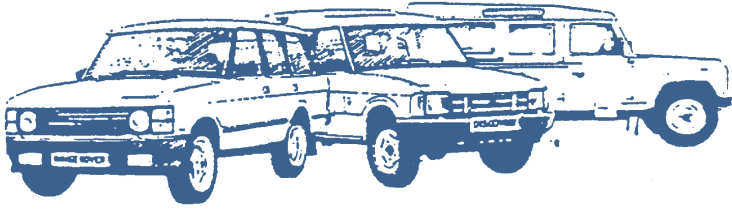
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LAND ROVER OWNERS' CLUB OF GIPPSLAND

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A note from the LROCG President.

Many of us have lived through what we would call interesting times, but none as challenging as the current crisis I'm sure. There are many recommendations and instructions for us to follow to stay safe and many uncertain months for us to navigate through before we will be able to once again lead a normal life.

Indications are that we will be dealing with the crisis for many months and so until we get a clear directive from the Federal Government, the LROCG will be in lockdown with no meetings or trips.

Our March coffee meeting at Rosedale was well attended with 16 members enjoying a last supper, I mean coffee and cake. It was good to see a long-time member who has been absent for a while, Jim Hood. The day was warm and the conversation warmer. Some took the time to visit the local second-hand shops and we lost Barb in the quilting shop. Hope Terry found her before leaving for home. Thanks to Jan for another great day.

So how do we stay connected to members and friends?

Well social media is popular, and we do have our web site where I can post photos of any interesting activity you may be taking at home. Maybe someone would like to send me a photo of a location they have been to which I can use in the "where am I now?" competition. If you do, please send them to ;

atharlow@aussiebroadband.com.au.

I will post the results on our web site as well.

The newsletter will continue, so please pass on any interesting information or articles to Eric or myself .

Regards
Alan Harlow
President
LROCG

This month's cover; Greg Rose's first Discovery

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2019-- 2020 Committee

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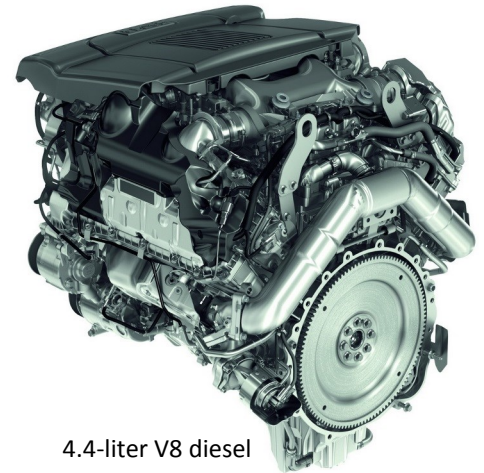
To go to the grocery store, they said a mask and gloves were enough,,,,,they lied,,,,,everybody else had clothes on !



Looking at the map for some weekend travel ideas

Jaguar Land Rover's V8 Diesel Is Dead

But unlike VW, Jaguar Land Rover still has major plans for diesel engines. As part of a major \$18 billion investment, Jaguar Land Rover is planning to build electrified versions of all its current models. By the end of 2021, its fully electric line-up will also expand with the launch of the new Jaguar XJ flagship sedan, Jaguar J-Pace crossover, and the Road Rover. This strategy will enable Jaguar Land Rover to be less dependent on diesel sales in Europe. However, Jaguar Land Rover will still continue selling diesel engines for the foreseeable future, but its V8 diesel will be replaced by a more efficient electrified unit according to Autocar. Last year, the new Range Rover Evoque was the first model to be offered with Jaguar Land Rover's new four-cylinder mild-hybrid setup, and this technology will reportedly be carried over to two new six-cylinder diesels within the next few months. According to the publication, the company's Ford-sourced 4.4-liter V8 diesel will be replaced by a mild-hybrid 3.0-liter turbodiesel, which will be offered on HSE, HSE Dynamic and Autobiography Dynamic trims of the Range Rover Sport badged as D300 variants. The mild-hybrid system will improve efficiency and provide smooth stop/start driving thanks to an integrated starter-generator. Higher-end trims such as the HST will be offered with a more powerful version producing 345 hp and will be reportedly badged as the D350. Effectively, this will mark the death of Jaguar Land Rover's V8 diesel built in Mexico, which is based on a ten-year-old design. While the new powertrain hasn't been officially verified by Land Rover, information has already been published by automotive data suppliers. With 516 lb-ft of torque, the new diesel unit enables the Range Rover Sport to accelerate from 0-62 mph in 6.5 seconds and reach a top speed of 140 mph while returning 35.3 mpg, a welcome improvement over the current V8 diesel. Both electrified diesel units will also be added to the full-size Range Rover, with the more powerful D350 version capable of sprinting from 0-62 mph in 7.1 seconds. At least one of Jaguar Land Rover's new diesel units is expected to be offered for the upcoming Jaguar XF and F-Pace facelifts. It isn't clear if Jaguar Land Rover's new electrified 3.0-liter turbodiesel will be available in the US, however. The company's V8 diesel isn't sold in America, but the US-spec Land Rover Range Rover Sport is offered with a 3.0-liter turbo V6 diesel.



4.4-liter V8 diesel

This Is the Two-Door Range Rover That Land Rover Won't Build

Nearly every part of the Adventum Coupe is completely handmade. The Range Rover is subjectively one of the most beautiful SUVs on the crowded luxury market today, but it's lacking one key option: a two-door variant. The current generation of Range Rover has never been sold as a coupe, but one coachbuilder in the Netherlands has taken on the challenge and created its own. Niels van Roij Design (we'll call them NVRD) just rolled out the first of their Adventum Coupes, and it's hard to deny exactly how gorgeous it is.

The coupe's production run will be limited to just 100 units and the first vehicle has already rolled out of the shop. The company told The Drive that buyers can choose any powertrain option they want, but the real magic happens when the box is checked for Land Rover's supercharged 5.0-liter V-8—which can be massaged up to 625 horsepower from its stock 525 upon request. The process through which a factory-fresh Range Rover becomes an Adventum Coupe is understandably extensive. The company says that only the front fenders, hood, and liftgate remain as they were when they left the assembly line in Solihull. That includes the interior and roofline, both of which had to be completely reworked for the new shape.

The first example of the coupe was dressed in Arctic White paint and red leather interior. Pretty standard stuff for a Range Rover, but that's where the similarities end. The coupe's entire interior floor is made from handmade teak, because of course it is, and has been given a series of special finishes to match with the exterior paint job. Pricing for the Adventum Coupe starts at £270,000, or almost \$315,000. That's steep, but it's not that outrageous for what is essentially a completely custom vehicle. Also, NVRD includes the cost



of buying the Range Rover in its overall selling price, unlike customs from other companies.

This isn't the first time a two-door Range Rover has been considered. Land Rover started a project to build its own coupe a few years back, called the Range Rover SV Coupe, but had to axe the effort to cut costs. That production run was slated for 999 units at a price of \$275,000 before the plug was pulled.

Before you withdraw a few hundred thousand dollars and jump right in, it's important to note that the Adventum Coupe is not in any way sanctioned or licensed by Jaguar Land Rover, which means you'll likely be out of luck with any repairs or warranty claims. That's a relatively minor snag for such a unique vehicle—even given Land Rover's iffy reputation for reliability—and we're guessing the folks who shell out the cash to buy one aren't terribly concerned with repair costs anyway.

Jaguar Land Rover's innovative technique to purify the air in your cars

The automaker has done research on how to use ultraviolet light to clean the air in the cab of their cars and help stop the spread of the cold and flu. Concerned about the viral infections that threaten the world population, Jaguar Land Rover, believes it could help stop the spread of harmful bacteria and viruses in future ventilation systems of their cars using ultraviolet light. The implementation of this technology would help neutralize pathogens that cause infections.

The UK car firm has been investigating how to use the light used in hospitals to disinfect water, filter the air and sterilize surfaces, but now to clean the cabin air out of their cars and help stop the spread of cold and flu. According to the Life and Style portal, exposing bacteria and viruses to ultraviolet rays inside the air conditioning system breaks down the molecular structure of DNA, neutralizes them and releases clean air in the cabin, providing a better environment and experience. driving to the driver. "Implementing individual wellness measures as part of our 'quiet sanctuary' research promises not only to improve our clients' quality of life but, in this case, offers clear advantages in reducing the spread of pathogens," shared Steve Iley, medical director of Jaguar Land Rover.

Jaguar Land Rover vehicles that will implement this system include the fully electric Jaguar I-Pace and the Range Rover Sport. "The implementation of individual wellness measures as part of our 'quiet sanctuary' research – the firm promises not only to improve the quality of life for our clients but, in this case, offers clear advantages in reducing the spread of pathogens," he added. On average, a motorist spends up to 300 hours a year behind the wheel, so Jaguar Land Rover seeks to provide its clients with a more comfortable and safe driving experience with these actions.

Epic adventure in classic Land Rovers

For those who have followed this column for years, you will no doubt have picked up on the Fox family's fondness for Land Rovers. In fact, I believe all of us have mentioned them such as the escapades of "Mzee", the old Range Rover, or the Defender that tried to take off John's (my dad) finger a few weeks ago. I'll admit that as a tour operator, I have gone to the 'dark side' and now use Toyotas. There are many reasons for this and while I might joke about stereotypical Landy unreliability, I don't really believe it. With the demise of the original Defender, the industry has become homogenous except for a few stubborn operators.

With care and attention, perhaps Land Rovers can be kept running for eternity. Which brings me on to Ed Hough.

I'd interacted with Ed a few times, usually over beers at J's or as a token member of a WhatsApp group that masqueraded as a means to organise cricket matches. I vividly remember passing him once on Bogani Road, his tall frame towering behind the wheel of a topless Series I Land Rover. I was in my air-conditioned Hilux, and I was envious. A year later, I heard that Ed and his wife, Moon, had set up a safari experience centred around a fleet of these legendary cars. Based in the Lolldaiga Hills, just north of Nanyuki, they offer guests the opportunity to take these vehicles on



adventures perfectly suited to their original design. The Lolldaiga Ranch has to be one of the prettiest properties in Kenya. At 49,000 acres, it encompasses dramatic rocky ridges and outcrops that overlook sweeping valleys. The eastern section is higher in elevation and features some of the densest Cedar and Olive forests in Laikipia. Down to the west, acacia woodland and grassy plains make for a stunning contrast.

While the property is still an active livestock ranch, wildlife numbers are healthy and everything you can expect from the region is here, except rhinos. It's an easy drive from Nairobi too, within an hour from Nanyuki, reachable in a saloon car.

Ed and Moon's camp is one of the few accommodation options for those who are not willing to self-camp. Originally mobile in that it was set up and taken down for each safari, they have now set roots in a carefully chosen spot. Without any concrete, they have built tent sites that allow for flushing toilets and views down to a waterhole that attracts various animals.

Their large 'mess-tent' is the focal point, with a dining and lounge area hooked up to a solar system for charging lights and

guests' electronics. I noticed many coffee table books and magazines with a distinct Land Rover theme. Their healthy and hearty food is mostly sourced from the local communities, who must be glad to see a Landy turn up on re-supply day. Each tent comes with all you would ever need — tall beds with warm duvets and hot water bottles for the chilly nights, solar lights and a large outdoor shower. They're calling the concept 'Safari Series', which beyond the Land Rover aspect is ultimately about flexibility and adventure. Beyond the traditional game drives (in specially converted Land Rovers, of course), they offer ranger-led walks, night drives, fly camping and are always keen to go exploring for rock-art or new sundowner spots. If you want, you can do most of this by driving your own Series Landy in convoy. How's that for social distancing? If you would like to find out more, check out their website, www.safari-series.com

LIFE'S A DITCH - Land Rover Defender 110 is sensational — it's just a shame we're all grounded

I CAN live with having the kids at home for three months. I can live with having to arm-wrestle for loo roll at Tesco. I can even live without a cheeky pint on a Friday night. But now this invisible worm is taking the mick.

We've been waiting for the "new Defender" since the last one was scrapped four years ago. Since before Brexit. Remember that? Now, just as it is ready to emerge on to our roads, Covid-19 kicks in.

So, take your time reading this, my friends, no rush, because it is going to be yonks before you are allowed outside to see it. Grrrrr! Luckily for me, I drove one the other day — and I'm pleased to report that it is S E N S A T I O N A L. The only vehicle you'll need for our dystopian future.

Predictably brilliant off-road but now with the speed, You couldn't say that about the old Defender. Two hours in one of them and you'd be fried. Right, let's answer your most urgent question first. How much is it? Er, expensive. Yet also a bargain. I say that because it's as good as a G-Class for half the price.

Sticking with tradition, there are two body-styles: the three-door 90 — which incredibly is shorter than a Ford Focus — from £40,290 and the five-door 110 from £45,560. The 90 commercial van is £35k plus vodka and tonic but an even cheaper pick-up with roll-up canvas sides will follow later. Promise.

Now I'll let you into another little

secret. Defender has the same bones as a Range Rover Sport but with key components strengthened for extreme use. That's why the ride quality and the way it addresses the road are so utterly impressive. You could do Doris and Dakar on the same day. Note. All 110 versions — petrol, diesel, hybrid or plug-in hybrid — have air suspension and a seamless eight-speed auto as standard. So it gracefully soaks up our cheese-grater roads and just hums along, like Winnie the Pooh when he's thinking about something.

Everything is so relaxed. It doesn't feel half its weight. Now let's have a poke around the cabin. Yes, it is premium — with digital screens and wifi and head-up display and a fridge — but you don't have to be precious about it. I stopped for a leak in a lay-by and thought, "Oh balls, my shoes will muck up the wool carpet". Wrong. Defender has rubber flooring because underneath all the glamour it is still a workhorse at heart. The cross-beam dash with grab handles at each end is another nod to its obvious strength. As are the exposed door screws. They look ace.

Mistakes? It needs a big switch for selecting the off-road modes. Something with a bit more drama than a touchscreen menu. And the chunky door pillars make turning right at a T-junction difficult. That said, I'd still tick the box for the middle seat up front. That turns the 90 into a six-seater and means you can have the 110 with five, six or seven seats.

Speaking of options, there are enough "adventure accessories" to fill an Argos catalogue. The kit list includes a rooftop tent with extendable ladder, a pressure washer and an air compressor for blow-up beds.

Finally, what's it like when the road ends? Of course, it's next level. Point it at anything — mud, sand, rocks, ditches, ravines — and it will get over it. It does everything so well and so easily. Bosses insist this is the most capable Land Rover ever — and I believe them. Trick diffs and a configurable terrain-response system combine to drag itself up and down slopes that a mountain goat would bleat at. You just steer. It's remarkable. And it's got 360-degree cameras to show you exactly what's going on. That's it, I'm done. The new Defender is finally here — tough, trendy and hi-tech.

It's just a shame you're all grounded.



Royal cars: The motors favoured by the younger Royal families

Who needs a chauffeur? The young royals are often seen driving themselves to official engagements. And in-between the events and engagements, they're often seen behind the wheel taking their children to school, the polo and a quick trip to the park. Read on to see which cars the likes of Prince William, Prince Harry and Prince Edward have in their fleet to ferry their family around in.

They must feel it's a safe drive too, as it's the car Prince William drove to collect Kate Middleton from St Mary's Hospital in - as well as a newborn Prince Louis, of course. He drove his other two children home from the Lindo Wing in a Range Rover SE Vogue. As for the school run, Kate is often seen driving Prince George and Princess Charlotte to Thomas' School in Battersea in a black Range Rover.

Prince Harry and Meghan are BIG Range Rover fans - the couple have a few between them, and were last spotted driving one on their last royal engagement in the UK, to the Commonwealth Service in March.

While in Canada, Meghan was seen picking up a friend from the airport in a Land Rover. Although no baby seat was seen in the back, the sleek SUV is clearly a favourite among the young royals with families; Meghan and Harry drove a Land Rover Discovery to last year's polo match, and while Kate and William's children larked about in the back of their Audi estate, new-mum Meghan used the bonnet of her car to balance baby Archie's sunscreen on.

Prince Edward and Sophie, Duchess of Wessex. Yet another royal fan of the Land Rover Discovery is Sophie, Countess of Wessex. The 4x4 is a favourite of her and Prince Edward's son James, Viscount Severn, 10, who was spotted driving it around the private grounds of Windsor Castle (while sitting on an adult's lap). The SUV is known for its roominess and ability to handle all-terrains.

Mike and Zara Tindall. The Tindall's love cars - Zara was the first royal ever to appear on Top Gear - and when they're not driving around race tracks, the couple's family car is, of course, a Land Rover. The family live in the countryside so it's the perfect motor for pootling around muddy tracks and country lanes, and plenty of space for daughters Mia and Lena.



Jaguar Land Rover shuts all UK plants over coronavirus spread

Jaguar Land Rover announced on Thursday evening that it will shut down its UK car plants in Solihull, Castle Bromwich, and Halewood from next week until 20 April in response to the coronavirus pandemic.

"The company's intention is to resume in the week of 20 April, subject to review of the rapidly-changing circumstances," the company said in a statement, adding that it was "operating in line with advice from the NHS and Public Health England to minimise the spread of the coronavirus," and will "work towards an orderly return to production once conditions permit."

JLR is one of the last car manufacturers to suspend production in Europe, as supply chains stop functioning due to the rapid spread of the virus in the EU. Volvo also announced on Friday that production would temporarily close at its plants in Sweden, Belgium, and the US. The Volkswagen group (VOW.DE), Fiat Chrysler (FCAU), Toyota (TM), Renault (RNO.PA), and PSA all halted production at manufacturing bases across the EU this week; most of them are planning to remain closed for the next four weeks. Ford (F) General Motors (GM), Fiat Chrysler and Tesla (TSLA) are also idling their US manufacturing plants, and Ford will close all its facilities in Brazil and Argentina.

Volkswagen and BMW (BMW.DE) both said during their earnings presentations this week that it was impossible to assess the impact that the plant closures would have on their finances for the remainder of 2020. BMW chief executive Oliver Zipse said that the BMW Group, which includes Mini and Rolls-Royce, expects a "significant decrease" in 2020 global deliveries and pre-tax earnings. Volkswagen CEO Herbert Diess said: "The corona pandemic presents us with unknown operational and financial challenges." The one bright spot for automakers currently is that production is starting to resume at their Chinese plants as the coronavirus peak has passed. However, car sales in China crashed in January and February, and car companies may struggle to recoup those losses.



Jaguar Land Rover says Slovak plant still operating

Jaguar Land Rover said its plant in Nitra, Slovakia, continues to operate normally despite the country's lockdown and Volkswagen's suspension of production at its plant in the country's capital of Bratislava. "Our plants are fully operational," a JLR spokeswoman told Automotive News Europe. "We continue to monitor the situation closely and follow the guidance of all relevant authorities," she said. JLR's Slovakian plant is ramping up production of the new Defender as sales of the SUV begin globally. The plant also builds the Discovery large SUV. The facility opened in 2018. The Defender replaces the original Land Rover off-roader and is a key model for JLR as it attempts to return to profitability after sales dropped in China during 2018.

The Nitra region has five reported cases of coronavirus, with three in the town itself, local news website SME Nitra has reported. Slovakia has 61 confirmed coronavirus cases, up 17 from a day earlier. The country has reported no deaths.

The country has declared a state of emergency and has shut borders to those without permanent residency in the country. The country has exempted those who live outside the country but live within 30km of the border and have temporary residency. VW shut its Bratislava plant following a potential coronavirus case at the plant, Slovak Prime Minister Peter Pellegrini said on Sunday. VW did not comment on whether that was the case. VW builds the Porsche Cayenne, VW Touareg and Audi Q7 large SUVs, along with the VW Up, Skoda Citigo and Seat Mii minicars, and axles and floor platforms for the Bentley Bentayga at the plant.



Ford, Jaguar Land Rover asked to make ventilators to fight coronavirus

Britain has asked manufacturers including Ford Motor, Jaguar Land Rover and Honda to help make health equipment including ventilators to cope with the coronavirus outbreak. Jaguar Land Rover confirmed it had been approached for help with the production of ventilators as part of ongoing discussions with government. "As a British company, naturally, we will do whatever we can to support our communities during these unprecedented times," a spokesperson told Automotive News Europe. Ford said it was assessing the situation. The U.S. automaker operates two engine factories in Britain, which made just under 1.1 million engines in 2019. One of the two sites, in Bridgend in Wales, is due to close this year. Honda, which built just under 110,000 cars at its facility in Swindon in England last year, said it had been asked by the government to explore the feasibility of making ventilators. PSA's Vauxhall unit has also been asked to help.

It was not immediately clear how a manufacturer of cars could turn to producing specialist medical equipment, which international parts would be needed or what certification would be required.

One option could be to adopt defense industry rules which can be used to order certain factories to follow a design to produce a required product quickly. British industry has the capability to do that but is unlikely to make the electronic components that would also be required.

Robert Harrison, professor of automation systems at the University of Warwick in central England, said it would be a significant task, perhaps taking many months, for engineering companies to manufacture ventilators. "They would have to tool up production lines and train workers to assemble and test the product," he said. Sourcing the parts, for example, electronics, valves and air-turbines, quickly could be difficult, Harrison said. The ventilators are sophisticated devices. "It is crucial that they work correctly in order to keep the patient alive, as these are life-critical pieces of equipment,"

Coronavirus Outbreak; Jaguar and Land Rover deploys 160 vehicles globally for emergency response organisations

Tata Motors-owned Jaguar Land Rover has provided 160 of its vehicles to emergency response organisations worldwide in the wake of the ongoing COVID-19 pandemic. The firm has loaned 57 vehicles, including 27 examples of the new Land Rover Defender, to the British Red Cross to deliver medicine and food to vulnerable people across the UK given the social distancing that is in place.

Jaguar Land Rover teams in Spain, France, South Africa and Australia have also loaned cars from their press fleet to the countries' respective Red Cross Societies, while more markets are in the process of offering such assistance. Land Rover, especially with the Defender, has a long history of humanitarian assistance.

The brand has collaborated with the International Federation of Red Cross and Red Crescent Societies for over 65 years. The first instance of this was in 1954 when a specially adapted Defender was used as a medical dispensary in the deserts of Dubai.



15 Facts And Figures About The Upcoming Land Rover Defender

The Land Rover Defender is one of the most iconic vehicles in the British automaker's lineup, and this rugged adventurer is back in 2020 with some major design and technology changes. It was first shown to the world at the 2019 Frankfurt Motor Show, and now in its second generation, the Defender is better than ever before.

The body is much more durable, it is still an awesome off-road performer, and the cabin has been much improved. Oh, and let's not forget how awesome it looks. Also, you can get it pre-wrapped with a special wrapping that can heal itself from scratches in the sun. Wow!

Today, we've compiled a list of 15 facts and figures about the upcoming Land Rover Defender. If you've been on the fence about purchasing one, perhaps this is exactly the push you need! Anyway, without further ado, let's get right to it!

15 It's Tougher Than All The Rest

According to the good folks over at Land Rover, as the 2020 Defender is built from aluminum and high-strength steel, it is three times as strong as any of its close competitors. In fact, it can resist a seven-ton upward load through the suspension, which was tested by the team before its release.

14 It'll Do The Whole Off-Road Thing Properly

Like always, the new Land Rover Defender is a great off-road performer. You can take this one to even the most rugged of terrains without any worries. Due to its approach and departure angles, it is not prone to flipping over, and it can stay submerged in a meter of water for an hour and still function.

13 It's Been Around The World, Quite Literally.

Before its release, the Land Rover defender went through rigorous testing to ensure everything is correctly in place. During its development phase, the new Land Rover Defender covered more than 1.9 million kilometers, which is three times the Earth's circumference.

12 The Badges Are For Show, But There'll Be A Longer Version Yet To Come

Originally, the length of the wheelbase was 90 and 110 inches for the Defender, but the new one is about 9 inches longer. So, the good folks at Land Rover weren't sure whether to include the badging or not, but they ultimately did simply to follow tradition. Also, there have been rumors that a longer version may be in the works.

11 It's Got Padded Arm Rests!

The Land Rover has always had an industrial style, and it still does, which is part of its charm. However, it does have more luxury in the cabin than ever before, with the inclusion of padded arm rests. Also, it still features the optional front seat, as well as an auto gearbox.

10 It's Got More Processing Power Than NASA (Possibly)

Unlike the old, analog Defenders, this one has been upgraded with brand new tech features. Now, according to the British automakers, the Defender features "always connected, always up to date architecture" as it has the ability to download software overnight to be ready in the morning when you start your vehicle.

9 It Also Features Witchcraft

Well, it's not exactly witchcraft, but it's pretty close to it. The 2020 Land Rover Defender features Clear View Technology, which gives the driver a view of the front wheels and exactly what they're facing in the infotainment screen. This is a feature that even the legendary Mercedes-Benz G Class doesn't have!

8 It Comes Pre-Wrapped

The Land Rover Defender comes with the option of being pre-wrapped in a covering specially made for this car. This wrapping can heal itself in the sun from small scuffs and scratches. Also, the wrapping on the car can be changed many times throughout the entire car's life, ensuring further aesthetic longevity.

7 There Isn't A Step

Although it looks like you can step on the hood, don't try it as your foot will go straight through. Why isn't there a step there? That's a pretty embarrassing look! However, we have to admit that we love the checkerboard look and think it adds a lot to the design of the car.

6 Comes In Many Different Flavours

There will be so many different versions of the Defender! When first released, it will come in six different flavours: the standard base Defender, the S, the SE, the HSE, the First Edition, and last but not least, the Defender X. Also, there are four different lifestyle packs to choose from for all of them.

5 There Are Engines But Most Importantly A V8 Fits Inside, Too

The 2020 Land Rover Defender has four different engine configurations: a two-liter four-cylinder diesel, a 2.0 or 3.0 liter petrol engine, or a V6 petrol engine. They all feature an eight-speed automatic gearbox and 4WD. We can only dream of seeing a V8 Defender in the future! You never know!



4 You'll Likely Never Get Stuck—Anywhere

As mentioned earlier, the Defender is an incredible off-road performer. The British automaker's engineering team went through extreme lengths to ensure that it never gets stuck no matter the situation. This beast can handle a weight of over 4,500 kilograms and pull from up to 45 meters! What an absolute monster!

3 It Is Able To Wade Through 900mm Of Water

The 2020 Land Rover Defender is able to withstand an hour submerged in a meter of water, and it can go through water of up to 900mm deep. This is truly the friend you need on your next adventure. There is perhaps no other car out there that does the whole off-road thing as well as this beast!

2 Strengthened Tailgate

By now, you've probably realized that the 2020 Land Rover Defender is a true terrain-conquering beast, but if you need even more convincing, it now comes with an even stronger tailgate than ever before to make sure it can handle the punishment of bumps on the road even better.

1 Exposed Beam

The all new Defender is the first car in the world to featured a dashboard crossbeam and to use it as an integral part of the car's design. It comes with grab handles on both sides, and if you want a more industrial look, you have the option of getting it powder-coated. Pretty cool, right?



Jaguar Land Rover Owner Wants To Spin Off Cars Unit From Trucks And Buses, Seeks Alliances

Jaguar Land Rover parent company Tata Motors, wants to separate its passenger car business from trucks and buses, seeking a partner as sales in India have slumped for a 16th consecutive month in February.

By creating a separate subsidiary for its Passenger Vehicles (including EVs), Tata hopes to provide the unit with "differentiated focus", helping it realize its full potential.

"The recent outbreak of COVID-19 increases the challenges faced by the business," said the company in a statement. "A move towards subsidiarization of the PV business is the first step in securing mutually beneficial strategic alliances that provide access to products, architectures, powertrains, new age technologies and capital." The subsidiary shift will be implemented through a scheme of arrangement, tabled for approval to the TML Board over the next few weeks. Tata expects the entire transfer process to take less than 12 months, which includes regulatory and statutory approval, as well as the approval of shareholders and creditors. According to Moody's Investor Service, Tata Motors' credit rating is under review for a downgrade, especially with customer demand being as low as it is thanks to the ongoing pandemic. Bringing on an investor could help the Indian brand revive sales. "It is something Tata should have done many years ago," said Ashvin Chotai, managing director, Intelligence Automotive Asia. "I would have thought Tata would have more fundamental challenges to address in the current environment than to this reorganization."



As for JLR, back in January, the British premium carmaker had to give up on plans to issue a U.S. dollar bond after investors demanded too high an interest rate to compensate for the risk posed by the coronavirus situation, as per Bloomberg News.

Here's What The 2020 Land Rover Defender Camel Trophy Could Look Like

The only way to appreciate the 2020 Land Rover Defender is to understand that it's not a 1996 Land Rover Defender; it's a different vehicle with its own merits. That said, nostalgia is calling and I must answer. Since people who don't already know won't care, I'll keep this brief: The "Camel Trophy" was a recurring off-road boondoggle that involved teams representing different countries running 4x4s (usually, but not always, Land Rovers) through ridiculously technical terrain.

The vehicles were famously resprayed in a dusky yellow sometimes referred to as "Sandglow" and were always bristling with cool accessories. Camel Trophy events were often used to showcase Land Rover's latest and greatest hardware. Today you can find photos of Defenders, Range Rovers, Discoverys, and even Freelanders in the mix throughout the heydays of the events in the 1990s.

The epic Kaokoland Expedition that Land Rover hosted to launch the new Defender was pretty extreme in its own right, but of course, a few of us have been wondering what the 2020 Defender would look like in that classic Camel Trophy livery.

Some owner will inevitably make one of these for real, but until then, we had one Photo-shopped.



Land Rover Owners' Club of Gippsland - Minutes for meeting held on Monday 2nd March 2020.

Meeting held at Gippsland Land Rover, Traralgon. Meeting started at: 8.05 pm

Welcome & thanks by Alan Harlow.

Present; Ted Allchin, Shirley Allchin, Ian Blake, Charlie Calafiore, Rod Catchpole, Loris Catchpole, Alan Harlow, Terry Heskey, Ross Howell, Sue Howell, Shaun Johnson, Siobahn Walker, John Kerr, Heather Kerr, Alan MacRae, Helen MacRae, David Murray, John Jennings, Krystal Murray, Harley Murray, Jan Parniak, Colette Parniak, Ron Prince, Dot Prince, Eric Shingles, Paul Whitehead, Neville Trimnell.

Apologies, Mark Broadbridge, Eliza Broadbridge, Tonee Harlow, Barb Heskey, Wayne Foon, Sharna Foon, Brian Johnson, Bob McKee, Annette Fleming, Greg Rose, Lois Rose, Mal Trull, Liz Trimnel.

Helen MacRae standing in for Tonee Harlow to take the minutes.

Confirmation of December Meeting Minutes:

That the December minutes be accepted as true and correct: Moved by. Alan MacRae, Seconded by Colette Parniak
Passed

Business arising from the minutes of the previous meeting. Nil

Correspondence:

Out:

Emails passed on to members from FWDV re blaze aid.

In:

Four Wheel Drive Victoria asking club members doing volunteer work such as blaze aid to fill in and return volunteer work hours form.

Email from Bob Mckee. Re fire relief trip.

Greg Rose re May weekend working bee with Parks

FWDV re Information session in Doncaster on 23/3/020

Navigation trip report from Eliza & Mark Broadbridge (Winners!!)

Treasurer's Report: February John Kerr

Questions of Treasure; Nil

The Treasurer's report be received: Moved by John Kerr, Seconded by Shirley Allchin

Passed.

Publicity Officer's Report:

Charlie attended the 2020 Jaguar sponsorship launch of MFC.

New Defender gathering momentum.

Steve: printout runout apparel. LROCG member prices

Editor's Report:

Hope you like the newsletter, always looking for more stuff.

Webmaster's Report:

Navigation trip report on Web site.

February, 18 visitors down 6, 56 pages up 4. 98% mobile

FWDV Delegate's Report:

Please complete FWDV Volunteer forms

FWDV Regional Representatives;

Nil report

Events Coordinator's Report:

Past Events.

*February Coffee Get Together. Jan Parniak, Held at Mia's cafe, George St Moe, attended, by 11 members.

*23rd February Club Navigation trip. Report and photos on Web site. Winners were Mark and Eliza.

Thanks to Charlie for prizes.

Future Events.

*March Coffee Get Together, Location: Rosedale 'Victoria Rose'. Friday 13th March at 10am.

*March / April, Bushfire relief trip, coordinator Bob McKee.

1) Mallacoota, Sunday 15th March for up to one week. Foreshore Caravan Park. (although council owned, the revenue flows back into the town) Group to meet in Bruthen for morning coffee, stop at Cann River for lunch then onto Mallacoota. Alternatively stay o/n in Cann River. Help required is listed in the local hall.

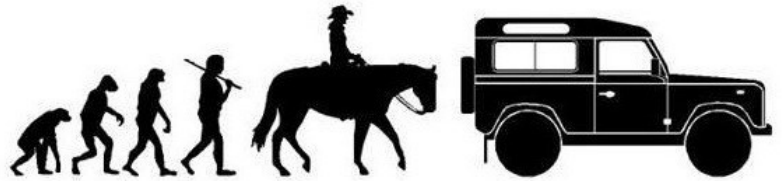
Plenty for the able to do, and those less physically able having plenty of options to support local businesses with their



How Hoody safely secured this load of sand

patronage. Detailed discussion with Mallacoota people to follow once Club confirms.

2) Club Terrace, 3rd week April for up to one week, Orbost Caravan Park as our base. Detailed discussion if Club confirms that they can help. Will not be ready for our level of help for some time. Detailed plan or two plans when the Club makes their decisions.



Discussed both dates and locations, general option was one trip to Mallacoota. Trip intention forms passed around for members to indicate choice and availability. Forms to be passed on to Bob to further fine tune details and dates.

* April 9th to 14th. (Easter) Camp Hosting Jerusalem Creek coordinator Alan Harlow. Box of hosting requirements to be collected from HO.

*April post Easter, Day trip to McMichaels Hut. Rod Catchpole suggested that as custodians, it may be appropriate to arrange a day trip for our club members to visit the hut and do a post Easter clean up as required.

Details to be confirmed, in conjunction with Parks, via Greg.

* May 2nd & 3rd

LROCG/PV volunteer days coordinator Greg Rose. We will be accommodated at Surveyors Creek. Flushing toilets, hot showers, beds, etc. We will be working at and around McMichaels Hut to complete work started in November 2019. Possibly a new picnic table set to put in as part of the work. So far I have; Lois and Greg Rose, Bob McKee and Annette Fleming, Alan MacRae Alan Harlow David, Krystal and Harley Murray and Neville Trimnell, Craig Murray and Vivian Lee, John & Heather Kerr (possible) on my list. Plenty of room for more volunteers. (It would be nice to have a few more.) Wayne will be our Parks Victoria leader.

* October 29th to November 5th, Melb Cup Trip Coordinator Rod Catchpole. Looking at Mallacoota to support the fire effected area.

* November 16th, 17th, & 18th. LROCG/PV volunteer days, coordinator Greg Rose Preliminary talks with Connor re potential areas & works. Not yet determined.

Technical Matters:

Ross Howell: key fob battery was flat, hence his Defender wouldn't start & alarm went off. NB - keep battery charged / replace.

General Business.

* Update personal information/medical forms. Alan will email out forms for those who need to update.

* Lardner Park: demo area approx. 500 people, officials pleased, club display incorporated in JLR tent, very windy, a good range of stands, enjoyable day...

*Eric advised that the 'Lady of the Swamp' house, Tullaree, has been sold.

*Ian advised that the fish farm at Boolarra which we were lucky enough to visit last year will sadly be closing in 2 weeks.

Next Meeting:

Monday April 6th at Land Rover Dealership 8pm, Pre meeting meal from 6pm at Royal Exchange Hotel Traralgon.

Meeting closed at 9.00pm.



Ian Blake Livestock Transport

For Sale;

Discovery 4 19" OEM Rims, Corris Grey Metallic Paint. Have put 18" Compomotive Rims on my 2016. Discovery 4 So now have 5 factory painted OEM 19" rims for sale. 1 with originally supplied 255/55R19 Goodyear Wrangler All Weather M&S tyre (unused) and 4 with Kumho ATRs With about 7 mm tread. 1 wheel has some minor gutter Scuffing. Will deliver Melbourne metro area, Baw Baw, Latrobe and Wellington Shire. Or pick up Moe. Asking \$1200 lot, or nearest offer. Bob 0407 963176, or email bobmckee46@gmail.com



Wonnangatta Reopening Work March 2020.

It was unusual, and not something I had experienced since the early 1980s, to journey into the iconic Wonnangatta Valley with no one else about.

I had been invited to travel in with Wayne Foon, Parks Victoria Acting Ranger Team Leader Heyfield. We were to meet up with Rangers Sam and Bernie. Wonnangatta had been closed over much of the summer due to fire operations. It officially reopened from some routes on Monday the 2nd of March, the day we ventured in.

There was a problem with the opening. A significant windstorm had roared through the area bringing down trees on all of the tracks. Wayne had already spent two days cutting on Zeka Spur. The plan was for Sam and Bernie to come in from Eaglevale, along the fire impacted track and down Wombat Spur Track. Wayne and I would come in via Zeka Spur, do some more tree clearing and remove a large rock that was partially blocking the track. Our first stop along the way was to relock the gate at the Thomastown bridge on Kelly Lane (off the Tamboritha Road). This wooden bridge has been assessed by an engineer and closed for public safety. It will be repaired by a contractor.



Heading up the Howitt Road we encountered very little traffic. We stopped at the Bastards Neck to watch a wedge tailed eagle slowly riding the air currents quite close to our Ford Ranger. Further along we saw Howitt Hut, still wrapped in its protective foil.

The trip in was slow. The track surface was in excellent dry condition but there was plenty of chainsaw work for Wayne to do with the two Stihl saws we had with us. Part way down we stopped for a major chainsaw sharpening. Around six thirty we met up with Sam and Bernie at The Elms. The savage wind had ripped through the popular campsite tearing the tops out of many of the trees. We set up our camp and cooked dinner at dusk. There was no shortage of firewood. We swapped stories until ten and then the somewhat exhausted guys settled down for the night. The silence was punctuated by the soft foot-fall of deer near our camp and later by a very loud territorial dispute between possums.



We awoke at dawn to a beautiful warm morning. I went for a walk up to the homestead site. Despite the extensive wind damage the valley was looking great. Recent rain had spurred on the grass growth and the valley was lush and green. After breakfast I was treated to the spectacle of the three Rangers carefully sharpening all the saws. Over the two days the guys would use four jerry cans of chainsaw fuel and sharpen the Stihl Magnums with the big 404 chains and the smaller saws many times.

We divided our team with Bernie and Sam attacking the "high level" Wonnangatta Track while Wayne and myself went along the "low level" Wonnangatta Track, both heading to a planned eventual meet up at the foot of Wombat Range Track. We never met up. At lunchtime we were still a few kilometres from our goal. The progress had a pattern. Drive for fifty, maybe a hundred metres, encounter a

fallen tree, stop, get out the chain saw, Wayne cuts, we move the cut logs and branches off the track, repeat, repeat, repeat! Sometimes Wayne would walk up to the next tree while I finished off the track clearing and then drove up to the new worksite.

In the end we had a mini conference and decided we were not going to get all the way through our section and be able to get out in daylight. So, reluctantly, we backtracked to the high level track, crossed the Humffray River, climbed Wombat Range Track, headed toward Mt Cynthia looking at the extensive fire damage on the hills and spurs and came down Eaglevale Track. The stock standard Ford Ranger performed beyond my expectation. It was comfortable and did everything we asked of it. Bernie and Sam, in the 79 Series dual cab Land Cruiser were ahead of



us, no doubt heading for home and a well earned shower. As it was late in the afternoon we called in at the Dargo DELWP/PV work centre for a rest, a coffee and a toasted sandwich, before the drive home.

On the Wednesday morning we met up at the Heyfield PV office to unpack gear and have a debrief discussion about the work still to be undertaken to fully open the tracks. I was able to pick up my four wheel drive, left in the secure carpark while we were away, but the Rangers would have to get back to work, keeping the Alpine National Park open and safe for all visitors.

Thanks to Wayne Foon for inviting me to come along and thanks to the whole Foothills and Southern Alps Team for the work they do in the Park.

Greg Rose.

Four Wheel Drive Victoria Regional Representative, Southern Alpine National Park.

Land Rover Owners Club of Gippsland.

Land Rover Owners Club of Victoria.

Cancellation of LROCG / PV Volunteer Weekend.

I have, after looking at the current COVID - 19 social distancing recommendations and the speed at which advice is changing, cancelled the volunteer activity planned for Saturday the 2nd and Sunday the 3rd of May.

The nature of the tasks we do with Parks Victoria would make it difficult, if not impossible, to adhere to the distancing guidelines. The decision was made easier considering the close proximity we would be in at Surveyors Creek camp and the fact that some of us, due to age and underlying health issues, fall into an elevated risk group.

At this stage we can keep the three days in November on our calendar and reassess the position later in the year.

I have informed Mike Dower, Parks Victoria Area Chief Ranger Foothills and Southern Alps and Wayne Foon, Acting Ranger Team Leader Heyfield. Mike described the decision as a "good call" which he fully supports.

I would like to thank Wayne Foon for the planning already undertaken for the weekend.

Stay safe and well,
Greg Rose.

Little Adventures Can Be Just As Good.

With corona virus talk filling the news services and having to have surgery that would keep me pretty much housebound for a few weeks Lois and I decided to head into the Alpine National Park for some news free peace and quiet. I think many of us fall into the trap of focusing on the big trips and adventures and forget how good the little local ones can be.

Not wanting to do anything too "full on" we packed some camping gear into the Pod Extreme trailer and drove up to the Bryces Gorge / Guys Hut carpark camping area. Green grass, nice trees, fireplaces, tables and even a toilet (with toilet paper, don't tell anyone!).

After a leisurely picnic lunch in the shade we set up camp. We had deliberately taken Lois' easy to set up Black Wolf Tuff Dome tent, all done in a few minutes. The afternoon was spent sitting around, photographing wildflowers, doing short wanders, having coffee and cake, listening to the varied bird calls, relaxing. Perfect. The best part was that there was no one else about. As the afternoon chill descended, we lit the fire,



in our folding SnowPeak fire pit rather than in the onsite fire ring. It's easier to fully extinguish at the end of the night. Dinner was pasta and meatballs in a tomato sauce, all cooked on the fire. A bit of ring tail possum spotting was done by torch light. The sky was clear and full of stars. You know what that means. We were camped at 1245 metres above sea level, so the

night was going to be cold.

We survived the night. When I got up just after dawn the dew on the windscreen was icy. I set up the gas stove, brewed up some strong coffee and took Lois a steaming mug as she decided to enjoy the down sleeping bag a little longer. When the sun cleared the trees, we cooked up a bacon and eggs feast, to set us up for the day.

Guys Hut is a short walk from the camping area. We walked in after all the breakfast things were packed away. Guys is a beautiful hut to visit and the walk can be extended to take in Conglomerate and Pieman falls. There is a magnificent crystal clear creek just before the hut. Arriving back at the campsite around midday, the warm sunshine had dried out the tent. We packed everything back into the trailer and headed back towards Licola. It was a slow journey, as we stopped at all the viewing spots on the way down, the hills were incredibly clear in the bright sunshine.

It had been a perfect little adventure, close to home.
Greg Rose.



Fake Toyota Land Cruiser Is More Luxurious Than The Land Cruiser

Take a wild guess where a fake Toyota Land Cruiser comes from. It really isn't hard. The obvious and only answer is China, the country that has a long history of completely ignoring copyrighted designs and technologies. Following a multi-year long court case, Jaguar Land Rover successfully fought back against the Landwind X7, a near duplicate of the Range Rover Evoque. But what we're not wondering is whether Toyota will pursue legal action against the Hengtian L4600. It probably should because the L4600 is nearly a complete clone of the Toyota Land Cruiser, though there are some differences. For starters, this fake Chinese-built Land Cruiser is actually bigger than the real Land Cruiser.

The L4600 is longer and wider and only a little shorter. Its wheelbase is a bit bigger, too. The L4600's chassis design is another carbon copy, though its engine and transmission are built in China and have their own unique designs. This was also the case of the Landwind X7. That power comes from a 4.6-liter V8 with 286 horsepower. The real Land Cruiser has a 5.7-liter V8 with 381 hp.

The exterior's body panels are original, believe it or not, meaning they're produced by the automaker. There was absolutely no shame in stealing this design, even with finer details like the chrome grille. Inside, it appears the L4600 is even more luxurious than the Land Cruiser, perhaps a bit closer to the Lexus LX with all of that wood trim and two-tone leather upholstery.

The price? 270,000 yuan, which is about \$38,000. The Land Cruiser, to compare, is far more expensive, only beginning at \$85,000.

The Hengtian L4600 is still not on sale because it hasn't even officially premiered. That debut date was originally supposed to happen next month at the now-canceled 2020 Beijing Motor Show. An online debut is now more likely. It'll be interesting to see how or if Toyota will respond.



Vehicle Storage.

This is very much an article for the times we find ourselves in. With current (at the time of writing) Government advice that there should be no unnecessary travel and with states and territories effectively closing borders, you might have a vehicle/s that will sit, unused but still loved, in the garage for some months.

Not using a vehicle can have some unwanted side effects; flat batteries, tyres that “flat spot”, condensation in fuel tanks, dried out parts, etc. Below are a few suggestions, some of them are mine from experience, some from various internet sources and some from friends in the motor trade.

Batteries.

Ideally the best way to store a vehicle for long periods is to disconnect and remove the batteries from the vehicle. Before you do this, check that the reinstall will not be a problem with modern vehicles with complex computer controls, etc.

If you are leaving the batteries in, if possible, start the vehicle regularly and run it to recharge the battery.

The next option is to connect a battery management smart charger plugged into a power point. CTEK brand or similar work well. In my motorcycling days, when I had multiple bikes in the garage, I used them regularly. There are some things to be careful about. Most chargers have the ability to select the type of battery and will use the charging and float regime that suits the battery, make sure it is set correctly, especially on a second or auxiliary battery that may be quite different to the main starting battery. If the power goes off the charger may not retain the settings you had, it will need to be checked. Check that the use of a charger will not cause a problem with the vehicle's electronics.

If the starting battery goes flat, you may be able to start off your auxiliary battery. A few of us have a system that allow switching the starting to an auxiliary battery. A simple and effective solution to the flat battery is one of the jump start packs. I have an ARB Jump Starter Pro that works superbly and will easily start diesel engines up to 5 litre and petrol up to 6 litre capacity. According to the literature it is good for about 20 starts from full charge.

Tyres.

The old storage advice was always, “put it up on blocks”. While effective it's not very practical having your pride and joy sitting on four blocks of wood while the rims and tyres lean against the garage wall. You could jack the vehicle up and place axle stands under it.

Tyres will drop a little pressure over time so keep an eye on them and reinflate when necessary. Any small 12 volt compressor will take care of that task. Use a hand pump if you want to build up the muscles.

Flat-spotting is another issue. With all the weight of the vehicle on the contact patch where the tyres meet the garage floor the tyres will flatten. Some people advise over inflating the tyres to minimise this, but it will still happen. Short of the “up on blocks” solution the best thing to do is move the vehicle regularly to have it sit on a different spot. Sometimes flat-spotting will go away after the vehicle is driven for several kilometres and the tyres come up to temperature. The Goodyear website recommends taking as much weight as possible out of the vehicle to minimise the pressure on the tyres.

Goodyear recommends that tyres on rims that are to be stored off the vehicle or for your second set of tyres, the rims and tyres should be carefully cleaned, tyres inflated to normal pressure, stored in a dry area not in sunlight or directly onto concrete and stacked on their sidewalls.

Fuel.

Most sources say the fuel tank/tanks should be full to minimise condensation. However, some sources say to have minimal amounts of fuel in the tank. Fuel should last in a tank for several months. There are fuel stabiliser products that extend the life of the fuel and protect fuel lines, etc.

Running the vehicle is best.

All the sources I looked at noted that running, preferably driving, the vehicle every two weeks is the best way to preserve it. By driving, for about half an hour, all the components get to operate and the vehicle comes up to normal temperature. Use the air-conditioning to get the gases moving.

Some other things to consider.

If you are storing where little creatures might be looking for a home, cover the exhaust and air intake, especially if you have a raised air intake. Run the winch to prevent the motor seizing. If you have synthetic winch rope, make sure it is clean and dry before storage. Store the vehicle clean and dry. Make sure there is no accumulation of mud or thick dust underneath that will hold moisture and lead to rusting. Wind the windows down and up to keep the mechanisms free. If you have a fridge in your vehicle, make sure it is completely dry and leave the lid slightly open. The general consensus seems to be that water tanks should be left full. I have always added Katadyn Micropur to my tanks to guard against virus and bacterial contamination. The RACQ website section on storing vehicles recommends leaving the hand brake off. Car covers are a good idea to keep dust off but make sure the material can breathe to reduce condensation. Don't forget to look after the tyres, batteries, etc. in camper trailers and caravans as well. Some vehicles, like Discovery 4 for example, “wake up” each time you open a door, this will quickly flatten a battery.

There is quite a lot of information about storing vehicles on the internet. Some of the North American sites, where vehicles may be stored for up to six months over winter, are interesting to read.

Greg Rose.