

LAND ROVER OWNERS' CLUB

OF GIPPSLAND
MAY / JUNE 2020 NEWSLETTER



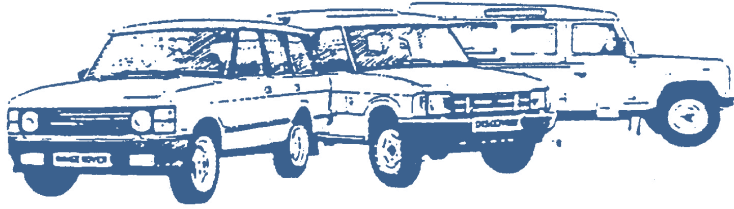
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LAND ROVER OWNERS' CLUB OF GIPPSLAND

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A note from the President.

The veil of isolation is showing signs of weakening and life edges towards a new normal. By the time restrictions are all lifted we will have completed all our projects, which means plenty of time to get out into our great land and put our cars and selves to the test once more. For me catching up with club members is high on my agenda, so having the executive meeting at the dealership was enjoyable and I look forward to our coffee meeting at MOMOs in Traralgon to see what everyone has been doing in isolation and their plans to get away before the winter really sets in. Several of our club members are travelling to Black Rocks camp ground national park in NSW in July for some long overdue socialising.

I know several members have been dealing with medical issues during lock down / isolation and I hope you have all recovered and can take part in our coming events.

On the car front the new Defender is still scheduled to arrive in July but the process may be delayed due to LRJ not being able to have a big media launch. We can only hope the wait is not drawn out too much as the anticipation may be getting to some of us. Regardless of what happens Charlie has advised there will be a Defender in his show room for us all to check out and drool over.

I have been watching webinars on the Parks Victoria Web site and it's made me think that our volunteer work, as valuable as it is, could be enhanced with more scientific exercises involving fauna and flora which may suit our age group. Greg has taken on a role to investigate this further and see if there is scope for the club to develop in this direction. It may mean some training but I don't think we're past that capability yet.

Regards

Alan Harlow

PS

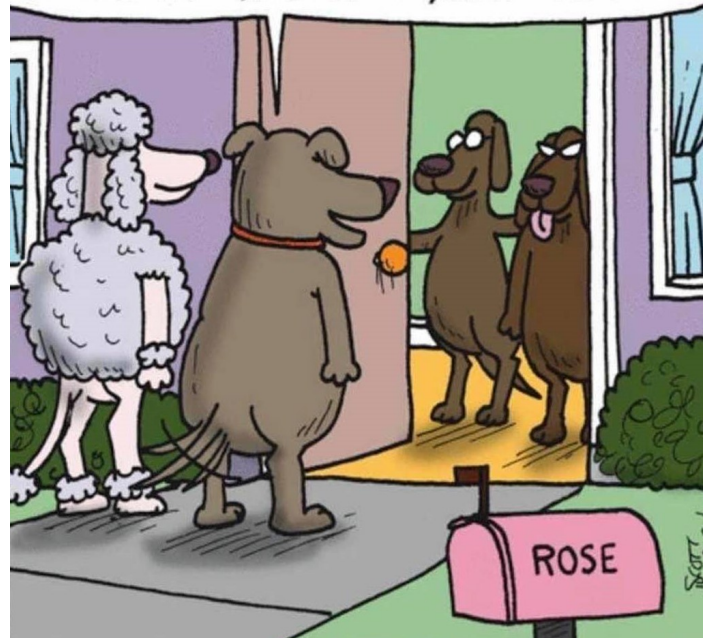
Since writing my note things have taken a u turn so our planed meeting for the 6/7/20 will not take place. Based on the survey feedback members are ready to get back into socialising even if it's under social distancing rules. As for the club trip in July the survey showed a very positive yes to conduct one. Under the rules we will only be able to have 20 members on the trip that equates to about 10 cars, which under normal circumstance is a large group so I'm hopeful we wont have to disapoint anyone.

We did have a coffee meeting at MoMo's which was well attended but within the rules. It was great to catch up with other members and have some cake, hopefully we will be able to do it again in July, Jan is working on that one but some of our members will be interstate by then if they don't lock us down.

This month's cover; David Murray's Perentie ascends the slippery rock covered slope on the Adventure Circuit at the 2020 Victorian 4 Wheel Drive show.

Photo; Ellen-Jane Browne (LROCV President)

WE WERE DRIVING BY WHEN CHERYL SAID, "LIFE'S SHORT. LET'S STOP AND SMELL THE ROSES." SO, HERE WE ARE!



Land Rover Owners Club of Gippsland 2019-- 2020 Committee

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50 Years since the launch of Range Rover

June 17 1970 was the date of the official launch of the Range Rover in the UK.

If you dismiss any links to the 12 Road Rover prototype's built from April 1958, or any links to the 11 Series 2 Road Rover prototypes built between early 1957 and April 1959, the first ideas for the Range Rover, or as it was referred to then, the 100" Land Rover Station Wagon, began early in 1966 when Spencer King and Gordon Bashford, started putting some of their ideas together.

The first prototype, 100/1, was built and registered in 1967.

100/3, the third prototype was built early in 1969, and was the first to have the production body style, which David Bache's styling department is credited for. By January 1970, a total of 7 prototypes had been built. The 100" Station Wagon was badged as a VELAR during early testing to disguise it. Some say VELAR was derived from **V**ee-**E**ight **L**And **R**over, others say it comes from the Latin velare – to veil or conceal. The name Range Rover was adopted at a meeting on the 18th of December 1968.

Pre-production versions of the Range Rover were built from January 1970, 25 of these were built, with proper Production vehicles commencing in April. The company had wanted to launch the Range Rover at the Geneva Motor Show, in Switzerland, in April, but delays prevented that. At the time, management hoped the new vehicle had a model life of at least 8 years.

The press was shown the Range Rover in Cornwall, in Wales, from Monday the 1st of June to Saturday the 6th of June 1970, however, they couldn't publish their articles until June 17. The journalist had a fleet of 20 Range Rovers to test-drive over a road circuit, as well as an off-road test area with some steep and rough ground in the Blue Hills Mine, near St Agnes. They also had access to a disused runway at a Royal Airforce airfield to try out the Range Rover's high speed capabilities.

Showroom sales were to commence on September 1st 1970.

At the time Land Rover claimed in their brochures that the Range Rover was:

"The world's most versatile motor car".

"It is a seven-days-a-week luxury motor car for all business, social and domestic purposes."

"It is a leisure vehicle that will range far and wide on the highways and no-ways of the world in pursuit of its owner's activities and interests."

"It is a high-performance car for long distance travel in the grand manner."

"It is a working cross-country vehicle with a payload capacity of 1200 lb."

"Who buys the Range Rover? Business and professional people with a leaning toward the great outdoors, who want a purpose-built vehicle instead of an adapted one, the real thing instead of a compromise."

Range Rover a "Four-In-One" car:

"A luxury car"

"A performance car"

"An estate car"

"A cross country car"

Some of the press people said;

This luxury car for countrymen will be a best-seller, for it combines excellent road behaviour with

an almost miraculous performance where no roads exist. It is certainly great fun to drive under both these conditions.

(Autosport, 18 June 1970)

....a brand-new vehicle offering the qualities of an estate car and a cross-country vehicle in remarkable combination.

(Motor, 20 June 1970)

The Range Rover wasn't launched onto the Australian market until July 1972.

Price when launched here was \$7,475.

The delay to launch here was because of the limited production at Solihull, and the huge demand worldwide. Between the launch in the UK and the launch here, several privately imported Range Rovers managed to find their way to Australia.

A great you-tube video to watch is this; <https://youtu.be/Fha8KmAcq2Y>



President of Rover, Spencer Wilks, seen here crossing the Laggan River on the Scottish island of Islay in the first of the 100" Station Wagons, 100/1, in 1967.



It's the Range Rover's 50th birthday

50 years ago today, 17 June, the world changed. Yup, the venerable Range Rover – arguably the very first luxury SUV – celebrates its half-century today, precisely five decades after the original two-door went on sale.

Said celebration involves a limited-edition current-gen Rangie. Land Rover will build 1,970 examples of the 'Fifty', which is based on the regular fourth-gen Range Rover Autobiography. Available in either standard- or long-wheelbase form with petrol, diesel and plug-in hybrid powertrains, it gets special 22-inch wheels and many, MANY 'Fifty' badges.

The best bit, though, is the colour. While the Fifty will come in four ordinary Land Rover colours ('Carpathian Grey', 'Rosello Red', 'Aruba', and 'Santorini Black'), an "extremely limited number" will be finished in one of three solid colours available on the 1970 original. 'Davos White' is just, well, white. But 'Bahama Gold' and 'Tuscan Blue' are really quite lovely.

Development of the original Range Rover began in the late-Sixties. Early prototypes famously wore 'Velar' badges to mask their true identity. Following its launch in 1970 the Rangie became the first car to be displayed at the Louvre in Paris – as an "exemplary work of industrial design" – then in 1972 became the first vehicle to cross the length of the Americas, including the notoriously inhospitable Darien Gap.

In 1977 the Rangie won the 18,750-mile London-Sydney Marathon, then in 1979 it won the first ever Paris-Dakar rally. In 1981 the four-door was launched, and soon after Land Rover began adding luxuries such as automatic transmissions. The diesel arrived in 1986, then in 1987 the Rangie was launched in the States.

The second-gen Rangie arrived in 1994, but the original remained in production until 1996. Then came the third-gen in 2001, the Range Rover Sport in 2005 and the Evoque in 2010. The current model was launched in 2012, meaning an all-new Rangie is due in the not-too distant future.





This year, choosing a go-anywhere vehicle isn't quite so easy.

The Land-Rover:
One vehicle with dozens of different uses.

The Land-Rover can't match the speed of the Range Rover, but (as if you didn't know) it's still the world's most versatile vehicle.

It comes in 38 different body styles. And with over 80 optional extras.

Among other things, you can turn it into a winch, a compressor, a hydraulic-lift platform. Even into a snow-plough.

This year, by making two go-anywhere vehicles instead of one we're making you think a little more. But here's a satisfying thought: No matter which one you choose, you'll still be getting a Rover.

The new Range Rover:
Four different vehicles in one.

The Range Rover can't match the Land-Rover as a workhorse, but it gives you four cars for the price of one. A performance car, luxury car, estate car and cross-country car.

It has a top speed of around 100 mph and permanent 4-wheel drive. Just two reasons why it's already in great demand by commercial operators and public authorities.

Make your choice at the Commercial Vehicle Show



The Rover Company Limited, Solihull, Warwickshire.

Hoody's thoughts on CoVid 19

After all the many stupid things I've done in my life...if I die because I touched my face, I am going to be seriously annoyed.

2019: Stay away from negative people. 2020: Stay away from positive people.

The world has turned upside down. Old folks are sneaking out of the house, and their kids are yelling at them to stay indoors!

You think it's bad now? In 20 years, our country will be run by people home-schooled by day drinkers...

Do not call the police on suspicious people in your neighbourhood! Those are your neighbours without makeup and their natural hair colour!

Day 15 at home and the dog is looking at me like, 'See? This is why I chew the furniture!'

Does anyone know if we can take showers yet or should we just keep washing our hands?

I never thought the comment 'I wouldn't touch him/her with a 6-foot pole' would become a national policy, but here we are!

I swear my fridge just said, 'what the hell do you want now?'

Quarantine has turned us into dogs. We roam the house all day looking for food. We are told 'no' if we get too close to strangers. And we get really excited about car rides.

New Land Rover Defender: Australian launch set for August

The highly anticipated new generation Land Rover Defender will be in local showrooms within the next few months. First samples of Land Rover's reimagined Defender will arrive in Australia in July, ahead of showroom stock due in August. Land Rover Australia has confirmed plans to launch the new Defender 110 in Australia during August 2020, after the coronavirus pandemic caused a production line shutdown of almost two months.

The new Land Rover Defender is built at a brand-new facility in Nitra, western Slovakia. Along with the Defender, the new production line will also be used to manufacture other 'D7' aluminium platform models. Shortly after production began, the facility was closed on March 20th. A Land Rover spokesperson said the first Australian customer vehicles are slated to arrival in August, however some are delayed "beyond August" because of the lengthy production shutdown. The production line has been back online since the 18th of May, and



Land Rover Australia is looking to get more clarity on showroom stock "in the coming weeks".

The global media launch of the new Defender in March and April also fell victim to the pandemic, although a small group of media was able to sample the British off-roader in some challenging conditions in Namibia.

The Defender 110 will land in Australia with a starting price of \$69,990 plus on-road costs, for the 147kW/430Nm D200.

Unlike other markets, Australian-delivered Defenders will come with Terrain Response and adjustable air suspension as standard. There is a more powerful D240 diesel variant with 177kW and 430Nm, however the most expensive variant will be the 294kW/550Nm X P400, with an asking price of \$137,100 plus on-road costs.

The Defender 110 will be joined by the shorter, 2-door Defender 90 in 2021, which will also lower the entry price of the range. How much lower is yet to be confirmed.

Jaguar Land Rover in talks over '£1bn-plus' state loan

Jaguar Land Rover, Britain's largest carmaker, has asked for a support package from the government to help it survive the coronavirus pandemic. Talks are ongoing with the Department for Business, Energy and Industrial Strategy (BEIS), and the department said it would not provide a running commentary of the discussions, after Sky reported that the bespoke loan request was in excess of £1bn. JLR said it was "in regular discussion with government on a whole range of matters and the content of our private discussions remains confidential". It described suggestions that the amount of money being sought was closer to £2bn as "inaccurate and speculative".

Falling demand because of the lockdown has hit the entire automotive sector. According to Tim Lawrence, an industry analyst, returning demand in China has encouraged JLR to restart production.

Last month JLR said retail sales for the fourth quarter, ending 31 March, fell by more than 30%, to 110,000 vehicles. In 2018 it sold about 600,000 vehicles. Sky reported that JLR ended the last financial year with cash and investments of £3.6bn and had access to up to £1.9bn in credit.

Last summer the company secured £500m in government-guaranteed loans in a deal with UK Export Finance to help accelerate electrification after it reported a £3.6bn annual loss.

Lawrence said: "Most carmakers are burning through large amounts of cash every day, primarily because of the cost of maintaining and running their operations, despite furloughing a lot of people.

"Demand in China is what's encouraging JLR to restart production but they have to look at this in terms of the next one to two years, and models show demand is not going to come back to pre-pandemic levels."

JLR, owned by the Indian multinational Tata Motors, said its CEO, board and leadership team had "partially deferred salary payments" for three months after it was reported that the shutdown of production was estimated to be costing the company in the region of £1bn a month.

JLR employs approximately 38,000 people in the UK and about 18,000 have been furloughed, the company confirmed. Lawrence said carmakers could reduce outgoings only to a certain extent because they had to keep suppliers afloat while maintaining some operations.

JLR's Solihull factory reopened on Monday on a single shift with 2,000 employees, Coventry Live reported. Rich Baker, the corporate affairs manager for Solihull, told the website: "The government suggests people monitor their temperature at home and we're encouraging people to do the same thing as well.

"We're encouraging all our employees to take ownership that if you're protecting yourself, you're protecting others."

It operates another two main production sites, at Castle Bromwich in the Midlands, which has partially reopened, and Halewood on Merseyside, which remains closed.

A government spokesperson said: "The government is in regular contact with the car manufacturing sector to assist them through this crisis. We recognise the challenges facing the industry as a result of coronavirus and firms can draw upon the unprecedented package of measures, including schemes to raise capital, flexibilities with tax bills, and financial support for employees."

SPY PICS: Flagship Land Rover Defender V8 spotted

A top-secret Land Rover Defender V8 is being developed to challenge the Mercedes-AMG G 63, as evidenced by these spy shots of the new Defender flagship caught testing on roads near Jaguar Land Rover's UK R&D hub. At first glance, it's hard to differentiate this pre-production model from the standard Land Rover Defender 110 — which arrives here in August, followed by the two-door Defender 90 in October — but look closer and you'll see it has quad exhaust outlets like those on the Range Rover Velar SVAutobiography. Aside from the tailpipes there are no other exterior changes, but registration data for the vehicle photographed indicates it is powered by a 4999cc petrol engine. This suggests the mule pictured shares the same Jaguar 'AJ' 5.0-litre supercharged V8 as the Range Rover Sport SVR and the Range Rover Velar SVAutobiography. Confusingly, it was originally thought the AJ V8 was set to go out of production following Ford's decision to cease production of the 5.0-litre V8 at its Welsh factory this September 2020.

One theory is JLR is stockpiling the British-made supercharged V8s for a low-volume run of Defender V8s, but it's more likely



this Defender V8 prototype is running a temporary engine for chassis calibration, until a supply of BMW-sourced twin-turbo 4.4-litre V8s arrive as part of the new powertrain deal between JLR and BMW.

Whatever the case, the fastest-ever Land Rover Defender will pack at least 375kW and around 800Nm of torque. Combined with an eight-speed automatic and all-wheel drive, the top-shelf Defender V8 should hit 100km/h in around 4.5 seconds and top out at 220km/h – matching both the Mercedes-AMG G 63 on both fronts.

To help tie the Defender down, standard air suspension is expected alongside the choice of drive modes to pre-arm it for flat-out driving on the autobahn or tackling mud, snow and rocky terrain off-road.

When it reaches production, expect the Defender V8 to wear either SVR or SVX badges, and for the hot Defender V8 to bring a lower standard ride height, larger wheels and a sporty body kit.

Pricing for the Land Rover Defender V8, which is expected to arrive in late 2021, is likely to exceed £100,000 (\$A186,000).

It's thought that following the launch of the long-wheelbase five-door Defender V8, Land Rover's Special Vehicle Operations will develop a short-wheelbase two-door version for those who want the ultimate high-performance go-anywhere off-roader.

New Land Rover Defender Is In Short Supply Due To Coronavirus-Related Delay

While the new Land Rover Defender has officially landed on U.S. shores, it will be in short supply, a new report has revealed. Like so many other vehicles on the market, production of the 2020 Defender has been impacted by the ongoing coronavirus pandemic. The factory that handles production of the new Defender in Nitra, Slovakia, was shut down for no less than eight weeks and is now only starting to resume production back up to pre-Covid 19 levels.

According to Auto News, Land Rover has delivered several hundred Defender models to dealerships in the United States and is starting the first customer deliveries to those at the front of the waiting list. The British car manufacturer expects all of its 188 dealerships in the U.S. to take delivery of at least one Defender by July.

Jaguar Land Rover borrows £560m from Chinese banks to secure cashflow

Jaguar Land Rover has borrowed 5bn yuan (£560m) from five Chinese banks as it seeks to ease the financial strains prompted by the coronavirus pandemic. The UK's largest carmaker has borrowed the money under a three-year revolving credit facility from lenders including Bank of China, ICBC, China Construction Bank, Bank of Communications and Shanghai Pudong Development Bank. The loan will be used to secure its short-term cash needs as it tries to weather the crisis.

JLR, which is owned by India's Tata Motors, was not eligible for support under the UK's joint Treasury and Bank of England Covid corporate finance facility because its debt was not rated as investment-grade before the crisis began, meaning it was seen as too risky. Carmakers have been hit hard, with disruptions to their supply chains followed by the closure of factories and an almost complete freeze on sales in key markets.

The expectation of years of significantly lower sales has prompted well over 4,000 job losses in the UK car industry in recent days from the manufacturers Aston Martin, Bentley and McLaren and the car dealership Lookers. European carmakers have also announced tens of thousands of job losses as they try to cut costs. JLR had furloughed about half of its 40,000 workers worldwide as the UK lockdown was imposed, including at factories in Castle Bromwich, Halewood, Solihull and Wolverhampton. It had already been forced to cut production at Halewood because of weak sales, even before the crisis hit the UK properly.

JLR is a partner in a large joint venture in China with the state-owned carmaker Chery.

The joint venture's factory in Changshu, near Shanghai, restarted production of six Land Rover and Jaguar models on 24 February after the pandemic led to it being closed temporarily. JLR, which is owned by India's Tata Motors, was not eligible for support under the joint Treasury and Bank of England's Covid corporate finance facility because its debt was not rated as investment-grade before the crisis began, meaning it was seen as too risky.

The carmaker, one of the UK's most prominent manufacturing employers, has also approached the UK government about bespoke support, with severely impacted revenues raising concerns it may have to carry out further job cuts. However, it is thought to be in a better position than some rivals because it had already started a significant cost-saving plan, with 4,500 job losses announced in January 2019. A spokeswoman declined to comment on discussions with the UK government.



Jaguar Land Rover's UK Plant Will Stay Closed until August, Report Says

Drop in demand for new cars pushes back restart of Jaguar Land Rover's Castle Bromwich plant. Jaguar Land Rover had faced several rocky years leading up to the shutdown of Europe's auto industry during the month of March, and falling car demand could mean that its operations in the U.K. could stay closed for another two months. U.K.'s Sky News is reporting that the automaker's Castle Bromwich plant won't reopen until Aug 10 at the earliest, pushing back a planned restart of the factory that produces models like the F-Type, as well as the XF and XE sedans.

According to Sky News, Jaguar Land Rover's plant in Castle Bromwich could be the last of its U.K. facilities to reopen after its other plants in the U.K. and in China have restarted production. The culprit for the late restart is said to be a drop in demand, but in the case of Castle Bromwich it could also affect the start of production of the all-electric Jaguar XJ, due later this year. The model has not been revealed yet, but is scheduled to start rolling out of Castle Bromwich in late 2020. Meanwhile, the

automaker's plant in Solihull resumed production on May 20 under new social-distancing measures.

"Effective social distancing, hygiene and health monitoring measures are in place following an extensive review of all production lines, engineering facilities, office areas and communal spaces as the company starts a phased return to manufacturing," the automaker said. "Employees' health and wellbeing are at the centre of this plan and, with the implementation of the new protocol, staff will experience a significant number of changes to their working day from the moment they enter the site," Jaguar Land Rover added. The automaker noted that the bulk of its returning customer demand has been in China, where long-wheelbase versions of the XE and XF are produced for the Chinese market.

Jaguar Land Rover Boss Talks Defender, Getting It Right

I sat with Jaguar Land Rover North America Product Planning Director Rob Filipovic at the 2020 Chicago Auto Show (remember those?) to talk about the reborn Defender. Then, I screwed up. I didn't write the piece right away due to other work and travel. Still, the first drive was scheduled for mid-April, and I thought maybe the interview would work well as a companion piece to our first drive of the Defender. You know the rest.

This week would've been the week in which the Detroit Auto Show took place in June for the first time. So in honour of that, I decided to publish my chat with Filipovic now. That's not just a shout-out to a Detroit show that didn't happen – as I wrote recently, the Defender is on sale now. Hard to get, perhaps, but on sale.

Just to refresh your memory: the new Defender comes with either turbo-four or inline-six mild hybrid (turbocharged and supercharged) power under the hood (296 and 395 horsepower, respectively), and the design is a bit of a reimagining of the classic Defender's boxy looks into a rounder, softer modernized version.

I asked Filipovic how a brand brings back such an iconic vehicle that was so well-known, and well-loved, for being "old school" when today's auto world doesn't really allow for such no-frills/low-frills models. Even bare-bone vehicles are loaded up with mandated safety tech and convenience and comfort goodies that consumers, even those buying base models, demand.

"I think the key is, for us, Defender was the genesis of the brand, effectively, if you go back all the way to the original concept. The biggest thing it always represented for us was, it is the most capable SUV," Filipovic said. "The design and the capability need to be true to the original and the heritage of the brand, and kind of take them all to a new level. But then at the same time, the vehicle has to live up to what people expect in 2020 and beyond, as far as connectivity, functionality, comfort, and then overall quality as well."

I asked how JLR balances the off-road capability of the Defender against the likelihood that most owners will never take their Defender any further off-road than a gravel parking lot. We'll see how things shake out, but I have a sneaking suspicion that Defenders will be seen more often in Chicago's Gold Coast than at Moab – no matter how well the Defender can actually handle gnarly trails.

It's not just a question of usage versus capability – even Land Rovers that seem built for the street, like the Velar, can manage a rocky trail far from civilization. I know, because when Land Rover launched the Velar, I spent several hours in one on a California fire road in the desert outside Palm Springs. We got back in one piece.

So, Land Rover will likely market the Defender based on what it can do off-road (hopefully we'll get to experience that someday), but how does the brand manage the juxtaposition being its marketing and the behaviors of well-heeled buyers who would rather be seen on Rodeo Drive than on the Rubicon Trail?

"That's obviously a huge challenge, because I think, as you make something more and more capable off-road, traditionally, that has meant serious compromises with every other aspect of it, especially roll control, overall comfort over street surfaces, potholes and such. The big thing with Defender was it started its life off the platform that underpins Range Rover, Range Rover Sport, and Discovery. Which, I think, hopefully everyone would agree, that's an extremely capable on-road platform, and extremely comfortable one." He added, "From there, that platform was enhanced to deliver more off-road."

Filipovic credits the design – especially the short overhangs, along with the air suspension, the advent of adaptive suspensions, and the terrain management system – as key to the Defender's potential.

The brand's product gurus, he said, asked themselves "how do we leverage technology, and design, to deliver what Defender needs to be off-road, but also give it really comfortable on-road feel?"

Looking at pricing, the Defender overlaps on the low end with another vehicle that's well-known, and certainly well-loved, for



its off-road prowess. That's the Jeep Wrangler. While top-end Defenders won't be priced against feature-laden Jeeps, there's enough overlap that some cross-shopping between the two is possible, even likely.

So I queried Filipovic – will the Defender be better on-road, and if so, will it be a selling point? Unsurprisingly, he suggested it would be better on-road – again, we'll be the judge of whether he's right once we drive one – and implied that it would be a selling point. Again, ourselves, the rest of the automotive press, and the new-car buyer will be the ultimate judges of the first answer.

A thornier question for JLR to answer is how can a new, luxed-up Defender that appeals to the high-end shopper also hold sway over the true trail rat who wants capability without frou-frou and frills?

"I think it just depends on what Defender do you want?", he said. He mentioned the rubberized floor, which in theory should be easy to clean after a day of muddin', and talked about the spread of Defender trims. So, mudders, the base model might be best for you. Filipovic said 10-20 percent of Land Rover customers go off-roading, and he expects the percentage of Defender buyers who plan to go off-road will be a "step higher", though he didn't give a specific number.

I had to ask about #savethemanuals, and the answer was the same I've heard for so many models: The take-rate is projected to be just too damn low to justify the cost.

He doesn't expect the Defender name to carry much weight with non-car-folk, but did say he thinks the design might catch shoppers' eyes, even if they don't know about the Defender's past.

He didn't have specific numbers available for hand-raisers back in February, but he mentioned that consumer Web site traffic has been at an all-time high, along with the use of build configurators.

I pressed him on future electrification plans beyond the mild-hybrid powertrain and got the usual response about future products: "Stay tuned." There are no plans for off-road motorsports right now, though.

With Defender and Ford's off-road-oriented Bronco on the way, Filipovic says he thinks of the segment as more than a niche, because, according to JLR's internal research, Defender is drawing interest from everywhere.

Finally, we closed with a sore subject for JLR, one I've experienced firsthand – quality. He mentioned a simplified infotainment system and over-the-air updates as examples of how the brand is addressing quality. Still, he knows there is work to be done. "The proof is in the delivery. We've got to continue to kind of improve quality over and over again."

Jaguar Land Rover records £422m loss in last financial year

Jaguar Land Rover (JLR) has posted a £422 million loss for its financial year ending 31 March, with last year's return to profit offset by the massive slump in demand during the coronavirus pandemic. The impact of the crisis and associated shutdowns led to JLR retail sales falling nearly 31% year-on-year between January and March, down to 109,869 units. It meant full financial year sales were down 12.1% over the 2018-19 period. The fall in demand made revenue fall dramatically, offsetting positive figures in the second half of 2019 that returned the company to profitability under its Project Charge transformation programme. JLR has now increased its cost-cutting plans and will make 1100 agency staff redundant. With Covid-19 making a substantial impact in the Chinese market from January and continuing to restrict sales in Europe, it made a pre-tax loss of £501m in the first quarter of 2020. That offset early profits, to result in a £422m full-year loss on revenue of £23 billion.

JLR chief executive Sir Ralf Speth said: "Jaguar Land Rover's early action to transform its business meant that, as a company, we were on track to meet our full-year expectations and operational and financial targets before the pandemic hit in the fourth quarter. "We also reacted quickly to the disruption caused by Covid-19. Our immediate priority has been the health and wellbeing of our people – and this remains the case as we have now begun the gradual, safe restart of our operations."

JLR lists strong positives despite the gloom outlook, having just missed out on breaking even on its earnings before interest and taxes (EBIT). It also boasts "solid liquidity" of £5.6bn, including £3.7bn cash and a £1.9bn undrawn revolving credit facility. Product successes include the Range Rover Evoque, of which sales rose by 24.7% year-on-year, and the Jaguar I-Pace, of which sales increased by 40%. The revised Land Rover Discovery Sport was launched in China in March and may prove popular there. Chinese sales of the Range Rover and Range Rover Sport are described as "particularly encouraging". Globally, demand for JLR products was down 62.5% year-on-year in April and 43.3% in May. However, a recovery is expected, because 89% of JLR's global retailers are now fully or partially open, while plants in Solihull, Halewood, Slovakia and Austria have restarted production.

Castle Bromwich, which produces Jaguar saloons and the F-Type sports car, won't resume until mid-August, however, with the factory being fitted out to produce the all-new, electric-only Jaguar XJ.

JLR's Project Charge cost-reduction plan is still making headway, with saving increasing by £600m in the first quarter of 2020 to £3.5bn. It will reduce investment spending and has been "deferring or delaying lower-margin and non-critical investment", intending to increase cost savings by a further £1bn over the £4bn previously announced as part of Project Charge.



Land Rover Defender-inspired Ineos Grenadier spied testing

Hardcore four-wheel-drive enthusiasts could soon have a tough choice to make, with a new alternative on the horizon. Do not adjust your eyes, this is not an old Land Rover Defender dressed in a disguise. The box-shaped heavy duty four-wheel-drive in these spy photos is called the Ineos Grenadier – and it's coming to Australia. The name doesn't exactly roll off the tongue, but hardcore four-wheel-drive enthusiasts may want to take note. Series development of the all-new 4X4 is being undertaken by independent manufacturer Magna-Steyr in Austria, who is also responsible for assembling the Mercedes-Benz G-Class. Information supplied by Ineos says "around 100 engineers" are working on the Grenadier project. Many details surrounding the Grenadier are yet to be announced, but we have been told the no-frills 4X4 is coming to Australia. It's pencilled in to be on-sale in 2021. If you haven't heard of the name before, don't worry. Ineos is primarily a chemical company, and the Grenadier is their first foray into vehicle development and manufacture.

"Projekt Grenadier" comes from Sir Jim Ratcliffe, who also happens to be the founder and CEO of \$6.85 billion chemical and gas giant Ineos.

The story goes that Ratcliffe was discussing the demise of Land Rover's original 4X4 with mates at a country pub named The Grenadier. Soon, a gap in the market was identified. "The original Defender ending production left a serious hole in the marketplace and we are going to plug that gap," said Mr Ratcliffe in a press release.

Mark Tennant, Ineos Automotive commercial director told the Bloomberg news agency the Grenadier will appeal to those who prefer the old Defender over the new one: "We don't see the new Defender as being in the same space," "What we're doing is a bit utilitarian. It's a bit like Marmite – it won't be for everyone."

What we do know is that the Grenadier will run many traditional off-road components like a ladder chassis, live axles (sourced from Italian company Carraro), panhard rods and coil springs.

While the old Defender used a live axle with radius arms up front (something shared by many other old-school 4WDs), the Grenadier appears to have adopted upper and lower control arms, along with a panhard rod.

Like the Defender, a station wagon will be followed by utility body styles, along with short and long wheelbase options.

It is unclear if the Grenadier uses any chassis parts bought under licence from Land Rover, or if indeed this is unique ground-up design.

From promotional videos published by Ineos, it appears that the Grenadier has a different chassis and suspension designs to Land Rover's old Defender and Mercedes' old G-Wagen, which indicates it could be a bespoke platform for Ineos.

Engines are said to come from BMW, with four and six cylinder, petrol and diesel options on the table.

The Grenadier's silhouette is similar to a Land Rover Defender 110, whilst also very reminiscent of older Mercedes G-Class 4X4s, such as the flat windscreen, round headlights and clamshell bonnet.

No amount of camouflage could hide those boxy dimensions and short overhangs, all which lend themselves to a 4X4 with strong off-road performance.

Ineos has secured a facility to build the Grenadier in Bridgend, Wales, which is already under construction. Bodies and frames are slated to be sourced from two new factories in Estarreja, Portugal. You can expect to see the final product revealed by the end of 2020.



Land Rover parts thief warned by judge to expect jail

A Land Rover parts thief has been warned to expect a prison sentence. Liam Parter, 23, has already pleaded guilty to theft and going equipped to the Dick Lovett dealership in Melksham last year. It is said the men had been stealing parts from five Land Rover 4x4s when they were found nearby at 10.45pm on July 9, 2019. Parter, of Watling Place, Sittingbourne, and co-defendant Lawson, 40, of Kennedy Close, Faversham, are said to have gone equipped with a balaclava, car jack and tools. The younger man failed to appear at Swindon Crown Court on Friday, after earlier that week warned the judge that he did not have money to make his way from Kent to Wiltshire. Andrew Stone, defending, told Judge Jason Taylor QC on Tuesday morning his client had been arrested on Thursday and was currently on remand at HMP Elmley in the Isle of Sheppey. The judge ordered a pre-sentence report from the probation service, warning Parter: "You've got one chance to co-operate with probation. If you don't use it you will lose it." He told the man's lawyer that he expected it would inevitably be a custodial sentence. Parter and Lawson will be sentenced on July 14. He was remanded in custody.

How are fleet manufacturers meeting the challenges of Covid-19? Jaguar Land Rover UK responds

In May and June, Fleet News surveyed all the major manufacturers to find out how they were responding to the coronavirus pandemic, how they are supporting their fleets customers and their views on the type of impact it would have on the fleet sector. The resulting article was published in the June edition of Fleet News.

Here is Jaguar Land Rover UK's response.

Fleet News spoke to Andrew Jago, Jaguar Land Rover UK's general manager, fleet and business (answers as at 8/6/20)

Q; How are you and your team staying operational in times of Covid-19?

Jaguar Land Rover fleet and business teams have operated from home since March, with customer and stakeholder meetings conducted via video conferencing.

Q; What action are you taking to support fleets during the Covid-19 crisis?

Our retail network has fully reopened in England with social distancing and vehicle sanitising measures in place. In Wales, Scotland and Northern Ireland, half of our retailers are open for service and maintenance, with priority given to essential workers. Our Customer Experience Centre and roadside assistance service continues to operate as normal.

Our demonstrator and press fleets were deployed to support emergency services and relief agencies, and we have delivered cars to essential workers throughout the crisis

Q; When will your retail networks start vehicle deliveries and collections?

Safe vehicle deliveries have started for all customers in England. In Scotland, Wales and Northern Ireland, deliveries are limited to essential workers and click and collect until restrictions are lifted.

Q; Will Covid-19 have a bigger and longer lasting impact on our industry than the financial crisis in 2008?

From a demand perspective, it's too early to say. Buyer behaviour and motivations are already changing through acceleration of online sales and the way business is conducted via home working and remote meetings.

At the same time, social distancing is likely to result in less commuters using public transport in favour of personal cars and taxis.

Q; How much of a decline in total market fleet sales are you forecasting this year?

Before the crisis, the total passenger car market forecast was around 2.25 million units in 2020, with the latest outlook revised down to around 1.67 million units. With fleet accounting for around half of the market, this indicates a reduction from around 1.13 million units pre-crisis to around 835,000 fleet passenger cars.

Q; Please outline your exit strategy and how you believe the way business is carried out in future might change – the so-called 'new normal'.

Our immediate priority is to fulfil customer orders that weren't delivered while restrictions were in place. Furthermore, there is pent up demand to satisfy following confirmation of benefit-in-kind (BIK) rules for the next three tax years. The budget statement from the Treasury on March 11 has provided clarity following a period of contract extensions while companies were waiting to assess the impact of any changes. As restrictions are lifted, we are already experiencing high demand for Jaguar I-Pace and newly launched plug-in hybrid variants of our Range Rover Evoque and Discovery Sport, which offer an unrivalled combination of product appeal and class-leading Benefit in Kind taxation. Conducting meetings remotely with our fleet customers is proving to be highly effective and will be the preferred method of contact for the foreseeable future.

Q; How soon do you think fleet sales will recover after the coronavirus threat is over?

Recovery speed will vary by fleet sales channel. For example, a large proportion of rental demand is highly dependent on inbound visitors to the UK which is likely to take many months to recover to pre-crisis levels. BIK changes will drive company car drivers towards battery electric and plug-in hybrid cars, where there is pent up demand to satisfy through the balance of 2020. Access to funding will remain a key enabler for fleet customers; any changes to business underwriting criteria will inevitably affect the speed of recovery.

UK car production falls 95.4% in May as sector ramps up

Two-thirds of car plants are now up and running but at significantly reduced capacity. UK car manufacturing output fell 95.4% year-on-year in May, with just 5,321 vehicles rolling off production lines. The figures released by the Society of Motor Manufacturers and Traders (SMMT) show a slight improvement over April, which saw production drop by 99.7% year-on-year and only 197 cars made. Two-thirds of UK factories are up and running, albeit at a limited capacity, but significantly, Vauxhall's Ellesmere Port and Jaguar Land Rover's Castle Bromwich facilities both remain closed. However, those which are open are limited by social distancing requirements and reduced demand, given key global markets are only just now re-opening and

the UK is still in relative lockdown.

Bentley's Crewe plant was one of the first to re-open in early May, but remains at half its capacity. Talking earlier this week, Bentley CEO Adrian Hallmark said: "We closed down early and we restarted early - the safety of our colleagues has been of paramount importance. Within three to four weeks we should be up to 100% production capacity, but today ,we're just 50% of normal capacity."

In May, 4260 cars were exported, and with English showrooms not reopening until 1 June, only 1054 models were built for domestic buyers.

Year-to-date, UK factories have made 324,763 cars, down 41.7% on 2019. That translates to 230,000 fewer vehicles made and revises the SMMT's production outlook for 2020 as a whole to fewer than one million cars. Earlier this week, the SMMT warned that up to one in six UK car industry jobs could be under threat and called for Government support to kickstart the sector. Mike Hawes, SMMT chief executive, said, "May's figures are yet more evidence of why the UK industry, like its global rivals, needs dedicated support to drive a successful restart. Government assistance so far has been vital in keeping many businesses afloat, but the job isn't done. Measures to boost cashflow, including additional and tailored finance schemes, tax relief and business rates deferral would deliver immediate results when liquidity is most acute. "We have to retain the highly skilled jobs the sector provides but also ensure the business conditions are competitive so we can unlock the investment that will drive long-term recovery - a green recovery - which is inextricably linked the sector's success."

JAGUAR LAND ROVER WORKING ON HYDROGEN FUEL CELL TECHNOLOGY

Jaguar Land Rover has confirmed it's looking to apply hydrogen fuel cell technology to its range of SUVs to help lower carbon emissions. The plans, which are part of a multi-million-pound government-funded program to help support UK businesses explore the technology, will speed up the testing and ultimately bring hydrogen fuel cell vehicles to market sooner than if the manufacturer was to develop them on their own.

Known as Project Zeus, JLR will be working with companies including Delta Motorsport, Marelli Automotive Systems and UKBIC to develop a range of zero-emission vehicles without any of the drawbacks of regular EVs – such as long charging times or range anxiety. The £73.5m government investment is designed not only to explore the technology and safeguards, but also researching and developing recyclable batteries and state-of-the-art motors for electric taxis, cars and vans.

Business Minister Nadhim Zahawi said: "Whether it's researching future battery design or creating a lightweight version of the Ford Transit, companies in every part of the United Kingdom are leading the world in advanced automotive technology.

"Not only will this funding ensure automotive companies can play their part in keeping us on the path to net zero emissions by 2050, it will also support thousands of jobs and be a welcome step towards the industry's economic recovery."

Brainiac Land Rover: 2020's Evoque gets smarter

The new Evoque will be the first Land Rover model to feature AI Smart Settings which learn and remember the driver's preferences. The system adapts to the driver to automate comfort and driver-specific media settings throughout the drive, then "recognising" the driver from their key fob and phone with the use of 'self-learning' technology, enabling specific seat and steering column positions set up upon approach.

Up to eight driver profiles can be registered. After a few journeys, the Evoque remembers the driver's preferred temperature settings, media preferences and commonly-dialled numbers, depending on the time or day of the week.

"The Evoque is now smarter than ever. The software that sits behind our infotainment system has been refined to provide a more intuitive customer experience," said Jaguar Land Rover's product engineering executive director Nick Rogers.

"On top of that, we've added Apple CarPlay and Android Auto for seamless smartphone integration.

The Apple CarPlay connects you to your smartphone, while the 4G Wi-Fi hotspot connects you to the internet."

A woman confided to her girlfriend, "My ex-husband wants to marry me again." The friend said, "How flattering." The woman replied, "Not really. I think he's after the money I married him for."

A man is playing piano one night in a downtown bar. In walks an elephant who goes over to the pianist, and suddenly starts to cry. "There, there", says the pianist "Do you recognise the song?" "No, " says the elephant, "but I do recognise the white keys."

Has anyone tried unplugging 2020, waiting 10 seconds, and plugging it back in?

A woman was in a gambling casino for the first time. At the roulette she says, "I have no idea what number to play." The croupier suggests she play her age. Smiling at the man, she puts her money on number 29. The wheel is spun, and as the ball settles into the 36 slot the woman falls over into a dead faint.

Why does Sea World have a seafood restaurant? I'm halfway through my fish burger and I realize, "Oh my Gosh... I could be eating a slow learner."



Hoody has worked out how to keep those bolts from coming undone

Preliminary Advice - FWDV Membership Renewal 2020-21

The Board and CEO of our association are concerned about the effect of COVID – 19 upon affiliated clubs and their members. It is our strong desire that all our clubs remain affiliated with FWDV and we want members to keep enjoying the benefits that have accrued by working together with the association since 1975. It was with caution and care that an urgent board meeting was held today to review the 2020-21 membership renewal process.

It was unanimously resolved that the affiliation fee for the 2020-21 financial year will be \$40.00.

FWDV will subsidise the full year affiliation fee to the extent of \$20.00 to cover the first half of the year, with the second half fee of \$20.00 becoming due and payable by 30th November 2020.

To Summarise:

	2019-20	2020-21
Affiliation Fee	\$ 39.00	\$ 20.00
Insurance	\$ 13.00	\$ TBA
Total Renewal Fees	\$ 52.00	\$ TBA

Insurance cover will be maintained throughout the year, however the payment (amount to be advised) will be deferred and will also become due and payable by 30th November 2020.

The Board and CEO together will continue monitoring the situation and its ongoing impact upon all of us.

Our future together is to work towards being able to enjoy our four wheel driving as and when we can without doing anything to cause that enjoyment to be delayed. Unfortunately, we do not know when we will be able to resume our activities, but let's work together towards helping it happen.

Four Wheel Drive Victoria

Land Rover Owners' Club of Gippsland — Executive meeting.

Minutes for meeting held on Monday 1st June 2020. Meeting held at Gippsland Land Rover Traralgon.

Meeting started at: 7:38pm

Welcome & thanks by Alan Harlow.

Note the April and May meetings were cancelled due to covid-19.

Attending; Charlie Calafiore, Alan Harlow, Tonee Harlow, Ross Howell, John Kerr, David Murray, Greg Rose,

Apologies: Bob McKee, Eric Shingles,

Confirmation of March Meeting Minutes:

Moved by John Kerr, That the March minutes be accepted as true and correct: Seconded by Ross Howell,

Passed

Business arising from the minutes of the previous meeting. Nil.

Correspondence:

Out:

Email to members re cancelation of meetings and trips.

In:

Email from Parks Vic. Re webinars & thank you to volunteers. No action.

Email from FWDV re fees 2020/2021. Action See Treasurer's report.

Email from FWDV covid-19 re trip advise. Trips cancelled.

Email from FWDV re season track closures. No action. List on Web site.

Email from Parks Vic re camp hosting. Jerusalem creek cancelled.

Email from Parks Vic 1348 parks now open. No action required.

Email from Greg Rose / PV re Volunteer Group Leaders, see report below.

Treasurer's Report:

Moved by John Kerr, that he Treasurer's report be received: Seconded by Greg Rose

Passed.

Questions of Treasurer, Nil.

2020/2021 Club fees Proposal.

In light of the interrupted year we have experienced, and FWDV reviewing fees as a result, it has been deemed appropriate to reduce our membership fees for the 20/21 year. Affiliation fees have been halved to \$20.00 per membership by FWDV.

Insurance fee was \$13 last year and has not been set for 20/21.

Motion

That Membership fees to LROCG for the 20/21 year be set at \$50.00 per membership.

Moved by: John Kerr

Seconded by: Greg Rose

Passed

Note, there is no requirement to pay club fees at the present time.

It was also noted during this discussion, that our life members have continued to pay membership fees since receiving this



recognition. This item is not covered in the model rules, which we are guided by, and our club does not have its own by-laws in place. As it is common in other organizations that life members not be expected to continue to pay for membership, we felt the need to rectify this situation. NB: we may need to address this year by year.

Motion

That the club cover the cost of membership/affiliation for our life members for the 20/21 year.

Moved by: John Kerr

Seconded by: David Murray

Passed

Publicity Officer's Report:

The first demo of the all new Defender is on the water and due in July. No word as yet of the launch being delayed due to the Covid 19 situation, however orders will be delayed due to the closure of the factory during the pandemic crisis.

Editor's Report: Nil

Thanks to Eric for the continuation of the club newsletters during our shut down.

Webmaster's Report:

Question of the month was Croydon Station Qld. (Mackay to Rockhampton 1956 Olympic Relay.

	Visitors	Pages
March	12	50
April	13	21
May	4	10

FWDV Delegate's Report:

Still waiting on Covid 19 restrictions to be over, to get back to volunteer work.

No delegate or regional rep meetings going ahead.

FWDV Regional Representatives;

No likelihood of any work (as per our previous efforts) going ahead for the rest of this year, due to stringent requirements of social distancing and sanitization.

Another avenue could open up to do some survey work of flora/fauna/historically significant artifacts.

Greg currently also involved in the determination of track closures.

Events Coordinator's Report:

Due to the CoVid 19 shutdown, the following trips were cancelled;

Bushfire relief trips;

April 9th to 14th. (Easter) Camp Hosting Jerusalem Creek

April post Easter, Day trip to McMichaels Hut.

May 2nd & 3rd, LROCG/PV volunteer days,

Past Events.

March coffee meeting at Rosedale was very enjoyable, with a good roll up.

Future Events.

June Coffee Get Together

Location: MoMo Traralgon; Date and Time; Friday 12th June at 10am.

Alan Harlow to arrange and email members to advise. Numbers will be limited.

July

David Murray is looking at running a day trip sometime in July. Date and details yet to be determined and advised.

October 29th to November 5th

Melb Cup Week: Trip Coordinator Rod Catchpole. Intention is to still run this trip.

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. Unlikely to proceed.

Technical Matters:

Alan Harlow: its complicated, but clusters can be fixed! Separate report in newsletter.

General Business.

Charlie initiated a discussion on insurance, and has found that for proven vehicle enthusiasts, Shannons are very competitive; offering features that most others charge extra for, (ie; agreed value & choice of repairer) and are still far less expensive.



Greg noted that club 4x4 are far more expensive and complicated to deal with, requiring photos of every angle of the vehicle before agreeing to insure it.

Alan Harlow would like to create an Honour Board (listing key office bearers, since the inception of the club) for inclusion on the website, but will need assistance in obtaining and collating the information.

Charlie and Greg to help co-ordinate this effort.

Combined input into the completion of Insurance Risk matrix forms for FWDV was undertaken, for Alan Harlow to sign off and return.

Meeting closed at 9.40pm.

Next Meeting:

Monday July 6th at Land Rover Dealership 8pm

Pre meeting meal from 6pm at Royal Exchange Hotel Traralgon.

Please note; Meeting and pre-meeting dinner numbers are dependent on Covid 19 restrictions.

Aussie Muscle Car Run.

Sandy or "Sam" as her family know her, loved life and was always ready for an adventure. As well as being a devoted Nanna to her five grandchildren she always had time to help out in the community and often had someone less fortunate under her wing. Unfortunately in 2015 Sandy contracted a rare form of Leukaemia and she passed away in April 2016.

As a tribute to Sandy, and more importantly, to raise money to help fight this blood cancer my son Mick and I have entered again this year. Last year we managed to raise over \$13,000. Let's see how we can go this year? Thank you everybody. The more we raise, the bigger the difference we can make.

This is the text that we submitted for our team page this year as an entrant for the AMCR.

The run this year kicked off in Adelaide Clipsal 500 starting grid on Saturday 26th October and finished on a very wet Saturday afternoon at Birrarung Marr by the Yarra a week later. Along the way we experience two full track days, one at Winton and one at Phillip Island as well as a chance to drive the Haunted Hills Hillclimb near Moe and a morning at General Motor's Lang Lang Proving ground. The route also took us over Mt Hotham and a visit to the Gippsland Vehicle Collection at Maffra. Our 1962 R Series Valiant was the oldest car in the group of 46 iconic muscle cars. Although the R is far from standard it has a hard time competing on the tracks with later V8 powered, some supercharged, muscle cars.

However it is not about how fast you go it is more about consistency. But who wants to be consistently slow? In saying that, the car performed very well and looked great competing with all those iconic cars. The run was originally designed for those cars that competed at Bathurst, so although not strictly eligible everybody on the run loves the Valiant and consider the R Series Valiant the beginning of the Aussie Muscle Cars.

This year Mick and I raised \$9034.05 for Leukaemia Research through sponsor ship and other donations. One sponsor of course being the Land Rover Owners Club of Gippsland.

The run in total raised \$550,885 this year. What a way to combine fun and fundraising!! <https://aussiemusclecarrun.com/>
A big thankyou from Mick and myself and the Leukaemia Foundation for your support.

Mal Trull



You need to be careful - people are going crazy about being in lock-down.

I've actually just been talking about this with the microwave and toaster while drinking coffee and all of us agreed things are getting worse. I didn't mention anything to the washing machine as she puts a different spin on things and certainly not to the fridge as he is acting cold and distant.

I did discuss it with the Hoover and he said the whole thing sucks. Meanwhile, the blender has mixed feelings and the taps kept running hot and cold about the idea. The whisk refused to talk about it because she didn't want to whip things into a frenzy and the eggs kept quiet because they didn't want to get a beating. I didn't check with the oven because she's far too hot headed.

The bin just spouted a whole load of rubbish about the situation and the freezer just gave me a frosty reception. In the end, the iron calmed me down: she said everything will be fine - no situation is too pressing. The tin at the back of the cupboard with no label on thinks it's a total mystery.

The knife made some very cutting remarks. The squash was very cordial about it all. Unlike the lemon who was very bitter about it.

Technology made possible the car. Technology made possible the Range Rover.

A page for those interested in what happens under the bonnet.

3528 cc V8 engine The lightweight aluminium engine develops 156 bhp (gross) at 5000 rpm. And 8.5:1 compression ratio means 90 octane (2 star) petrol can be used. A four speed manual gearbox (fully synchromesh) with combined transfer gearbox gives eight forward and two reverse ratios. A gear for every situation.

Safety features There are disc brakes on all four wheels. The hand brake operates on the transmission - you can park safely on any normal 1 in 1 gradient. Other safety features include impact absorbing bodywork, dual braking system, collapsible steering column, radial tyres and a hazard flasher.

Chassis The box section chassis frame has the strength of a Land-Rover chassis (could anything be more tough or rugged?). The body panels are double skinned. The inner skin is steel - for safety. The outer is aluminium - to avoid rust problems.

Permanent four-wheel drive This has been achieved by incorporating a third differential between the two driving axles. This arrangement provides huge advantages under all road and most cross-country conditions. In exceptional off-road conditions the third differential can be locked (at the flick of a switch) to provide even better adhesion.

Ride-levelling device and suspension system A unique engineering development. The automatic ride-levelling device, and the sturdy beam axle and coil spring suspension combine to give you an unbeatably smooth ride. Not just on the road, but cross-country too. However heavy the load.



The Range Rover from Rover.
Recommended retail price £1,999 (inc. P.V.
(excluding delivery, see how prices and what's included)



LROCG Membership renewals

Club memberships for 2020/21 are due from 1 July 2020. The Committee has set the fees for the coming year at \$50 per member and family. This is a reflection of the reduced Four Wheel Drive Victoria's fees due to the current Covid-19 pandemic and the affects it is having on the Australian economy as well as a reflection of the restrictions on Club activities as a result.

It would be great if Club members could pay their memberships directly into the Club's bank account "Land Rover Owners Club of Gippsland" which is National Australia Bank Account No. 631148781 BSB 083-785. Please put your surname and initials in the reference for the payment so I know who it is coming from. Alternately you could send a cheque for \$50 made out to Land Rover Owners Club of Gippsland and sent to PO Box 554 Traralgon Vic 3844.

Regards
John Kerr
LROCG Treasurer

Proposed July trip

A club trip is being planned by David Murray for sometime in July. The trip if confirmed by the committee will be through Glenmaggie gorge, which will have several river crossings. Contact David to register your interest. If the trip goes ahead, strict CoVid 19 social distancing measures will apply



The state border



Some photos of the LROCG's coffee meeting at MoMo's in Traralgon on June 12

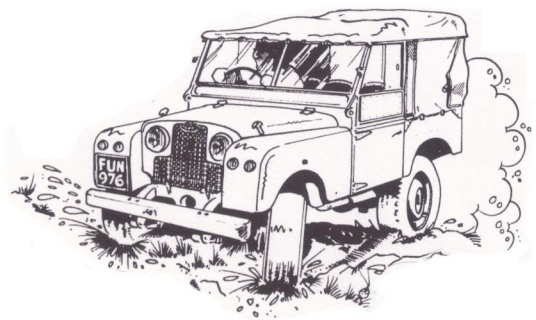


Thomastown bridge

You may recall that the Thomastown bridge, crossing Shaw Creek at the southern end of Kelly Lane, was declared unsafe, following an engineering assessment. Glad to report that the bridge is now fully functioning again after some great work by Macalister Earthmoving. Kelly Lane is subject to seasonal closure at present and will open in November. Maybe the postponed club trip to look at Kelly Lane and the huts we have worked on, could be re-scheduled following the opening.

The first photo shows the original bridge with others showing the bridge last Wednesday.

Greg Rose.



Don't forget to check out our club website, Alan keeps it up to date with the club newsletters, trip reports, photos, question of the month, and now has posted a new page called fun, check it out at; <https://lrocg.jimdo.com/fun/>

A Sad Saga

2009 Discovery SE 4lt, ARB bull bar, driving lights, Warn winch, snorkel, roof rack, second battery drawers in rear, long range fuel tank, rear wheel carrier, clear view rear vision side mirrors.

My vehicle has been set up for outback touring to pull a large van on back roads and tracks, which we have done successfully. The Gibb River Road, Cape York, Lorella Springs, Roper Bar, the Corner Country, Birdsville, Big Red, the Diamantina and the Plenty Highway to name a few of the places we have travelled off road. The Discovery got us there and back with few issues.

The vehicle is now 10 years old and done 170,000 km. It's been serviced regularly, mostly at a dealership but not always, as dealerships are far and few between. So, I'm ready to replace it and have been for 12 months. I would like a new Defender but have to wait until they're on our shores and in the local showroom before I can be sure. I guess the fact that I'm willing to stay with the brand shows I think well of it.

Now the sad bit.

Since the start of 2020 several issues have resulted in the car being off the road. Coming home from a fellow Land Rover owners home after a meal my wife made a comment (as they do), "what was that noise?", well as we were in town and on bitumen I had no idea. It sounded like I had run over something, so when we got home a quick look under the car found no problems. As the problem did not reoccur the assumption was, I had run over something. Days later the instrument cluster started to malfunction, the display would come and go but did not seem related to road conditions. My investigation to find a fix for the instrument cluster did not provide any plausible indication of what the problem might have been, and it did not seem to stop any other systems on the car from working.

In the meantime, I had friends at Blaze Aid in Bruthen that needed their caravans pulled home as their vehicles (an Isuzu and a Land Cruiser) had problems. Driving East to Bruthen the cluster never missed a beat and I hoped the issue had solved itself with a reboot of the soft ware. (Not an uncommon fix on Land Rovers.) After taking the first van to Lake Tyers and picking up the second to pull to Traralgon it became apparent there was a problem with the rear wheel. So, another look under and around the rear tyre showed nothing, so on to Bairnsdale where I stopped once more to check the wheel and found the tell tail sign of a warm wheel and probable bearing problem. With the assistance of the RACV total care this was confirmed. With the Discovery on the truck and the van hooked on behind we head back to Traralgon and the Land Rover dealership.



On the following Monday I got the bad news - the bearing was shot and the hub had fused to the axle, so I would need to replace the lot. \$3500 in parts reduced to \$2000 plus labour with some support from the dealership. This meant the booking I had to have the cluster tended to was used to fix the bearing. On picking up the car five days later I was informed they could not get an axle, so they tried again to remove the hub and were successful, so the cost was reduced again. As I had a trip planned to cross the Simpson Desert in late March/early April I had to find a solution quickly for the cluster as Land Rover would only replace it at a cost of \$2000 plus labour, not fix it and I didn't want to pay that much. Some searching on the Web found a specialist in Melbourne who guaranteed a fix or no charge. Only problem was, he need the car for a week but could not look at the car for a week which didn't suit my trip plans so back to dealership to arrange for a new cluster to be fitted; only problem was the earliest it would arrive in Australia was the day I was to leave for the Simpson with friends. A delivery chance I didn't feel I could take.

So once again I looked on the Web for a repair shop and found another that fitted my time frame. I picked it up after paying a mere \$350 with great delight I drove it home and the cluster did not miss a beat. So happy all my problems were behind me and the trip was still possible.

The next day my smile was wiped from my face as the cluster once gain started to play up, a call back to the repair shop offered no help and I had no time to return it to them. Back on the Web and found another specialist cluster repair shop but closer to home in Hallam. With nothing to lose and some knowledge of electronics I removed the cluster to inspect myself. Not a hard job but it was to no avail, so I had no choice but to send it to the Hallam repair shop via Repco. Advised at the time I would have it back 4 days before I left on the trip. The testing would cost \$350 plus fix time and parts. Cutting it short but no other option. True to form I didn't get the test results back until after my planned departure day. It took 5 days to go from Morwell to Hallam and another 5 days to be checked over. I had then discovered the Simpson track was not going to be opened as Ayre creek was flooding.

This turned out not to be a problem as the virus had struck and no one was going anywhere.

Back on the Web (what would we do without it) to find a replacement cluster, many in UK and USA but none that matched my make and model. With incredible luck (the first bit I have had in this saga) I found one at a wreckers in Melbourne on Ebay for \$270, which, after delivery, I took to Repco to be sent to Hallam for reprogramming. Once again it seemed to take days to register at the repair shop and be returned. 10 days later I picked it up from Repco in Morwell. Good news! The whole event was only \$300, less than quoted, so I was happy. Took it home and plugged it in. Guess what? It lights up as did the old one but the car will not start. Not happy! I tried the old one but the car still would not start. Not knowing if the replacement cluster was

faulty or if it had been programmed incorrectly, and if they had damaged the original cluster to make the replacement cluster work. All the electrics were working so I thought the battery was OK and I had the charger on it for some time while not being able to drive the car. Volts were 12.5V, should have been enough to turn over the starter. So I put the charger back on overnight to try again in the morning. Still would not start! I tried a jump start to ensure voltage was not a problem and still no start. A call to the repair shop, and was advised the original cluster has had an IC exchanged with the replacement cluster so there was no way the original cluster would work. As it was late Friday the technician was not available so now need to wait till Monday for them to call me. (as if).

But wait it gets worse.

With my car still in my garage and sitting in the same place for several weeks waiting on the return of the cluster I noticed an oil drip forming under the transfer box. On closer inspection it turns out to be the seal on the rear drive shaft. Will plan its fix when I get the cluster back and fitted.

So is there a moral to this story? No, but if I had replaced the car when I wanted to, I would not have had such a challenging and disappointing start to 2020.

Stay tuned so see if I ever get it started.

Alan Harlow

Biolite Stove

A real gear freak geek bit of camping kit.

I love gadgets. No secret about that. The Biolite camping stove is pure gadget gold.

The Biolite Camp Stove Mk 2 burns sticks and twigs. The heat produced from the burning wood is used to generate an electric current that powers a small fan. The fan blows air into the fire and, if you get it right, produces a hot smokeless cooking heat. But that's not all it does. The generated electricity also charges up the 2600mAh battery pack attached to the side of the stove. Unfortunately, my tertiary education didn't include a degree in physics, so I can't tell you how the process works. This stored electricity can then be used to power up small devices like phones. On the side of the battery pack there are three columns of LED lights. They show fan speed, which is adjustable through four levels, fire heat and battery storage level. The battery pack can be removed from the stove and charged via a USB port. I think it might be a good idea to do this before a trip so it's ready to power up the fan. There is even a flex LED light that attaches to the stove, for night use.

The Biolite stove has a couple of available accessories. There is a kettle that the stove can pack into and a grilling plate.

I have had a bit of a play with the stove and found it took about ten minutes to boil one and a half litres of water in the kettle. Getting the fan and fuel load mixture right takes a bit of experimenting. Slowly building up the fire size and using very dry wood is the key to success. The fuel I used was just sticks from around the garden, so it's cheap energy. The burn is so complete that all you need to do is tip out the cooled powdery ash at the end of use.

Greg Rose.



Camp Cooking At Home.

We have tried to make the most of the Covid-19 restrictions by perfecting a few camp cooking skills and dragging out all the camp cooking equipment we have gathered over many years.

Anticipating the restrictions on non-essential travel and not having a firewood supply at home, we took our 1993 Discovery 1 and the Stihl battery chainsaw, for a trip into the nearest wood collection area. We filled the back of the wagon with nice dry firewood. I think the Discovery enjoyed the day in the bush as much as we did.

A little note on the chainsaw. I first encountered the Stihl MSA 200C on a trip out in the Alpine National Park, with a couple of Parks Victoria rangers. The top model, in the Stihl battery chainsaw range, the 200C is an amazing tool. The 36 volt battery give the saw plenty of power and lasts long enough to clear smaller trees from tracks and cut up campfire wood. The saw is very quiet to operate. It normally lives in the back of our Land Cruiser wagon and without the need for fuel, there is no smell in the vehicle. We carry the saw, charger, spare battery, a second bar, extra chain, wedge, chain oil and sharpening tools in a Drifta canvas bag tailored to fit the saw and accessories. We can re-charge the batteries "in the field" using the Stihl charger coupled to our hard wired Redarc inverter. A note of "buyer beware", as with all battery tools, you need to factor into the purchase price, the cost of the battery and charger.

The first bit of cooking gear to be dragged out of the camper trailer was the OzPig. We had used it a couple of times but not really tamed the beast. Experimenting to get a consistent heat with a reasonably smokeless fire was the first task. Once we had that mastered, we got bold and roasted a chicken on the rotisserie. Success! A tasty lunch in the bar-b-que area with the raucous squawking of the neighbourhood corellas as musical accompaniment. Next on the OzPig was a damper, pretty basic but it was a new camp oven. After carefully seasoning the cast iron oven, the damper ingredients were mixed up, shaped and placed on a trivet in the oven. Success again, we were on a roll here. We cooked bread from Jamie Oliver's basic bread recipe and then, when the supermarket had restocked after the panic buying had cleared the shelves, a loaf using a Laucke brand bread mix.

Pride, they say, goes before a fall, not greasing the cake tin well enough resulted in my attempt at a butter cake, being stuck to the bottom of the tin. It tasted good, with its somewhat unconventional appearance being hidden under a liberal coating of icing.

Time to get out the spun steel camp oven and the Camp Oven Mate. The Camp Oven Mate is made by Southern Metal Spinners. Looking like half of a galvanised steel rubbish bin, it allows a camp oven to be used with a gas ring. We have had the device for years and cooked damper, muffins, stews and roasts in places where a camp-fire is not permissible or it's just too hot to be tending a campfire. A roast leg of lamb and vegetables beside Cooper Creek out from Innamincka, remains a great memory. This time roast pork and vegetables were cooked in the spun steel camp oven. I always use a thermometer when using this combination, in order to keep an eye on the, easily regulated, temperature. Its really not much different to cooking in a normal kitchen oven.

While travel restrictions have been in force, we have been re-modelling our whole garden so being outside worked well with the camp cooking activities. In addition to the things already mentioned, we have made our morning coffees using a Jetboil and SnowPeak coffee press, cooked sausages with the grill plate of the Biolite CampStove 2 and made soup in the Biolite jug.

When restrictions are lifted, borders open and it feels safe to venture out again, we might have forgotten how to drive, but at least we will eat well.

Greg Rose.



Rasheed's Run

Some information from Bob McKee

Kevin Rasheed's father, also Kevin, bought some land, 30 km north of Hawker, on the Flinder's Ranges Way, heading towards Wilpena Pound. He also leased the Wilpena Pound station. Kevin senior and then Kevin junior set up the original tourist venture at Wilpena Pound. They leased and bought land known as Arkaba Station which has been sold by the Rasheeds in recent times. Kevin and Lynette had the last property still in the family, Rasheed's Run up for sale late last year. You will find more info on the web if you enter Rasheeds Pink Land Rover into your search engine.



The letter box at the entrance to Rasheed's Run



Kevin and Lynette Rasheed's Pink Panther



British SAS Series 2A

The British SAS Series 2A were set up for desert warfare in the Middle East. The one pictured was for sale in the UK a few years ago for over \$AU130,000. The colour pink was found to be an excellent camouflage colour in the desert. (I presume this is from where the Rasheeds received their colourful inspiration.) The British SAS bought 72 Series 2A long wheel base Land Rovers for conversion to their requirements, (the conversions were carried out by Marshalls of Cambridge) the first was delivered to the regiment in October 1968, with the bulk bring delivered during 1969. The majority endured nearly 20 years of service, with the last ones being replaced in the early 1990's by Defender 110 based Special Operations Vehicles.

The pink colour was first used during the Oman Dhofar operation, and were called "Pink Panthers" because of the 'elusive' jewel thief in the Pink Panther film of 1963. However, not all Pink Panthers were painted pink. The base vehicle, which was a standard 109" Series 2A, was painted Deep Bronze Green during production, and many stayed that colour all their working lives. Others were painted Olive Drab with Black camouflage.

The basic outline of this desert preparation included the following:

A heavy duty chassis, heavy duty suspension, Steering damper, 9.00x15 sand tires, differential guards front and back, spare tyre was mounted to the front bumper, Folding rear pannier, Additional rear seats, extra fuel tanks, giving a combined capacity of 100 gallons, Passenger seat on raised platform, doors and the windscreen were removed, as was the roof, Rifle boxes, shovels, jerry cans, and sand ladders, Two general-purpose machine guns (GPMG), Carl Gustav anti-tank gun, Two self loading rifles (SLR), Bumper mounted smoke grenade dischargers, Searchlights, Sun compass, Theodolite, Radios,



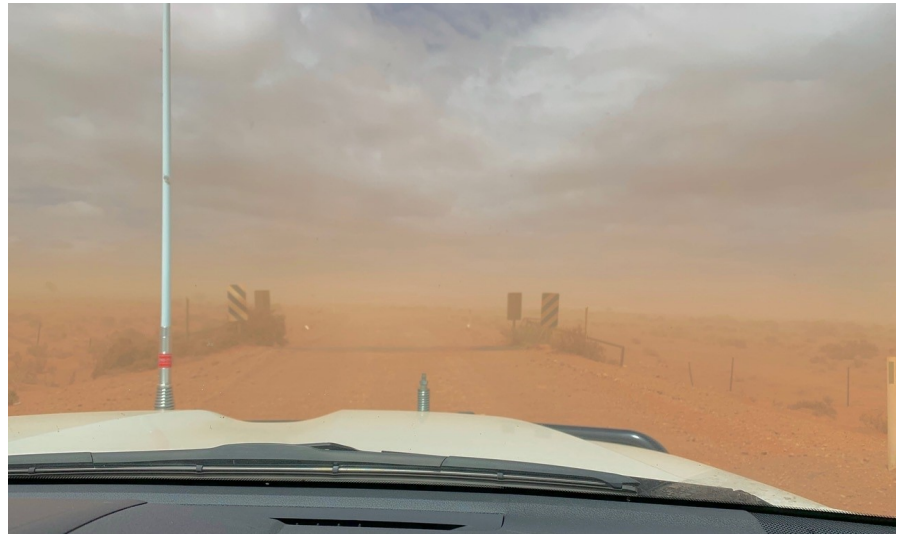
DUST STORMS AND ROO BURGERS.

The outside temperature had reached forty degrees, the hot wind was howling, and thick brown/red dust filled the air. In places the visibility on the gravel road heading south to Yunta, was down to fifty metres. Cattle grids loomed out of the dust as we drove along at about 40 kph. The only other vehicle we saw for the drive from Rawnsley Park in the Flinders Ranges, via Martins Wells, to Yunta was a semi-trailer heading north. We met it at a cattle grid and stopped to chat to the driver. He was hot and very tired from the concentration needed to work his way north through the choking dust. It was, he said, the worst dust storms, caused by the prolonged drought, that he had seen in a lifetime of living in the region.

That was the second last day of a trip of two weeks to the Barossa Valley and Flinders Ranges in November and early December 2019. Our route had taken us for a few days in the Barossa Valley. Based in Nuriootpa we did all the touristy things. Visited wineries, sampled fine food, saw Maggie Beer and looked at old buildings.

From Nuriootpa we took a series of gravel back roads through to Burra. The small town is one of our favourite places to spend a little time and soak up the history. Copper mining had started in Burra in 1845. Miners from Cornwall, Wales, Scotland and Germany brought their stone masonry skills with them and the results of their work can be seen all around the town.

Rawnsley Park was to be our base of operations in the Flinders Ranges. This was not a camping trip; too hot, too dry and certainly too windy. We had an excellent cabin a short walk from the very fine Woolshed Restaurant. There was almost nobody else about. The first night at the Woolshed there was one other couple, needless to say the service was superb.



The Ranges were both depressing and spectacular.

Lois and I had seen it dry before, but nothing like this. Most of the sheep stations had destocked or just kept breeding stock. A dictionary definition of barren is "bleak and lifeless". Much of the region fitted that definition. There was however some life, there were large mobs of kangaroos. During the day they sought shelter in any shade they could find. At night they scavenged around looking for leaves, bark and the stubble of grasses to nibble on. In one creek we came across two euros digging deep into the sandy bed under the roots of trees and sucking up the trickle of water they uncovered. There were feral goats too, they seem to thrive in any conditions.



The spectacular side of the equation was the starkness of the rocks and plains. Without vegetation every fold in the land could be easily seen. At dawn and sunset, the bare earth and rocks radiated vibrant ochre and red colours.

Each day we would venture out, travelling on some of the roads and four wheel drive trails that make the Flinders Ranges such a great place to drive around. The lack of other tourists was a bonus for us but was an economic disaster for the businesses that relied on the tourist dollar to keep them going. The surfaces of the steeper sections of 4x4 tracks were very loose due to the dry



conditions.

Passing through Blinman on one of our drives we spotted a house with a backyard full of early Discoverys and Range Rovers. Some were registered and others rested in obvious retirement under trees and beside sheds.

On a very hot day we drove to the Prairie Hotel at Parachilna. I'm sure many club members have sampled kangaroo, camel, emu, or salt bush lamb from their famous menu. While I munched on a kangaroo burger Lois settled for a salad; no accounting for taste. While we were there a couple came in, rather concerned that the group they were to meet, had not arrived. After considerable time a small convoy of four wheel drives, with

hot and dusty travellers, rolled to a stop outside the hotel. They had been delayed by multiple punctures on the rocky road from Arkaroola to Parachilna. The hotel proprietor told us it had been a bumper year for tyre sales with the dry roads taking their toll.

Now back to the second last day. We had raised dust and gale force wind all the way to Broken Hill. The motel owners in Broken Hill apologised about any dust we might find in the room; they just couldn't keep it out.

We had intended to stay around Broken Hill and then head slowly home. Waking up to another dust storm convinced us to beat a retreat south. The plan, hatched over a leisurely breakfast, was to stop on the way, however, we just kept rolling on and got back to Stratford at 10 o'clock. Just over a thousand kilometres for the day. The long range fuel tank capacity we had, meant we just had short coffee and meal stops.

It's interesting to travel in less than ideal conditions sometimes. It will be a trip with sights and experiences we will remember for a very long time.

Greg Rose.



LENNIE AND GINGER MICK

A little bit of Gippsland History, from Jack Cohn (LROCV)

It's 1932 and Australia is in the grip of the Great Depression. One in three workers are unemployed. Decrepit shanty towns hug the outskirts of the big cities. A scrawny rabbit caught in a trap will feed a family for a week. Country roads are filled with broken men walking from one farmhouse to another seeking menial jobs and food.

On the outskirts of the South Gippsland town of Leongatha, an injured farmer lies in bed unable to walk – or work. World War I hero Captain Leo Tennyson Gwyther is in hospital with a broken leg and the family farm is in danger of falling into ruins. Up steps his son, nine-year-old Lennie. With the help of his pony Ginger Mick, Lennie ploughs the farm's 24 paddocks and keeps the place running until his father can get back on his feet.

How to reward him?

Lennie has been obsessively following one of the biggest engineering feats of the era – the construction of the Sydney Harbour Bridge. He wants to attend its opening. With great reluctance, his parents agree he can go.

So Lennie saddles up Ginger Mick, packs a toothbrush, pyjamas, spare clothes and a water bottle into a sack, and begins the 1000+ kilometre (600+ miles) trek to Sydney. Alone. That's right.

A nine year old boy riding a pony from the deep south of Victoria to the biggest and roughest city in the nation.

Told you it was a different era. No social media. No mobile phones.

But even then it doesn't take long before word begins to spread about a boy, his horse and their epic trek.

The entire populations of small country towns gather on their outskirts to welcome his arrival.

He survives bushfires, is attacked by a "vagabond" and endures rain and cold, biting winds.

When he reaches Canberra he is welcomed by Prime Minister Joseph Lyons, who invites him into Parliament House for tea.

When he finally arrives in Sydney, more than 10,000 people line the streets to greet him.

He is besieged by autograph hunters. He becomes a key part of the official parade at the bridge's opening. He and Ginger Mick are invited to make a starring appearance at the Royal Show. Even Donald Bradman, the biggest celebrity of the Depression era, requests a meeting and gives him a signed cricket bat.

A letter writer to The Sydney Morning Herald at the time gushes that "just such an example as provided by a child of nine summers, Lennie Gwyther was, and is, needed to raise the spirit of our people and to fire our youth and others to do things – not to talk only. "The sturdy pioneer spirit is not dead ... let it be remembered that this little lad, when his father was in hospital, cultivated the farm – a mere child."

When Lennie leaves Sydney for home a month later, he has become one of the most famous figures in a country craving uplifting news. Large crowds wave handkerchiefs. Women weep and shout "goodbye". According to The Sun newspaper, "Lennie, being a casual Australian, swung into the saddle and called 'Toodleloo!'"

He finally arrives home to a tumultuous reaction in Leongatha. He returns to school and soon life for Lennie – and the country – returns to normal.

These days you can find a bronze statue in Leongatha commemorating Lennie and Ginger Mick. But Australia has largely forgotten his remarkable feat – and how he inspired a struggling nation.

Never taught about him in school?

Never heard of him before? Spread the word. We need to remember – and celebrate – Lennie Gwyther and his courageous journey. It's a great story. God knows we need these stories now, more than ever.

https://en.wikipedia.org/wiki/Lennie_Gwyther

