

LAND ROVER OWNERS' CLUB

OF GIPPSLAND
NOVEMBER / DECEMBER 2020 NEWSLETTER

MERRY CHRISTMAS & A HAPPY NEW YEAR



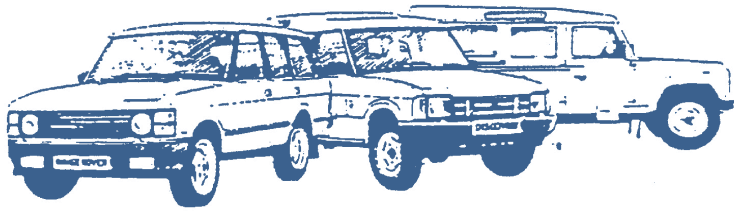
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LAND ROVER OWNERS' CLUB OF GIPPSLAND

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President's Report

While this year has been long in many ways I will try not to add to it too much by keeping my report short. The year has been an example of the best laid plans going astray. Many of our plans and dream for a great year were put on hold but not forgotten, so we move to the future without forgetting the past and rekindle our plans both personal, and for the club.

Our club has remained strong in numbers and attendance at the few events we have been able to conduct. I take no personal credit for this, but I do recognize the work that Rod & Loris put in to make the Melbourne Cup week happen as an example of why we have a strong club. Our continuing strength has also been in part due to the work done by Eric to keep us informed via the newsletter and I thank him for his persistence and high standard. Of course, a newsletter is only as good as its content and I would like to thank Greg for his articles printed in our newsletter and Track Watch and for keeping the lines of communication open with PV during the shut down.

Our financial status hasn't changed in any great way as John has pointed out, but the work to collect the income and pay the accounts goes on, which John has done in a professional manner converting our banking to an online system, so John thank you for your work.

Due to the nature of the year we were unable to meet in person so we conducted our communication and business via email and the committee members were very cooperative which I appreciated, to ensure we got the key issues dealt with. Their council was invaluable in a time of unchartered tracks.

I look forward to a more normal year and an opportunity to continue the great work done by my predecessors.

No report by me would be complete without recognizing the great work and support Tonee provides personally and to the club.

Alan Harlow.



This month's cover; An early LROCG trip

Land Rover Owners Club of Gippsland 2020-- 2021 Committee

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Toyota Land Cruiser Is Dead for 2022

The Toyota Land Cruiser won't return to the U.S. market for the 2022 model year, according to a dealer source. It may return later on in redesigned form, but we don't know how long of a hiatus it will take. The 2021 model year will be the last for the current 200-series model.

Earlier this year, a rumour surfaced that the Toyota Land Cruiser, beloved behemoth and longtime owner of the Fanciest Toyota title, was getting axed after the 2021 model year. Since we prefer not to fan unverified Internet rumours, we refrained from jumping into the fracas on that one until we could get some confirmation—which, of course, was unforthcoming from Toyota. But now we've spoken with a partner in a large dealer franchise who confirmed that 2021 is the end of the trail for Toyota's iconic SUV. But, thankfully, maybe not for long.

"It's gone for 2022, but I think it'll be back soon, and way more modern and luxurious," he told us. The current Land Cruiser—the 200-series, in Cruiser parlance—dates to the 2008 model year and is (over)due for major improvements, especially on the fuel-economy front, where its 14 mpg EPA combined rating is doing Toyota's fleet average no favors. Toyota also has a habit of dropping nameplates and reviving them later on, and not always at multi-decade intervals like the Supra. The Venza went on a walkabout in 2015 and returned for 2021, and we'd suspect that the Land Cruiser won't be gone for six years.

One reason for the decision would appear to stem from sales, or lack thereof. In 2019, Toyota sold 3536 Land Cruisers, which represents a 9.7-percent sales increase over 2018 but still amounts to a rounding error for a company that sold about 2.4 million vehicles in each of the prior two years. Still, if we modestly estimate that Toyota makes \$10,000 per Land Cruiser—and, given the age of the platform and the shared Tundra engine, we'd suspect it's much more than that—\$35 million a year isn't a bad take for a niche vehicle. But if the Land Cruiser is to become more than a niche player, it needs a wholesale overhaul. Do we see an 300-series with a hybrid powertrain ambling over a pass out there on the horizon?

US opens probe into whether VW vehicles infringe Jaguar Land Rover patents

The US International Trade Commission (ITC) said on Monday it is opening an investigation into whether German automaker Volkswagen AG infringed on patents held by Jaguar Land Rover for a system used for off-road driving.

In November, Jaguar Land Rover, a unit of Tata Motors, filed a complaint with the ITC seeking to prevent the import of some VW Porsche, Lamborghini and Audi models with "certain vehicle control systems" that allegedly infringe on its patents.

The models include the Lamborghini Urus, Porsche Cayenne and Audi's Q8, Q7, Q5, A6 Allroad, and e-tron vehicles and the VW Tiguan. The ITC said it has made no decision on the merits.

Jaguar Land Rover (JLR) said the vehicles "have used JLR's patented inventions without payment or permission" notably a patent for an "improved system for driving a vehicle on different driving surfaces, in particular off-road."

JLR says its Terrain Response technology uses the patented technology to maximize performance on off-road driving surfaces, including grass, snow, mud, sand and rocks.

JLR has contingency plans to deal with UK's ongoing Covid challenges

Automobile major Tata Motors on Thursday said its subsidiary Jaguar Land Rover has comprehensive contingency planning and actions in place to respond to ongoing Covid challenges and disruption in the UK. "This is subject to constant review," Tata Motors said in a statement.

According to the statement, recent issues at UK ports have had no immediate impact for Jaguar Land Rover. "Our guidance of improved growth, profitability and cash flows in second half of the year continues to hold." The development comes after a new mutant strain of Covid-19 virus was discovered in the UK. Many countries have suspended flight and other connectivity services to the island nation in view of the new strain which is said to be more contagious.

New Defender joins Dakar rally as rugged support vehicle

The new Land Rover Defender is joining the infamous Dakar Rally in 2021, but not in the way you might be expecting. Instead of taking on the rugged terrain as a competitor, the Defender will be acting as a support vehicle to one of the teams, carrying supplies, equipment and crew the length of the 4,751-mile race.

Two new five-door Defender 110 models have been drafted in to support the Prodrive-backed Bahrain Raid Xtreme (BRX) team. BRX's driver lineup includes nine-time World Rally Champion, Sébastien Loeb, from France and Spain's two-time Dakar Rally winner, Nani Roma.

For the 2021 event, the team will have two petrol-powered Defenders acting as transport, accommodation and kitchens. The cars will support the team across 12 gruelling rally stages in the Saudi Arabian desert.

Described as "showroom-standard",



the vehicles are painted in Indus Silver and feature the BRX branding. They also come with the Explorer Pack, which includes an Expedition roof rack, raised air intake and wheel arch protection, as well as an external side-mounted pannier. A roof ladder is also fitted, offering easy access to a roof box for extra storage. The vehicles are powered by Jaguar Land Rover's latest straight-six mild-hybrid petrol engine, dubbed P400. With 394 bhp directed to all four wheels, the car will get from 0-62 mph in 6.1 seconds, while the mild-hybrid tech allows it to return around 25 mpg.

"Land Rover has a unique Dakar pedigree having won the inaugural event in 1979, and the rally remains the ultimate all-terrain endurance test," said Finbar McFall, Jaguar Land Rover's customer experience director. "While the Defenders won't be competing, they will have a vital role in supporting the team as they navigate their way across thousands of miles of punishing desert terrain. The fact these vehicles are unmodified is testimony to the intrinsic capability and durability of our legendary 4x4, which has undergone the most demanding engineering test and development programme in our history." Meanwhile BRX Team Principal Paul Howorth said the Defenders had the skill set to support the team through the 13-day rally that starts in Jeddah on January 3.



"The crew need to know our support vehicles will be able to carry all of the necessary kit and be relied upon to get to the next service location, whatever the conditions," he said. "The new Defender provides a unique combination of all-terrain performance, rugged practicality and comfort – a crucial combination for the unpredictable Dakar conditions and after long days behind the wheel."

OEM interview: Land Rover

The most rigorous test program in Land Rover's history is laying the foundations for a new era of products – as vehicle line director Nick Collins explains.

After 10 transformative years under Tata ownership, Land Rover is on the cusp of delivering perhaps the longest-awaited second-generation product in the history of the automotive industry. The new Defender is the first all-new replacement of a product line born in 1948 – the result of some 62,000 validation tests to find the center point of an incredibly complex Venn diagram of new and existing customer requirements. For vehicle line director Nick Collins, that baptism of fire was an opportunity too good to miss.



"I've been with Jaguar Land Rover for nearly five years now, and Defender was a big part of the reason why I'm here," he explains. "The program had been going for a few months [when I joined], we had some design themes which we were pretty settled on and the original strategic thinking of what we wanted to do, but really there was relatively minimal engineering done at that point."

Collins's role has a broad remit, working across the Range Rover, Range Rover Sport, Discovery and Defender model lines, leading development and engineering from the concept phase to end of life. Even in that company the Defender's requirements are broad; it not only had to offer the longevity and off-road capability of its predecessor, but it had to do so while meeting the requirements of 128 target markets and bringing the latest connected and electrified technologies as well. Design models set the tone early on, but Collins says that personality couldn't simply be skin deep.

"We did a lot of work early on to understand what it is that makes people like myself go wobbly at the knees driving Defenders – the fun factor – and how we could create that in a modern way. So we put extra effort in to get that 'spirit of Defender' into the new Defender. The car is big on personality visually; I wanted it to be big on personality from the driving perspective as well."

A mature product portfolio laid down some of the foundations for doing so. Versions of the D7 architecture are used across Jaguar Land Rover's mid- to full-size product lines – it's an aluminum monocoque with a longitudinally mounted drivetrain, ideal for the Defender. The newcomer isn't a re-skin; its extreme off-road capability required a proportionally longer wheelbase and unique suspension geometry, so Collins says driving characteristics were honed early in the program beneath 'cut and shut' Range Rover Sport bodywork.

This process is supported by extensive simulation. Again, characteristics were defined early on, including two wheelbases within the boxy upright silhouette, the central jump seat and side-hinged rear door – none of which is shared with other products. Digital models enabled fine-tuning of the surfaces to improve aerodynamics and heat management, as well as

improving torsional rigidity. Both wheelbases were developed in tandem, to avoid repetition.

Accept no substitute

Jaguar Land Rover invested US\$37m (€44m) in new testing facilities to support new products, and the Defender program was the first to use this expanded in-house capability. Validation work was as reliant on new software test centers, located in Shannon and Manchester, as it was on traditional Defender stomping grounds such as the Eastnor Castle estate in Herefordshire. These enabled “hundreds of thousands” of tests to be carried out in quick succession as the car neared launch. Its new electrical architecture incorporates 5G connectivity for over-the-air updates and a high-speed Ethernet that can simultaneously transmit up 21,000 messages between 85 onboard ECUs, compared with 13,000 for previous-generation systems.

“We’re substantially pushing the boundaries of what we can do in terms of hardware-in-the-loop and vehicle-modeling testing of that software,” Collins continues. “With the extent of software development and testing we’re doing, we’re taking it to a new level that will be the foundation we build on moving forward as well.

“I think as an industry that’s an area we’re going to be pushing harder and harder, and some of those software elements really enable the off-road capability of the car as well in terms of how we control the vehicle. We’ve got some exciting elements that we’re doing in that space that will certainly be replicated on every [future]vehicle program. All of us that are involved can see limitless opportunities of how we can push it forward.”

However, physical evaluation remains a core activity. With the car signed off virtually, verification prototypes, built in the second half of 2018, were put through their paces in “the most punishing on and off-road environments” Land Rover could find – from the Arctic Circle to Dubai, and even the Nürburgring Nordschleife circuit.

“Simulation is crucial,” Collins says, “but it’s no substitute for tires on dirt. We always try to do more and more in simulation – that’s what we’re working toward. But there are always some requirements that you have to do physically from a regulatory perspective and there are still elements of how vehicles behave, particularly from a dynamics character, that are quite hard to model in CAE.

“Those finer elements, of what you can feel in a car and the contributing factors, are quite difficult to model accurately, but we’re always learning. When we find something that we struggle to model accurately, we often go back to the CAE and try to understand what it is that we’re feeling in the car. If we can identify that, we put it back into our understanding of the modeling for the next time.”

Keep it real

It wasn’t just about character building. Land Rover dialled up the severity of durability testing developed for vehicles, aided by 6DOF test rigs introduced in 2014, which use vertical and horizontal actuators to put high structural loads through the body – with individual settings for each model. Defender prototypes were subjected to repeated 40km/h (25mph), 90° impacts with a 200mm curb – 50mm higher than for other products, which Collins says puts a 7 metric ton vertical load through the suspension and body structure. The bespoke steel subframes, uprated bushes and ball joints were developed in close partnership with suppliers, and testing ensured the new electrical systems were as durable as the car’s mechanical parts.

Collins continues, “There are some elements where the simulation isn’t really your friend and the physical property is better, and some elements where you have to do it physically because the test or the regulations require it. So I don’t see us getting to zero prototypes any time soon because of those requirements.”

So the test process is becoming ever broader, but Tata ownership is delivering the framework needed for future products – even the most challenging ones. “Tata has been incredibly supportive of JLR and given us the freedom to do projects like Defender, and the support it gives us is incredible. We’re a pioneering company bringing pioneering technology to the market, and that needs to be the end technology in the vehicle but also the methods and tools we use to develop that technology in the first place.”

The platform

The Defender is the final Land Rover product to move away from a body-on-frame construction; it’s based on a heavily-adapted version of the D7 all-aluminum platform, code-named D7x. However, it’s almost entirely new, featuring proportionally longer wheelbases, 500mm axle articulation and the latest-generation electrical architecture. Even the engines – including new six-cylinder 48V ‘mild hybrids’ – were calibrated specifically for the Defender, owing to the height of the car and 815mm rolling diameter wheels with the largest contact patch in the range.

Collins is quick to point out that this fundamental shift in architecture isn’t the compromise some assume. At 30kNm/°, its torsional rigidity is three times that of the best body on frame, which is as important off road as it is on it. Additional strengthening includes a powder-coated magnesium beam across the dashboard that is left exposed as a design feature and doubles up as a grab handle for passengers.



“[Monocoque construction] is an enabler rather than a disabler, it helps drive the stiffness and strength into the product to deliver the actions we want. But it’s fundamental as well in terms of providing the refinement from an NVH perspective and also the dynamic ability we want to achieve, to make the car as brilliant on road as well as off-road at the same time,” he explains.

Fleet support

Few people are more familiar with the Defender than the many global fleets that have depended on its off-road capability for decades – some of which have been using them since the 1950s. Collins says these organizations provide an extra layer to the car maker’s own testing, with selected fleets given prototype vehicles and invited to offer feedback as part of the development phase.

“They bring a unique perspective in terms of the types of challenges and environments they operate in, and the sort of requirements they need from the vehicle. That helps to make sure we’re maintaining those relationships as we go forward,” Collins explains. In turn, selling points of the original Defender have been carried forward. “We’ve got 14 ECUs on the vehicle, which we can update over the air, so we will be able to keep the car fresh throughout its life,” he says. A lot of people said about the old Defender that it was so mechanically simple you could fix it anywhere in the world. In this modern Defender you can connect the car up over satellite phone anywhere in the world and we can update the software. For some of those fleets it’s about keeping operational wherever they are, we’ve got a very modern interpretation for them.”



Is Land Rover’s New Defender SUV More Trouble Than It’s Worth?

With overlanding power and a three-foot wading depth, the handsome Defender can conquer the Andes. But the brand has well-documented reliability issues. Dan Neil on whether the benefits outweigh the risks

BY THIS TIME in a normal year, I would only be testing vehicles from the following model year, e.g., 2021. Our guest this week, a 2020 Land Rover Defender 110 P400 SE, is about six months late to my party due to delays in production, trans-ocean logistics and overland delivery. The new Defender can climb a wall but it can’t get over Covid-19.

Four-door 110 models are now arriving at U.S. dealerships, but production of the two-door 90 models at Nitra, Slovakia, has been set back. Making matters worse: The 90, on a shortened wheelbase, is the cutest damn thing you ever did see—funky fresh and coltish, the SUV preferred by Serengeti game wardens who are also boy-band heartthrobs.

Defender’s issues are well known—yet in every market people are throwing money at dealers to get one.

The new Defender is a triumph of industrial design, a big, beautiful box of postcolonial nostalgia, if not amnesia, evoking the primitive overlanders of empire while being nothing like them internally. It is to the old what BMW’s New Mini (circa 2000) was to Sir Alec Issigonis’ postwar tobacco tin. Defender’s heritage cues—the blocky volumes, the upright windshield, chamfered horizontal shoulder lines, shoebox greenhouse, white-capped roof with alpine windows—have all been redrafted here in a kind of eight-bit, Minecraft modernity.

The anatomy is familiar. Defender shares engines and drivetrain components with the Discovery and other Jaguar Land Rover products; the chassis comprises heavy-duty versions of JLR’s long-travel multi-link suspension, adaptive dampers, and ride-height adjustable pneumatic springs. Defender does get its own, new and prodigious platform, a bonded aluminum monocoque that feels like it could shake off a land mine.

It’s easier to list what’s lovable about the Defender—hose-able floors, sharkskin-like cabin trim, optional frontbench seating—than to explain why, exactly, anyone would buy one, especially in the first



year. I'd be terrified. Jaguar Land Rover (JLR) products have some of the worst reliability scores in the industry; and some Defenders already in-country have manifested serious problems.

Whatever doubts I may have had about the authenticity of our tester were dispelled when the Check Engine Light came on. Honestly, JLR should just ditch the green oval badge and go with the CEL. It's more on-brand.

Here we confront one of life's little mysteries. JLR's reliability issues are well known; yet in every market people are lining up to buy Defenders, practically throwing money at their dealers, knowing what they might be in for. They are that far gone.

I get it. Driving the Defender around town, I like what it seems to signify about Moi. Not as rustic as a the Jeep Wrangler Rubicon nor as outlandish as Mercedes-Benz G-Wagen, and not as alpha-aggressive as either, Defender presents as something different: an amiable, nonbinary rescue droid, with lively LED eyes and a determined expression, as if biting its lip. Give it a bash, Roger!

Land Rover quotes a maximum climbing angle of 45 degrees. The best I could find was a hill of about 40 degrees, a 20-yard uphill scrabble over roots, ruts, rocks and loose red soil, with a tight turn at the top, between two trees. Plenty spooky. With the air springs on High (11.45 inches ground clearance) and transfer case in Low, the Defender dug its nose into the hill (38-degree approach angle) and began pulling itself skyward—the turbo-supercharged hybrid I6 engine whirring, the suspension pumping its long legs, the all-terrain tires stuttering, kicking rocks and catching traction—like it was nothing.



Later that hour, the thoroughly buried Defender managed to work itself out of a pit of moist yellow sand. I didn't even have to shovel. Among the overlanding tricks is Wade Mode, for water crossings, that lifts the vehicle 3 inches, closes the HVAC's fresh-air blend door, and smothers throttle response. Officially, the maximum wading depth is 35.4 inches. Just keep that swiftwater helicopter on standby.

So if you happen to run a spread of timber in the Northwest Territories, the Defender might be a good fit (how's the service center in Yellowknife?). But if you mean to drive it like a minivan, know there will be trade-offs. The 110 lives large because it is large—82.9 inches wide and 77.4 inches tall. It's always an effort to park, always an effort to see out of, despite the available 360-degree camera views and video rear mirror. The headrests, grab bars, window trim, and spare tire block the rearward sightlines. The side mirrors are dinky. Great turning radius, though.

The side-swinging rear hatch, with the spare mounted on it, is beastly heavy and takes up a lot of space. If the car behind you is parked too close, you can't open it. There is no hands-free opening option. There is no step integrated into the rear bumper, making it hard to reach the roof without the optional ladder. The hard-plastic panels on the hood, that are meant to remind us of steel foot trends, are No Step areas. The plastic squares glued to the 110's C-pillars? Unfathomable and unforgivable. Defender goes well enough down the road, for inflatable watercraft. On highway asphalt, the 110's ride is comfortable, gently pneumatic, and body motions reasonably well contained. But throw some cornering energy at it and it will start to feel trucky, top-heavy and roly-polly—not unexpected with 19.7 inches of suspension travel.

The base engine is a turbocharged 2.0-liter inline four (296 hp and 295 lb-ft). Ours enjoyed the robust services of a turbocharged, electrically supercharged and hybridized 3.0-liter inline six, with a belt-driven 48-volt starter/motor-generator (395 hp/406 lb-ft)—I mean, what could go wrong? Both pair with an eight-speed automatic, two-speed transfer case and full-time four-wheel drive.

And both engines deliver awful fuel economy. Ours was averaging 16.5 mpg in mixed driving. This, mostly on account of the 110's unsparing weight (5,035 pounds), rolling resistance, and falling-refrigerator aerodynamics.

For the undeterred, Defender's trim walk is like the march up Kilimanjaro. There are six trim levels, four "accessory packs" and a whole ecology of lifestyle-enhancing options, including a dog kennel with safety restraints, onboard compressor, roof racks, even side-mounted panniers, reminiscent of Jerrycans.

I must say, the price is right. Our tester, in Tasman Blue, included niceties such as the Cold Climate Pack (heated windscreen and steering wheel) and Comfort and Convenience Pack (console refrigerator). >From bare bones two-door (\$46,100) to fully loaded four-door, Defender prices will range more than \$50,000. That's trawling with a pretty broad net among premium SUVs, many of which haven't a fraction of the chops or charm of Defender.

You just have to ask yourself, Do you feel lucky?

Land Rover's first-ever post-war car has been fully restored using original parts

LAND ROVER's first-ever production model has been fully restored and returned to the road in a massive restoration project which has been documented in print for the first time.

Land Rover's first production run began at the end of the 1940s with chassis 860001 being the first official example of the model available to the public. This precise example was originally destined for King George VI but was instead retained by the factory until 1950 when it was assigned the registration JUE 477 and sold to a private buyer.

The car was then discovered decades later rotting in a field with exposure to the elements leaving the car in less than ideal condition.

Eventually its future was secured and Julian Shoolheifer Limited embarked on an extensive restoration project which has been fully revealed in a new book charting the progress.

From the outset, experts and the car's new owner Sir Jim Ratcliffe both decided that the model would be restored while retaining as much authenticity and as many original parts as possible.

After getting the model into the workshop, the first step was to watch and wait as the vehicle dried out over several days before thorough investigations could begin.

Despite some obvious visual damage, experts found that the main structure and mechanics were not only still original, but also serviceable and ready for a new lease of life.

The chassis was in a very poor condition yet surprisingly complete and Julian Shoolheifer and assistant restorer, Richard Spikins spent almost every day for four months faithfully reconstructing the original backbone.

Speaking to Express.co.uk, Mr Shoolheifer said: "A lot of restorations these days just swap new parts for old but we wanted to save everything we could safely reuse, regardless of the time it took."

"Of course all the service items like brake shoes and bearings were changed and replacement parts were needed in order to repair some items safely."

"But all the major components on the Land Rover are the originals that were on it when it was pushed into the field in 1970."

To maintain its authenticity, the team decided to not replace the torn bodywork but instead fixed where needed, keeping all of the original paint and patina.

With the build completed, it was time for the moment that the team of restorers and the vehicle's new owner had been waiting for years to enjoy. Mr Shoolheifer told Express.co.uk: "Starting it for the first time was incredible and it did actually start first time!"

"Of course there are always worries and concerns that everything is going [to] be okay, but to hear it fire up for the first time in at least 50 years was incredible."

"For 'Juey' to run again, to make noise and warm-up was a real turning point in the restoration."

"We were even able to drive it a few feet across the workshop floor and this really spurred on the team after months of hard work."

Mr Shoolheifer adds that the project has ensured that JUE 477 is no museum piece. He confirmed that the car will not only "function properly" but performs exactly as an old Land Rover should. He told Express.co.uk: "We restored it not only to be incredibly authentic but also to function properly and it was quite a fine balance."





"After the restoration, we covered several hundred miles just to settle everything in and then drove it all around its spiritual home of rural Northumberland for a few days. "In taking it back to its resting place of 50 years we drove it off-road in some really quite tough conditions, with deep mud and snow. It was faultless. "It's happy on the road at a steady 45-50mph, but it's a really enjoyable vehicle to drive with a lovely gearbox, brakes and steering."

"Jue 477 - The World's first production Land Rover", is available to purchase at Porter Press from £30.
www.porterpress.co.uk

BUMPY RIDE, ASTON MARTIN'S FORAY INTO SUV'S IS A MIXED BLESSING

by Jeremy Clarkson The Weekend Australian Magazine

ASTON MARTIN DBX, PRICE: FROM \$357,000, ENGINE: 4.0 litre V8, twin-turbo (405kW/700Nm) Average fuel 14.3 litres per 100km, TRANSMISSION: Nine-speed automatic, all-wheel drive

The Aston Martin DBX is an all-new car that will compete in a sector of the market where the company has never been before. And to make things even riskier, this SUV is being built in a new, untested factory and launched into showrooms that have seen significantly fewer customers since the start of the pandemic. Other small brands around the world – Lamborghini, Bentley, Ferrari and so on – are owned by big car companies, so they have access to all the latest tech and a financial cushion. Whereas Aston Martin's owners include a man who made his fortune by selling trousers. He and a consortium have invested \$900m in Aston, which sounds a lot, but that's roughly what Renault would spend on a new heater knob.

The DBX was therefore designed on a shoestring by a company whose share price was wearing margarine trousers on a slide into oblivion. Plans to make the DBX all-electric were shelved early on, and the proposed fitting of a new V6 hybrid postponed, so it has ended up with a 4-litre Mercedes engine and lots of Mercedes kit that was bang up to date about 10 years ago. After such a difficult birth, I was not expecting it to be any good, but if I say that all of England will be very angry with me, because not liking an Aston Martin in England is illegal. It's like saying you don't like the Queen.

So. Here goes. The first thing that surprised me about the DBX is the size: almost 5cm longer than a Range Rover. It's much lower, though, and that's what makes it so handsome. Well, that and the pillarless doors and the huge wheels and the bonnet blades. I was also taken by the endless options you can choose what colour badge you'd like, and select a Pet Pack or Snow Pack; you can have a safe under the front passenger seat and a gun cabinet in the boot. So by the time you've been on the configurator, the price is going to be way more than \$357,000.

High prices have been a problem for Aston in recent years, because the interiors of its cars never really felt special enough. That certainly isn't the case with this SUV, though. Some may criticise the ageing Mercedes infotainment system but, actually, it's from a time before all these systems got far too clever for their own good. It works well.

I didn't like the way the leather has been stitched so the seams are visible, though. As one reviewer said, it looks like botched plastic surgery; the centre console seam also digs into your arm as you drive along, which is very annoying.

But it's not as annoying as the bumpiness of the ride. When I read that the DBX had active anti-roll bars I assumed it would glide along like a hovercraft. But it doesn't. Partly due to the big wheels, I suspect, it crashes hard into potholes, and on the motorway it literally wobbles. If you try to sing to pass the time, you will get a very clear understanding of what's meant by vibrato. Sure, the DBX is a fast and rewarding car when you are in the upper echelons of the rev range and the differentials are busy whizzing power to whichever wheel is best able to handle it. But nobody who wants an SUV wants to drive like this. They'd gladly put up with a bit more lean and a bit more understeer if it meant they could relax on the way home from work. Off road? I don't know, to be honest, and you never will either, because although it has all the right tech it sits on fat, fast, low-profile tyres, so the instant you show it a field of wet grass you'll know you're going home on foot.

This is all very worrying because I'm heading to the point when I have to tell all you Aston fans that the new car is not much good. However, I genuinely have a problem with most of the boutique SUVs out there: the Bentley Bentayga is still no beauty; the Rolls-Royce Cullinan is wilfully awful to behold; the Lamborghini Urus doesn't quite have the courage of its convictions. The Jaguar F-Pace is good, but in a lower league, and the Alfa Romeo Stelvio serves as a constant reminder you should have got the Giulia Quadrifoglio instead.

So, looking at the competition, the DBX starts to make sense. And it continues to make sense right up to the moment you remember the car that started this particular ball rolling 50 years ago: the Range Rover. The first is still by far the best.

Land Rover Owners' Club of Gippsland AGM.

Minutes for meeting held on Sunday 6th December 2020.

Meeting held at Erica. Meeting started at 11.07 am.

Welcome & thanks by President Alan Harlow.

Note this meeting has been delayed due to Covid-19.

Welcome to life members, Lois and Greg Rose.

Attending; Ted Allchin, Shirley Allchin, Ian Blake, Mark Broadbridge, Eliza Broadbridge, Rod Catchpole, Loris Catchpole, Alan Harlow, Tonee Harlow, Terry Heskey, Barb Heskey, Ross Howell, Sue Howell, John Kerr, Heather Kerr, Alan MacRae, Helen MacRae, David Murray, Harley Murray, Jan Parniak, Colette Parniak, Ron Prince, Dot Prince, Greg Rose, Lois Rose, Neville Trimnell, Liz Trimnell,

Apologies: Charlie Calafiore, Bob McKee, Annette Fleming, Craig Murray, Vivian Lee, John Jennings, Eric Shingles, Ian Webb,

Confirmation of September 2019 AGM Meeting Minutes printed in the LROCG September Newsletter.

Motion

That the 2019 AGM minutes be accepted as true and correct:

Moved by Greg Rose, Seconded by Rod Catchpole. Carried.

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

Treasurer's Annual Report was tabled by John Kerr.

Questions of Treasurer,

Motion that The Treasurer's report be received:

Moved by John Kerr, Seconded by Helen MacRae, Carried.

President's Report: Alan Harlow read his report to the members, (The report is printed in this newsletter).

Club member award winner for 2019, Jan Parniak, took the chair for the elections for 2020/2021.

Nominations for positions were put to the floor.

No nominations were received, nor volunteers forthcoming.

Motion;

Due to the extraordinary year created by covid-19 and that no new nominations have been received it is moved that the 2019 standing committee of;

President:	Alan Harlow
Vice President:	Bob McKee
Treasurer:	John Kerr
Minute Secretary:	Tonee Harlow
Public & Publicity Officer:	Charlie Calafiore.
Events Co-Ordinator:	David Murray.
Property Office:	Ross Howell.
FWDV Delegate:	Greg Rose.
Editor:	Eric Shingles.
Parks Victoria Co-ordinator	Greg Rose
Web master	Alan Harlow.

remain in place until the 2021 AGM.

Moved by Alan MacRae, Seconded by Ian Blake, Carried.

Alan Harlow resumed the chair.

Meeting Closed at 11.23am.

Land Rover Owners' Club of Gippsland December General Meeting.

Minutes for meeting held on Sunday 6th December 2020.

Meeting held at Erica. Meeting started at 11:24 am.

Welcome & thanks by President Alan Harlow.

Note that the July, Aug, Sept, Oct, and Nov General Meetings were cancelled due to covid-19.

Attending; Ted Allchin, Shirley Allchin, Ian Blake, Mark Broadbridge, Eliza Broadbridge, Rod Catchpole, Loris Catchpole, Alan Harlow, Tonee Harlow, Terry Heskey, Barb Heskey, Ross Howell, Sue Howell, John Kerr, Heather Kerr, Alan MacRae, Helen MacRae, David Murray, Harley Murray, Jan Parniak, Colette Parniak, Ron Prince, Dot Prince, Greg Rose, Lois Rose, Neville Trimnell, Liz Trimnell,

Apologies: Charlie Calafiore, Bob McKee, Annette Fleming, Craig Murray, Vivian Lee, John Jennings, Eric Shingles, Ian Webb,



Confirmation of June Meeting Minutes:

Motion, That the 1st of June committee minutes be accepted as true and correct:

Moved by Greg Rose, Seconded by Ross Howell, Passed

Business arising from the minutes of the previous meeting. Nil

Correspondence:

Out:

Emails to members re cancelation of meetings and trips.

Emails to members re FWDV activities.

Emails to members re PV activities.

In:

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

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

Email from FWDV re season tracks opening. No action. List on Web site.

The Four Wheel Drive Victoria Annual Report 2020.

Treasurer's Report: December John Kerr

Questions of Treasure

NB: i) currently we have 37 member families.

ii) we are now able to pay accounts by electronic transfer

Motion, The Treasurer's report be received and calendars account is approved for payment to the Harlows.

Moved by John Kerr, Seconded by Alan MacRae Carried.

Motion, The club charge \$10.00. per calendar.

Moved by John Kerr, Seconded by Greg Rose, Carried.

Publicity Officer's Report: Charlie Calafiore.

Charlie has supplied a Defender for inspection.

Editor's Report: Eric Shingles.

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

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

Webmaster's Report: Alan Harlow.

The web site is up to date.

	Sept	Oct	Nov
Visitors	19	15	14
Pages	41	26	30

FWDV Delegate's Report: Greg Rose

The Four Wheel Drive Victoria Annual Report 2020, has been emailed to all club members with an email address. The report can also be accessed via the FWDV website. Some key points from the report are listed below.

Potentially low income for the year due to reduction in fees has been offset by a significant increase in training (Working for Victoria four wheel drive operation and chainsaw training).

15,000 volunteer hours recorded in the 2019/20 year.

FWDV considering setting up a permanent training facility at Toolangi.

There are, as of June 30th 2020, 91 clubs affiliated with FWDV. A total of 4388 memberships.

FWDV has a key role with input into the Government's "Victorian 4WD Strategy and has two representatives on the ministerially appointed Four Wheel Drive Advisory Committee, equal to the two representatives from the Department of Environment, Land, Water and Planning and two from Parks Victoria.

FWDVP Regional Representatives Greg Rose

High level of cooperation and consultation between FWDV and PV continues. There were several issues relating to Seasonal Closure gate openings this year. Parks Victoria and contractor Brian Trail did an amazing job repairing a significant land slip on Zeka Spur (access to Wonnangatta Valley). Nearly all tracks were open by the due date.

Wayne Foon (PV Ranger Heyfield) and Greg Rose opened the Kelly Lane gates on Friday the 27th of November. King Spur (access to Mayford) was opened on Monday the 30th of November. All gates now open. At this stage the Dargo High Plains Road (Alpine Shire responsibility) remains closed with road crews working their way down from the Hotham end. It is hoped the road will be open soon.

Wayne Foon and Greg Rose have undertaken an inspection of Horseyard Flat which will have a new all abilities toilet, road work and asset upgrades in the near future. Significant funds have been allocated by the Victorian Government for upgrades to toilets and other assets at Wonnangatta and Talbotville. Contractors will do all of the work.

LROCG Volunteer Update.

Due to COVID – 19 restrictions we were unable to go ahead with our planned schedule for 2020. Our club volunteer activities with the Parks Victoria Foothills and Southern Alps Team will restart on Tuesday December the 15th. There will be a single day joint venture working at sites on Kelly Lane and possibly Horseyard Flat. This activity will be conducted under the new COVID – 19 guidelines.

During the COVID – 19 restrictions periods, a team of people employed under the Victorian Government “Working for Victoria” scheme have undertaken: walking track clearing, camp area clean-ups and repairs, roadside signage installation, general repairs and maintenance of Parks Victoria assets. This has meant that volunteer workforce input is less critical than in a “normal” year. The Working for Victoria employment contracts were for six months.

Greg Rose will liaise with Sarah Noonan (PV Ranger Team Leader Heyfield), Conor Wilson (Ranger Team Leader Dargo) and Ranger Wayne Foon (LROCG/PV contact Ranger) on dates and activities for 2021.

PV Ranger Vicki Jones, who many of us have worked with, has transferred within PV, to Bendigo to work on the Goldfields Region Parks. Vicki asked me to thank club members for their friendship and work completed during her time as Ranger at Dargo.

Property officer Report, Ross Howell

Equipment audit done in November with Alan Harlow and Charlie Calafiore.

LROCG EQUIPMENT LIST

Club 12x12 Tent with Poles & Ropes

Display Boards with Metal Stands

Sandwich Board

Rollout Club Banner

Defibrillator

Snake Bight Kit ?

SEC First Aid Kit

Expander File

20 Chairs

Grand Anchor ?

Hand tifer Winch

Snatch Strap

Tree trunk Protector Strap

High Lift Jack

Hand held CB no longer functioning, not recommended to be replaced.

We have 20 chairs which are not required, suggestions for use.

Snake bite kit missing, recommend being replaced.

Defibrillator battery needs to be replaced.

*Suggestion from the floor that we set up a sign in/out book for when property is being removed/replace in the storage area.

*Greg Rose has a scan gauge and a Puma priming pump to donate, which can be taken on trips, to help in cases of vehicle issues.

Motion, A battery replacement for the defibrillator and a new snake bite kit is purchased.

Moved by Ross Howell, Seconded by Rod Catchpole, Carried.

Events Coordinator’s Report: David Murray.

Past Events.

Coffee meeting Walhalla. Bob McKee

In Bobs absence a brief report was given by Alan detailing that 12 members enjoyed a coffee and very big scones on a Sunny day.

Melbourne cup trip. Rod & Loris Catchpole

Rod gave a brief run through of the highlights of this years annual cup week trip away. Full reports from those attending will be in the newsletter and on the web.

Toombon Volunteer Trip. Craig Murray.

On a warm sunny day Alan Harlow, David, Harley, Craig and Vivian Murray cleared tracks and area_around ruins.

Future Events.

Tuesday 15th December

PV working part at Kelly’s Lane, Greg Rose.

There will be a single day joint venture working at sites on Kelly Lane and possibly Horseyard Flat. Limited to 10 members.

Willing members to connect with Greg today to be included. Several people offered their time.

January 2021

Coffee Get Together

Location: TBA, Date and Time; Friday 15th January at 10am.

February

Potentially another car trial, Alan Harlow

April 1st to 6th. (Easter)

Camp Hosting, Alan Harlow.

Locations to be confirmed. Teams of 2 or 3 partners. Working with PV assisting campers on site.

NB: for each one of these we do, the club receives income of \$250.00 from FWDV.

May

Park Vic working bee, usually first weekend (1st and 2nd), Greg Rose
Details to be confirmed.

October 28th to November 4th

Melbourne Cup Week, Rod Catchpole.

Location to be confirmed.

November 16th, 17th, & 18th.

LROCG/PV volunteer trip, Greg Rose

Details to be confirmed.

Technical Matters: Nil discussed.

General Business.

- 1] Rod raised the subject of a working bee at Michaels Hut, which will be a part of the working bee on Dec 15th.
- 2] Rod noted his address was incorrect. Will follow up with Charlie.
- 3] Greg noted that for those interested, it is really worthwhile spending time in the Alps just now as the wildflowers are magnificent this time of year, particularly around Bryce's Gorge.
- 4] Alan H has 4WD Vic stickers free for members who would like one.
- 5] Calendars are available for purchase at \$10ea from John Kerr
- 6] A very special congratulations and belated birthday wishes to Dot Prince on her 80th birthday last week.

Meeting closed at 12.22pm.

Following the meeting, members gathered to enjoy their picnic lunches and fellowship for approximately 2 hours.

Next Meeting:

Monday February 1st at Gippsland Land Rover @ 8pm

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

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

Hello to all Club Executives,

Please see the email below from Greg Rose, FWDV's regional rep for the Southern Alpine National Park. The email contains important track information which we trust you will pass on to your members.

We thank Greg for his time and efforts in putting together this comprehensive report with photos and acknowledge also, the fantastic work that land managers and contractors are doing to enable track access.



Regards, Alison McLaughlin
Office Manager
Four Wheel Drive Victoria

Hi Wayne and Alison,

I have just had a phone call from Mike Dower, Parks Victoria Area Chief Ranger, Foothills and Southern Alps, regarding the status of track openings in the Southern Alps area, north of Licola and Dargo.

With a couple of exceptions all gates will be open for the cup weekend.

The gates at the bottom of Wombat Spur and Herne Spur (access to Wonnangatta Valley) could not be reached due to the current river heights.

King Spur Track into Mayford and Kelly Lane Track will remain closed as part of the agreed extended/variable closure and opening dates on those tracks. Those two tracks will be assessed during November. The recent heavy rain means those fragile routes are quite wet and vulnerable.

Major emergency work has been undertaken on Zeka





Spur (access to Wonnangatta Valley). Local contractor Brian Trail has responded rapidly to the challenge of stabilising the track after damage caused by a significant landslide on one of the switchbacks. The landslide led to further scouring and damage due to water runoff down the track. The work will be completed and the track open for the weekend. The speed at which this work has been undertaken reflects the importance Parks Victoria place on meeting the opening target dates and recognising the significance of the Wonnangatta Icon Drive to four wheel drivers. I have attached some photos taken by Mike Dower yesterday.

Blue Rag Range Track will be open. Due to the closure, by Alpine Shire, of the Dargo High Plains Road, the only access is via South Basalt and North Basalt Tracks. As I stated in a previous email that route is technically difficult and one for well equipped vehicles and experienced drivers. The area has also been subject to very heavy recent rainfall.

The Alpine Shire has indicated that the Dargo High Plains Road will, in all probability, not be open until the end of November. As many touring four wheel drivers, especially from interstate, make Blue Rag Range a highlight of a trip to the Victorian High Country, the road closure causes some confusion and disappointment. Mike Dower emphasised that the tracks and the alps will be very different in nature this year due to the climate influence of La Nina. Four wheel drive tourists need to be aware of the changes. The past few years have been very dry, the effect of La Nina is that there will be considerably more rainfall, typically 20% more in the south east of Australia. The chance of both localised and widespread flooding is also increased. For four wheel drive touring this means that track surfaces may be wetter and more slippery, river and creek heights will be greater than in recent years, bush fire effected trees may be prone to fall due to the damper soil, there may be landslips and runoff due to rain events.

Regards,

Greg Rose.

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

Mallacoota Trip 2020

Thursday and Friday, October 29 & 30

Our annual trip was upon us with 17 members attending Mallacoota in eastern Victoria, the scene of horrific fires earlier in 2020. As we drove from Cann River we could see the devastation that the fires had caused to both property and bushland, but we could also see how Mother Nature heals itself with new green shoots on trees and plants and regrowth of undergrowth. Truly amazing. Cup trippers arrived and set up in the Foreshore Caravan Park. Some went to look at the shops, walked to the beach or just relaxed. Friday was a free day so members did their own thing.

Saturday, October 31

On a lovely Saturday morning, after refueling and, for some, collecting newspapers, our convoy departed Mallacoota along Betka Road towards the airport. We drove through the burned area of town past old, new and partially rebuilt houses. Alien looking trees sprouting new leaves lined the road along the way to Betka beach. The dirt road was in generally good condition.

The expanse of burned bush, with its undergrowth regenerating and wildflowers popping their heads up, continued down to the water. The walking track down to the pebbly beach and also the walking track back towards town remained closed, due to the danger of falling trees and branches, as did so many of the roads encountered on our day's travel.

Morning tea was had along the track, while the sun continued to beat down upon us. The track that we intended to take, in spite of assurances that it was open was found to be closed so a right hand turn took us along Stony Peak Road and then onto the bitumen of the Prince's Highway. Most of this part of the journey was through burned out, but recovering, forest. Finally, we turned left off the Highway onto the West Wingan Road where a few drops of rain touched the windscreen. Ventured along Shipwreck Creek Road towards Wingan Inlet where we again encountered a closed track. No shipwreck was



seen but we were serenaded by Cicadas with their loud and constant song.

After lunch we travelled along Gale Hill Track and then onto Sandy Track, which took us up and over sand dunes to the Croajingalong coastal track. It was quite apparent that the fire had been particularly intense in this area, and the track had not been thoroughly cleared. There were many stops by members of the group to pull out sticks that were jammed underneath cars. Some required amazing feats of strength to remove them. Arriving at a tight parking spot at the foot of the sand dunes, the walk up to the top was enough for some. Those with more energy followed a "track" very intermittently marked with plastic tape that wound its way down a gully and up over the coastal dune to the beach. Finding our way back on the return journey to the cars was only a little less arduous, given the spacing of the tape track markers

On our way to the beach we had encountered several sandy stretches of track which were all on downhill sections of the track, one, in particular, having a sharp left hand turn at the top. Of course, on the way home, these soft spots which had become more churned up on our way in now constituted climbs. Rod had the misfortune to lose traction part way up a hill and had to have another go. The first ascent was just practice but, having churned up the track further, the following cars required a considerable bit more momentum (speed) to climb the hill which, as luck would have it, had the sharp, now right hand turn at the top.

Much discussion ensued throughout the afternoon as to the meaning of the pink tape and numbers, and blue markers along the tracks. Several suggestions were made, and tested by measurement, but none were proven. The markers remain "One of life's little mysteries". (John enquired of Parks Victoria staff later and found out these markers related to fox baiting that had occurred). We arrived back in Mallacoota at 4.30 pm.

Sunday, November 1

As there was only one activity planned for this day, and it being a state secret to boot, our participants made their own arrangements to fill in the day until 3.00pm when the secret was to be revealed.

Some people walked around town, others went exploring in their vehicles to find more closed tracks and burnt forest, and some had coffee at a local restaurant. Those who went to see the Bunker Museum at the Airfield found it to be closed. It would have opened by special arrangement but no one in the party knew that at the time they visited.

At 3.00pm we all dutifully gathered to have an afternoon tea in celebration of Rod's 80th Birthday. As with all things that COVID had interfered with, Rod's birthday had occurred during lockdown in June, but this did not stop us enthusiastically celebrating the event with birthday cupcakes for all. Rod was presented with a cask of port to commemorate the occasion. We had Dinner at Lucy's Chinese Restaurant, occupying two appropriately, socially distanced tables.

Boat Trip Report Monday 2/11/20

The day turned out to be a beautiful day & perfect for our boat trip that departed out of Gypsy Point and went along the Wallagaraugh River. The members of our group included: Alan & Tonee, Alan & Helen, Ross & Rod, Ted & John, Collette & Jan, Eliza & Mark.

We had a 9am departure out of the caravan park for a convoy down to Gypsy Point for a 9.30am departure for our boat cruise. Dale was our captain on board the Gypsy Princess with Lorna being his 1st mate. We were very lucky for the cruise to go ahead, as Dale had an injury to his hip & was immobilised right up until the day of the cruise. Dale is a born & bred Mallacootite with lots of local knowledge of the area. He had spent 30 years as an Abalone diver. Rod had organised for our cruise to be a 2 hr cruise, but Dale went above & beyond with his service & generosity. We ended up being out on the water for 4.5hrs, which proved beneficial for all the fishermen on board!

As we were cruising down the river, Dale informed us of how it was for the locals when the fires came through. We could see from the boat the devastation caused to all the vegetation on the banks with most trees still blackened & not much regrowth having occurred. We cruised past the Wallagaraugh River retreat & under the Wallagaraugh bridge. While we cruised the boys threw in a line & trolled, but the fish weren't biting!

We cruised up the river for about 1 hr before Dale threw out the anchor & we stopped for morning tea. Coffee, tea & biscuits were provided. Soon after Alan put in a line & managed to catch a bream. After careful measuring it was decided it was of



We had Lunch in the Visitors carpark at Wingan Inlet.





The devastation caused by the fires



Dale & Lorna, our capable crew

legal size & the hook removed. The boys were obviously planning on some big catches As none of them brought an esky or anything to put their catches into! Luckily Dale had the plastic bag that morning tea came in, so it came in very handy.

We then turned around & started heading back, as not too much further down the river was the NSW border, which was being patrolled & we weren't permitted entry! The boys threw in their lines again & this time Ross got lucky & caught a much bigger bream. Fish was on the menu for dinner tonight for these lucky fishermen.

We started our return trip back when Dale decided to stop where other boats had pulled up hoping it was a lucky spot. Unfortunately, the only thing anybody pulled up were snags. So after a few broken lines, Dale decided to call it quits & started cruising again. We noticed a Sea Eagle flying around. Dale thought he would try his luck in calling it & seeing if it would be interested in a feed of a chicken wing.

After injecting with wing with air (to help it float on the water) & waving it around to attract the attention of the bird, Dale threw it in the water & we watched it fly down & scoop it out of the water. What a majestic bird & a perfect photo op! We then cruised some more & Dale decided to tie up alongside a branch in the water & hope the fish were biting underneath. Well it was a lucky spot, as Alan caught ANOTHER bream!! Slightly bigger than the first but not as big as Ross's one. The sea eagle was keeping an eye on our boat, as it had obviously enjoyed it's free feed. So Dale had 1 more chicken wing left & thought he might as well see if it would come down for another feed. After a number of failed attempts, a nearby kite had obviously spotted the food on the water & thought it was too good an opportunity to miss out, so he swooped in & grabbed it on his 1st attempt. Then an aerial fight ensued between the sea eagle trying to steal the wing & the kite trying to hang onto it. The kite won & managed to fly off & enjoy his meal.



I got one!!



Mine's bigger!!



Lunch

We then cruised leisurely back to Gypsy Point after being on the water for 4.5hrs. This was the maiden voyage of the Gypsy Princess after Dale took ownership of the boat this year. The group had a lovely, relaxing & enjoyable time cruising the river.

Melbourne Cup Day 2020, Tuesday 3rd November

For the first time in several years we can look forward to fabulous weather and be able to enjoy the festivities without seeking shelter undercover. In fact it was the shade of the trees we were in need of.

The ladies were in full flight preparing both the food and themselves for the occasion. Platters, food and fascinators were all taking priority, whilst Alan Harlow was quickly devising schemes to make the most of the stakes.

We gathered at lunch time to a magnificent spread of chicken and salads and Shirly's ever popular savoury scones.

Most attendees were resplendent in their attire, and fashions on the field was tightly contested. Rod Catchpole and Mark Broadbridge outshone all comers, with their splendid outfits. After main course, the drawing of horses began...

At \$5.00 per head for a horse each in the 'sweep' already collected, the favourite (Surprise Baby) was auctioned off first.

Tonee Harlow dug deep and out bid the field.

Next, Alan called up his very special assistants to conduct the blind auction of the remainder of the field (6 horses). We needed to bid to the closest pre-nominated amount (between \$5.00 and \$25.00) for horses to be drawn out at random. Then the 17 horses left were drawn to form the sweep.

Desserts were enjoyed prior to gathering between the MacRaes and Harlows vans, where the TVs were set up outside. Great excitement had while we all urged our horses to be first past the post.

Once again the prize money found its way into the Broadbridge's coffers with Mark taking first prize of \$120.00, (No 6 Twilight Payment), Eliza taking second prize of \$90.00 (No 21 Tiger Moth; appropriate, we thought!), and John Kerr taking third prize of \$60.00 (No 12 Prince Of Arran).

The day was completed with left overs for dinner and yet another awesome campfire. A touch of Fire Magic from Tonee, and all that good Yinnar wood from Ian Blake, and Alan Harlow's trusty fire pit, made for a wonderful end to a lovely day.



President Alan and Secretary Tonee



Ross and Sue



Loris and Rod



Mark and Eliza



Helen and Alan



Jan and Colette



Jan and Ian



Shirley and Ted



John and Heather

Wednesday 4th November 2020

Trip to Wallagaraugh and Gypsy Point.

Our trip started with a group photo then saying goodbye to Eliza, Mark and Ian. Mark and Eliza going back to work and Ian to resume work on his farm in Boolarra.

It was 9.15 am by now and we finally set off driving to Genoa, getting onto the highway and heading towards the Wallagaraugh turn off. The road is a gravel road but well maintained due to the number of residents, camping ground and large property owners living in the area. Travelling along after some time the gravel road turned more like just graded tracks, with sign posts obscured or burnt off and not replaced yet because of the massive fires in the area.

Our contingent of 4 Discos and 11 occupants started to travel slower over the track, but somehow we missed our planned turn off to Gypsy Point, hence we travelled further than accepted to finally arrive at lunch time. While doing the extra mileage we saw so much devastation caused by the fires and the beaten up tracks which had tree branches and sticks lying across the paths for our Disco's to drive over, some getting caught in the undercarriage of our cars. Travelling the extra kms, we climbed higher into the mountains through sparse undergrowth and burnt trees until finally we started to see the lakes below. On our winding decent on the dusty, potted, shale broken up track, the Gypsy Point jetty was to be seen.

John and Heather were the only ones to get a decent branch to wedge itself under their car that we had to stop while it was removed. Finally arriving at Gypsy Point for lunch the sun was shining and showing its warmth in the lovely picnic area around the jetty. With lunch over it was time to start fishing. Alan Harlow the only successful person catching 2 bream, which he threw back after kissing them, just like Rex Hunt does on his television fishing show, well done Alan.

After enough of fishing and chatting we decided to depart Gypsy Point at around 1.15 pm. Returning, we took the shorter way home, the track no better than on the way there. Once on the bitumen with some discussion over the 2 way radios most of us decided we would have takeaway, so ordering while travelling towards Mallacoota at the local shop our dinner was ready by the time we arrived.

Thursday 5th November 2020

It was time to pack up and head home for some and for others a few days at Bemm River. This was yet another amazing trip and we sincerely thank our organisers, Rod and Loris.

Those that took part in the trip were Rod & Loris, Ross & Sue, Alan & Tonee, Alan & Helen, John & Heather, Ian, Ted & Shirley, Mark & Eliza and Colette & Jan.

Back To Work.

The Land Rover Owners Club of Gippsland's first volunteer day with Parks Victoria since COVID-19.

Our club's planned volunteer work for 2020, in the Alpine National Park with Parks Victoria Rangers from the Foothills and Southern Alps team was abandoned due to COVID-19. We expect to have our volunteer work put off due to adverse weather or bushfires, but this was an unwelcome new experience. With the relaxing of restrictions, Wayne Foon and I were able to hastily put together a single day activity working at Thomastown and McMichaels Hut on Kelly Lane north of Licola.

On Tuesday the 15th of December, with a forecast top temperature of 35 degrees, we met up at Licola. Amazingly, with a scheduled meeting time of 9:00 a.m., we had everyone on the road heading into the park, by 9:05. I had to apologise to Wayne as I had made the suggestion that he would be late, dead on 9:00 he drove across the bridge over the Macalister River. Our group of eight volunteers, in five vehicles, followed Parks Victoria Ranger, Wayne Foon, in a Mercedes towing a trailer full of gear. Attending were Alan and Tonee Harlow in their Discovery 3, Alan and Helen MacRae in their Discovery 4, Ian Blake in his Land Rover hardtop, Mal Trull in his Isuzu MUX and Lois and I in the Land Cruiser 200. There was a little confusion at the start as Tail End Charlie Mal, didn't answer his radio. Turns out all the technology on the UHF had conspired to stop Mal selecting the trip channel, problem solved we pressed on. We all attempted to keep out of the thick dust thrown up by each four wheel drive as we headed up the Tamboritha Road. Apart from the dust the bush was looking fantastic with wildflowers everywhere. Good spring rainfall had certainly brought the bush alive.

Prior to the day we had all received emailed instructions from Wayne Foon on the new rules for volunteer activity under various COVID – 19 guidelines. There were plenty of things to consider including no car-pooling, no sharing of food and sanitising tools. At Thomastown, (off the Tamboritha Road north of Licola) after a quick coffee, we had the normal safety briefing on safe use of equipment; brush cutters, mowers and other tools, being situationally aware and remembering that we were working in long grass near a creek at the height of snake season. Wayne requested that we be very careful with the shiny new mower, rocks were to be avoided. Really bringing home how the world has altered, Wayne went over the requirements for working safely in these changed times. We had masks for times when social distancing could not be maintained and a huge container of sanitiser was available to use when required. Sanitiser hint here. Don't accidentally use the sanitiser as sunscreen!

Thomastown is an excellent little camping area. There is a deep, very chilly, swimming hole on Shaw Creek, just upstream from the wooden bridge that is the start of Kelly Lane. Other amenities include a toilet, a little out of the way at the top of the hill near the bridge, and a picnic table. Among the trees there are some good, sheltered campsites. Club members re-oiled the picnic table, mowed the camping areas, used brush cutters on the longer grass, pulled broken glass, half melted bottles and cans out of fire rings and collected other scattered rubbish. I do wonder why some people think bottles and cans will burn away to nothing in a campfire. Cleaning them up is a dirty job for us as volunteers and park rangers. The new mower caused some headaches as it was very reluctant to start after being refuelled.

McMichaels Hut was the next worksite. We moved there for a socially distanced lunch in the shade of the trees. Fortunately, at nearly 1400 metres above sea level, the temperature didn't get much above 25



degrees. As a treat I had a box of chocolate covered ice-creams in the freezer side of our Engel (safely individually wrapped and approved by Fooney) for dessert after lunch. The sound of the brush cutters and the mower soon drowned out the gurgling and splashing of Shaw Creek as it tumbled over rocks. Tonee and Lois had brush cutter lessons and discovered that it gets very tiring after a while. Once the clean-up work was completed an old stove and refrigerator were heaved onto the trailer before all the tools were loaded. I am pleased to report that the new mower suffered no damage. Both Thomastown and the McMichaels Hut surrounds looked park like after our combined efforts. We drove back along Kelly Lane to Thomastown where some



courageous club members (Mal, Greg, Tonee and Alan Harlow and Wayne Foon) swam in the invigorating pool, while others shed work boots to dangle hot feet in the cooling water. I discovered that our President is not to be trusted (sounds like another well-known President) as I said we'd dive into the bracing water on the count of three. I dived, Alan laughed!

The day proved that our club can easily adapt and work within the guidelines that have been put in place to keep us as volunteers and the Parks Victoria staff safe from COVID-19. Thanks to Wayne Foon and the Parks Victoria Foothills and Southern Alps team for their support. It was a very good feeling to pick up our excellent relationship where it had been left and add some valuable hours to the Four Wheel Drive Victoria tally of volunteer work. Planning is already underway for a full program of LROCG volunteer work in 2021.

Greg Rose.

Land Rover Owners Club of Gippsland.

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



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Parks Victoria / Land Rover Owners Club of Gippsland Dates for 2021.

If my calculations are correct, 2021 will be the tenth year that the Land Rover Owners Club of Gippsland has partnered with Parks Victoria, Foothills and Southern Alps, for volunteer work. In this time, we have achieved some amazing results and the club is highly regarded by Parks Victoria and Four Wheel Drive Victoria for the friendly and safe way we go about the tasks and the quality of our endeavours. We have worked at Talbotville, Grant, Horseyard Flat, Kelly Lane (McMichaels and Kelly Hut), Guys Hut / Bryces Gorge camping area, Howitt Hut, Wonnangatta Valley, Eaglevale, The Pinnacles and at all the Wellington River Campgrounds. Club members' thousands of hours of volunteer activity have been recorded by Four Wheel Drive Victoria and the data used in submissions for on-going Government funding of the organisation.

First Activity for 2021.

Location: McMichaels Hut, Kelly Lane (off Tamboritha Road) in the Alpine National Park north of Licola.

Dates: Monday the 15th and for people who choose to stay overnight, Tuesday the 16th of February 2021.

Meeting Place: Licola Store area.

Meeting Time: 9:00 a.m.

Trip Standard: Easy.

Explanation: As discussed at various club meetings, LROCG has taken on an unofficial custodial role of McMichaels Hut with the approval and support of Parks Victoria Ranger Wayne Foon. The hut is one of two on Kelly Lane which is accessed from Tamboritha Road north of Licola in the Alpine National Park. McMichaels is beautifully situated on a grassy area near the environmentally significant and picturesque Shaw Creek. Club volunteers have worked at McMichaels Hut on previous occasions, the most recent being December the 15th 2020.

On Tuesday the 16th of February, a volunteer working crew from our club, will lay the concrete pad for a new style of picnic table and possibly construct another formal fire ring in the hut area. Some of the crew will camp overnight to complete the work and installation of the table on the following day. Wayne Foon, Parks Victoria Ranger Heyfield, will camp with those staying overnight.

An invitation is extended to all club members to come up for the Tuesday to have a look at the McMichaels Hut area, stay for lunch and travel home in the afternoon. This is a great chance to enjoy a day in the alps and have a look at what we have achieved with Parks Victoria.

Essentially, we will have a couple of categories. Day visitors and campers. Day visitors are able to help with the tasks if they wish to. Day visitors need to be self-sufficient for all meals and drinks. The campers will need to be self-sufficient, all meals, water, camping gear, etc. The nearest toilet is at Thomastown at the start of Kelly Lane, about a ten minute drive from McMichaels Hut. Kelly Lane is suitable for camper trailers but not caravans. For those who have not been along the track it is easily negotiated without the need for low range, mud terrain tyres, etc.

For the work it would be ideal to have a group of approximately eight people, not all members of that group need to camp overnight.

This event will NOT go ahead if it is a Total Fire Ban or Code Red day. It would be rescheduled if that occurred.

Booking In: If you would like to attend for the day or as part of the overnight group please ring or email Greg Rose (0427 456 546 gro13624@bigpond.net.au) as soon as possible so that Parks Victoria can have accurate numbers to work on.

Second Activity for 2021.

Location: Eaglevale, Alpine National Park, Dargo area.

Dates: (tentative dates) Saturday the 27th of March and Sunday the 28th of March. NOTE: This is the weekend before Easter. The alternative dates would be Saturday the 20th and Sunday the 21st. I will confirm these dates as soon as I have information from Parks Victoria. **(It has now been confirmed as March 27 & 28)**

Other details like meeting place, etc. to be confirmed at a later date.

Explanation: I received the following email from Bec Gannon (Parks Victoria Ranger Dargo), Bec is working at the Dargo office with Conor Wilson.

Hi Greg,

Hope you're well and looking forward to a great holiday season.

I would love to gauge your interest for the Land Rover Owners Club Gippsland to participate in a working bee at Eaglevale campground, most likely in March 2021.

As part of the Victorian Great Outdoors program we have funding to upgrade the picnic tables/fire rings at Talbotville - this should be underway in February. As part of this we want to relocate the existing picnic tables to Eaglevale to create more visitor facilities and prevent uncontained fires.

The working bee would entail:

- * Install a metal "Eaglevale" campground sign
- * Install new fire rings (likely 3)
- * Relocate picnic tables from Talbotville to Eaglevale (likely 4)

Let me know what your thoughts are and whether you'd be interested in a working bee and we can start to think about some dates from there, I look forward to working with you!

Merry Christmas!

Cheers,

Bec

Since receiving the email, I have spoken to Bec, Wayne Foon and Alan Harlow about the club installing the picnic tables relocated from Talbotville and building some new fire rings at Eaglevale. The club built the existing tables and fire rings at Eaglevale. The club also erected the tables to be relocated from Talbotville. Wayne has suggested that to make the task easier we have a Dingo Digger like we used at McMichaels Hut. I asked Bec for weekend dates so that it is available for more club members. At this stage the dates are as above. Contractors will remove the table sets from Talbotville.

Campers would need to be self-sufficient and responsible for their own meals. Under COVID-19 guidelines, there can be no shared food, so our traditional barbeque is not an option.

Booking In: If you think you might be able to attend please contact me (details above). Again, we would be looking at eight to ten people if possible.

Third Activity for 2021.

Traditionally we have a multi-day activity in November. The plan is to do this again however Wayne Foon and I have not had a chance to think that far ahead. We are still looking at options for transitioning out of some of the more demanding manual work tasks into other roles that would benefit Parks Victoria and Alpine National Park users.

Greg Rose.

LROCG / PV liaison.

FWDV Regional Representative, Southern Alpine National Park.

Most of us were Home Schooled whether we realised it at the time or not...

My mother taught me about ENVY.

"There are millions of less fortunate children in this world who don't have wonderful parents like you do!"

My mother taught me about ANTICIPATION.

"Just wait until we get home!"

My mother taught me about RECEIVING.

"You are going to get it from your father when he gets home!"

My mother taught me MEDICAL SCIENCE.

"If you don't stop crossing your eyes, they are going to get stuck that way!"

My mother taught me ESP.

"Put your jumper on! Don't you think I know when you are cold?"

My father taught me HUMOUR.

"When that lawn mower cuts off your toes, don't come running to me!"

My mother taught me HOW TO BECOME AN ADULT.

"If you don't eat your vegetables, you'll never grow up!"

My mother taught me GENETICS.

"You're just like your father!"

My mother taught me about my ROOTS.

"Shut that door behind you! Do you think you were born in a tent?"

My mother taught me WISDOM.

"When you get to be my age, you'll understand!"

My father taught me about JUSTICE.

"One day you'll have kids, and I hope they turn out just like you!"

My mother taught me TO APPRECIATE A JOB WELL DONE.

"If you're going to kill each other, do it outside. I just finished cleaning!"

My mother taught me RELIGION.

"You better pray that mark will come out of the carpet!"

My father taught me LOGIC.

"Because I said so, that's why!"

My mother taught me MORE LOGIC.

"If you fall out of that swing and break your neck, you're not going to the shops with me!"

My mother taught me FORESIGHT.

Make sure you wear clean underwear, in case you're in an accident!"

My father taught me IRONY.

"Keep crying and I'll give you something to cry about!"

My mother taught me about the science of OSMOSIS.

"Shut your mouth and eat your supper!"

My mother taught me about CONTORTIONISM.

"Just you look at that dirt on the back of your neck!"

My mother taught me about STAMINA.

"You'll sit there until all that spinach is gone!"

My mother taught me about WEATHER.

"This room of yours looks as if a cyclone went through it!"

My mother taught me about HYPOCRISY.

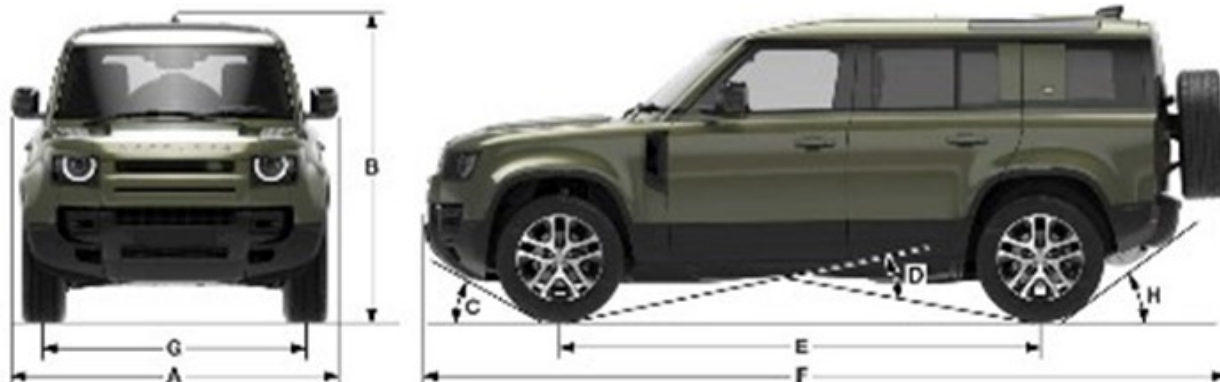
"If I told you once, I've told you a million times, don't exaggerate!"

My father taught me the CIRCLE OF LIFE.

"I brought you into this world, and I can take you out!"

My mother taught me about BEHAVIOUR MODIFICATION.

"Stop acting like your father!"



New DEFENDER (2020) and Discovery 4 (2016)

Item	Description	Variant	110 mm	D4 mm	110 Degrees	D4 Degrees
A	Width (including mirrors)		2105	2200		
	Body width		1996			
B	Height		1970			
	Height	D4 at standard ride height		1938		
	Height	At access height		1888		
	Height	At off-road height		1993		
C	Approach Angle	At standard height			30.0	32.
	Approach Angle	At off-road height			38.0	36.2
D	Ramp Breakover Angle	At standard height			21.9	45.6
	Ramp Breakover Angle	At off-road height			28.0	54.6
E	Wheelbase		3022	2885		
F	Overall length	110				
		without spare wheel.	4775	4838		
		with 18in spare wheel	5032			
		with 19in spare wheel	5032			
		with 20in spare wheel	5035			
	with 22in spare wheel	5034				
G	Track - front		1698	1605		
G	Track - rear		1683	1612.5		
H	Departure Angle	At standard height. D4 without tow hitch			37.6	24.9
		At off-road height. D4 without tow hitch			40.0	28.1
		D4 at standard height with tow hitch				15.7
		D4 at off-road height with tow hitch				18.5
	Wading depth	At off-road height	900	700		
	Minimum ground clearance	At standard height	218	185		
	Minimum ground clearance	At off-road height	291	240		
	Turning circle (kerb to kerb)		1284	1145		
	D4 – Maximum gradient (nose up/down – continuous operation)					35
	D4 – Maximum gradient (nose up – drive through)					45
	D4 – Maximum gradient (nose down – drive through)					40

Engine Statistics – New Defender 2021 and Discovery 4 Diesels

Item	Model	110	D4
Cylinders	TDV6		6
	SDV6		6
	D200	6	
	D250	6	
	D300	6	
Capacity - Litres	All Diesel Engines	3	3
Power - kW	TDV6		155
	SDV6		183
	D200	147	
	D250	183	
	D300	220	
Torque - Nm	TDV6		520 from 1500-2500 rpm
	SDV6		600 at 2000 rpm
	D200	500 from 1250-2500 rpm	
	D250	570 from 1250-2250 rpm	
	D300	650 from 1500-2500 rpm	