

LAND ROVER OWNERS' CLUB

OF GIPPSLAND
FEBRUARY 2021 NEWSLETTER



GIPPSLAND LAND ROVER

5535 PRINCES HIGHWAY, TRARALGON (03) 51721100

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LAND ROVER OWNERS' CLUB OF GIPPSLAND

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

A Note from the President

How great was it to get together, have a meal and conduct club business, I know I enjoyed the meal, the meeting and the discussions after the meeting and I hope you did as well. Our next meeting was to be at the dealership but with the latest covid-19 lockdown it shows that you still can't plan with confidence for future events. Shirley's idea of using a PA was a good idea and will certainly improve the communication at the meetings.

For those lucky members who attended the Friday coffee meeting in Darnum, timing could not have been better, as we may not get another chance to meet in a coffee shop for a while.

Looking on the positive side and the states recent history in controlling outbreaks, I'm sure we will be back on track to relaxing restrictions sooner rather than later.

We currently have a few members dealing with solar skin damage, (melanoma) having been through it myself I know the danger involved and if you're not currently having skin checks I highly recommend you do. To our members recovering I hope your recovery is going well and I look forward to a show and tell.

For those who were going to the February PV LROCV volunteer overnighter at Kelly Lane, I'm sure your disappointed like me, but I'm sure Greg will reschedule in the near future. So that's something to look forward to.

Further in this newsletter you will find contact details for Jim Hood. Jim is no longer maintaining his membership due to health reasons but would welcome contact from club members. Jim attended the club coffee meeting in Darnum with the help of his friend Jill. It was good to see him and share stories of the good old days. For those not familiar with Jim, he was a past LROCG President and an involved member of our club for many years.

If your thinking you would like to be involved in Camp Hosting this year please let me know and I will assist with the arrangements. Until next time stay safe and remember covid-19 is still an issue we need to be wary of.

Alan Harlow
Club President.



This month's cover; Shaun Johnson's "All new" Defender

Land Rover Owners Club of Gippsland 2020-- 2021 Committee

President	Alan Harlow	0419 530 117
Vice President	Bob McKee	0407 963 176
Minute Secretary	Tonee Harlow	
Treasurer	John Kerr	
Publicity Officer	Charlie Calafiore	03 5172 1100
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Editor	Eric Shingles	03 56232 501
Property Officer	Ross Howell	
4WD Vic Delegate	Greg Rose	0427 456 546
Webmaster	Alan Harlow	0419 530 117
Life Member's	Ray Massaro, Greg & Lois Rose.	



How you know if Hoody's already there

Jaguar Land Rover posts £439m pre-tax profit in final quarter of 2020

Jaguar Land Rover (JLR) reported pre-tax profits of £439 million in the final quarter of 2020, a boost of £374m over the preceding three months. The company said its figures for the third quarter of the fiscal year (October-December 2020) reflect its best-ever third quarter cash flow on record, with profits up £121m year on year. Car sales in most regions increased as global markets began to reopen following the easing of lockdown measures, with JLR's 128,469 sales up 13.1% on the previous quarter. However, the company notes that sales were still 9% lower than in the final three months of 2019, before the pandemic took hold. A 20% quarterly sales boost in China - one of the brand's biggest markets - is cited as a significant factor in the recovery, and while most regions recorded a year-on-year drop, China was up 19.1% on 2019.

Overall, JLR generated £6 billion in revenue in the quarter, up £1.6bn on the second fiscal quarter but £300m less than in the same period in 2019. It lists a "favourable sales mix, cost performance and partial reversal of prior-period reserves for emissions and residual values" as factors in the partial recovery. It paid £37 million in 'exceptional charges', including £35 million allocated to EU fleet CO2 emissions fines, down from an allocated £90 million in 2020 as a result of the marque's increasingly large electrified vehicle offering.

The new Project Charge+ transformation initiative saved JLR £400m across the quarter, half in costs and half in "investment efficiencies". For the year to date, the company has saved £2.2bn and says it is on track to achieve its £2.5bn sales target by the end of the financial year, on 31 March 2021. In the same period, free cash flow totalled £562m, cash and short-term investments rose to £4.5bn and total liquidity stood at £6.4bn, including £1.9bn in undrawn credit facility. Looking ahead, the company says it is "encouraged" by the agreement of a UK-EU trade deal, although it notes the risks posed by increased border administration procedures and welcomes the news that recent approved vaccines could bring an end to the pandemic. JLR has introduced several new and updated models to the market in recent months and now has 20 electrified cars - eight PHEVs, 11 MHEV-equipped options and the fully electric Jaguar I-Pace - in showrooms. It expects sales to increase gradually as a result and for its final results for the 2020/21 financial year to reflect strong profit margins and positive free cash flow. CEO Thierry Bolloré, ending his first full quarter at the helm of the British manufacturer, said: "This performance is a credit to the outstanding efforts of the employees of Jaguar Land Rover to overcome many challenges this year and I would like to thank every one of our colleagues for their contribution, particularly those who are working safely in our plants and facilities. "Looking ahead, these challenges continue, including the Covid pandemic and its impact on the global economy, the UK's new trading relationship with the EU and the significant technological changes taking place in the automotive industry. "In this environment, I'm working with my management team on plans to realise an exciting future for Jaguar Land Rover, which I look forward to sharing in due course."

Theft warning to classic Land Rover Defender owners

A rising rate of thefts has led insurers to warn owners of traditional Land Rover Defenders to take steps to protect their vehicles from criminals.

SCOTTISH farmers and enthusiast Land Rover Defenders owners are being urged to increase security measures as organised crime gangs are scouring the countryside to steal the iconic machines. The warning comes from leading rural insurer NFU Mutual, which says there has been a sharp rise in thefts across the UK after a lull during the spring/summer coronavirus lockdown. The firm says Defender thefts reported by its customers are heading back to pre-Covid levels of at least four a week. NFU Mutual rural affairs specialist Rebecca Davidson said: "Defenders continue to be a target for thieves and, every week, owners are waking up to find their precious Land Rovers gone – or stripped of bonnets, doors and wings.

"There's a burgeoning black market for parts, with many of these beloved classics getting dismantled in driveways and farmyards, or being whisked away to chop shops."

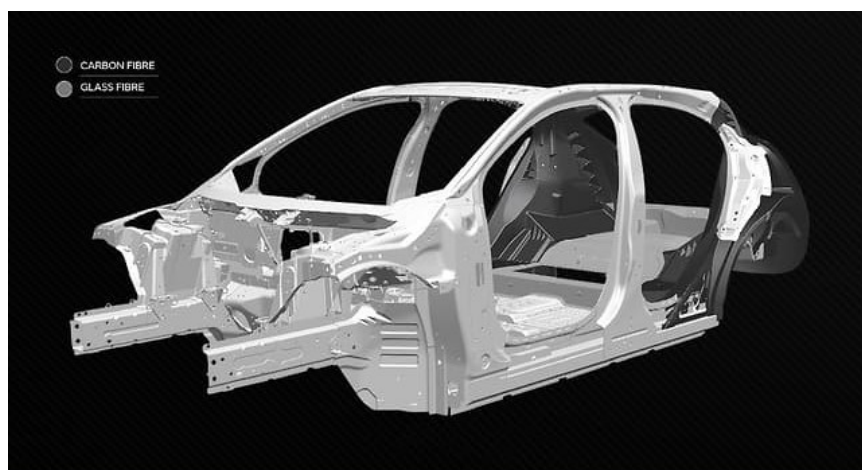
NFU Mutual's top tips for securing classic Defenders include fitting an alarm and tracking device, as well as a hidden battery isolation or a fuel cut-off switch, or immobiliser such as a steering wheel lock. Using a forensic marking system will help to deter thieves who target component parts. It is also worth getting the VIN etched on windows, while taking photos of unusual features or modifications will help to identify the vehicle if it is stolen. Finally, keep your Defender in a locked building or park it in a well-lit area that is overlooked – and don't share information on social media that indicates where it is stored.

The insurer has revealed its claims costs for thefts of Defenders rose 34 per cent to £2.1million in 2019. First launched in 1948, Land Rovers have become prized by classic vehicle owners as well as still being used every day on farms across the country.

Jaguar Land Rover unveils project to develop cheap carbon-fibre

Affordable composites crucial, says JLR, to save millions of tons of CO2 emissions and boost range of future EVs.

Jaguar Land Rover (JLR) is on a mission to develop new lightweight materials to replace traditional steel and aluminium in a bid for greater efficiency. Announcing it is forging a consortium of academics and industry partners under the Tucana umbrella, JLR says that within just four years it hopes to help the UK become a world leader in low-carbon tech, preventing 4.5 million tons of CO2 emissions



between 2023 and 2032. Key to boosting efficiency is JLR's pledge that it will increase stiffness levels of its cars by 30 per cent while reducing total body weight by 35kg thanks to the advanced composites it's developing. Despite only being at the beginning of its engineering journey, JLR says it will have a fleet of Tucana prototypes on the road as soon as 2022. Explaining how project Tucana will work, Ian Risk, chief tech officer of CCP Gransfen and The Centre for Modelling & Simulation, one of the companies participating, said: "Tucana shows how new technology development can be optimised and accelerated with digital engineering. "Using new digital design, development and manufacturing tools helps to deliver emissions reduction faster so the UK economy can reach zero emissions quicker," he said. The Tucana project will run alongside JLR's existing two-year experimentation with new materials that the car-maker announced late last year. That project is investigating how innovative composites cope with harsh or corrosive environments, with materials enduring a 400,000km evaluation on roads in North America.

10 year tyre ban for 10- and 12-seater Land Rovers

Owners of Land Rovers in the UK with more than 9 seats must check their tyres' age ahead of new rules that come into force on 1 February 2021. Construction and Use Regulations are changing which will primarily affect coaches, heavy goods vehicles and bigger minibuses. But 10- and 12-seater Land Rovers will also fall under the new rules, which will not allow tyres aged over 10 years old to be used on single wheels fitted to a minibus (9-16 seats). LRO has checked with DVSA (Driver and Vehicle Standards Agency) who have confirmed that 10- and 12-seater Land Rovers do meet the definition of minibus. The new rules do not apply to vehicles over 40 years old which are used for non-commercial purposes, but 10+ seat long wheelbase (109-inch, One Ten and 110) station wagon models from late Series III through to 2007 – when the rules regarding forward-facing seats were introduced – could fall foul of the rules.



One of David Murray's new tyres arriving



All tyres manufactured from 2000 should have the date stamped into them in the form of a four-digit code.

The first two indicate the week of manufacture, the second two, the year. Why's it important to replace your tyres based on age, rather than wear? The recommended lifespan of a tyre is just five years from the date of manufacture as the rubber deteriorates, which sometimes shows up as cracking, but can often be invisible. The rubber can harden, so won't be as compliant and grippy, plus cuts and nicks in the rubber can allow water to get into the steel within the carcass which can rust and fail. It's the only part of your Land Rover that is in contact with the road (at least it should be...) so they need to be in tip-top condition.

Dunsfold DLR launches big stock sale

Following the recent shock announcement that Philip Bashall was shutting Dunsfold DLR to allow him to concentrate on the Dunsfold Collection, there has been speculation on what would happen with the massive stocks of parts the company holds. The secondhand Series I parts went to Jon Holmes at Cross Channel Classics, but the new parts – including significant batches of hard-to-get old-stock items – are being put up for tender in sealed-bid auctions. The auctions are being listed on a specific Dunsfold auction page and more will be uploaded through the year, with the batches tending to be vehicle specific.

The first tranche have been uploaded and include batches of parts for Discovery 2, 101 Forward Control, Range Rover P38, Lightweight, Freelander, Discovery 3, and more. The Lots have a list of parts included and also a 'list' value of the total – so the Lightweight parts in Lot 009 have a retail value of £37,219 (+VAT), but the minimum bid is just £2500 (+VAT).

Being a sealed bid tender, you say what you are prepared to pay, and if your bid is the highest, you pay that amount – and don't forget to add VAT to the total. Lots will be added throughout the year, so keep checking the Dunsfold DLR website for the latest batches.



2021 4X4 Of The Year results delayed

COVID-19 delays have forced us to push back our 2021 4X4OTY report. Usually our February 2021 edition of 4X4 Australia magazine would contain the annual 4x4 Of The Year report, where we bring together the best new 4x4 releases of the previous year and put them through a rigorous week of testing to determine our 4x4 Of The Year.

We do the testing for this event as late as possible each year so we can include all of the new and substantially updated models from the manufacturers. It usually happens in the first week of December. 2020 being what it was, we weren't able to do that testing in our regular timeslot because of border closures, travel restrictions and general uncertainty of what we would be free to do.

So we've moved the testing to the first week of February this year (we're on it now) and the results will come to you in the April 2021 edition.

Our test will still focus on the best new 4x4s released between December 1, 2019, and November 30, 2020, so anything that might have hit the market late last year or early in 2021 will still have to wait until the next round.

And, again, 2020 being 2020, the number of new contenders released was relatively small, but it is still a quality field. Our five finalists present a broad cross-section of the market – from the popular double-cab utes to a lone wagon, all-new vehicles and a significantly upgraded one. Those finalists are (in no particular order) the Jeep Gladiator Rubicon, Land Rover Defender 110 P400, Mazda BT-50, Isuzu D-MAX and the Toyota Hilux. Obviously, the Hilux is the upgraded model and our testing of it in late 2020 deemed the improvements to the ute warrant its inclusion.

As always, we'll bring together a team of experienced four-wheel drivers to do the testing, and our best photographers and videographers will document the process as we put them through their paces at the proving ground and in the bush.

There's a lot of work involved in the testing, but it's also a lot of fun. I mean, who wouldn't want to be out four-wheel driving with a group of blokes I call mates and get paid for it? The real work starts when we get back to the office and wade through the pages of notes, data and the judges' scores to determine a winner. Yes, it's work, but I wouldn't miss it for quids!



2021 Land Rover Defender Hard Top one step closer to Australia

Off-road SUV-turned-van certified for sale Down Under, but a local launch has yet to be officially confirmed.

The 2021 Land Rover Defender Hard Top commercial vehicle has edged one step closer to Australia this week, with the brand certifying it for sale locally – however, Land Rover stopped short of officially locking it in for our shores.

A filing in the Road Vehicle Certification System (RVCS) – an Australian government database listing all vehicles compliant and certified for sale in Australia – reveals Land Rover has undertaken the necessary steps to certify the Defender Hard Top against Australian Design Rules, allowing it to launch the model locally at any time.

Despite the public RVCS listing, a Land Rover spokesperson reaffirmed to CarAdvice the 90 and 110 Hard Top variants remain "under evaluation" for Australian shores – the same status affixed to the model when it was first revealed last year. However, talks between the brand's local arm and its UK headquarters over a potential launch Down Under are "continuing", though an Australian debut has yet to be locked in.

Unveiled in June 2020, both short-wheelbase 90 and long-wheelbase 110 versions of the Defender Hard Top see the standard passenger models' rear seats swapped out for a van-style load area, with a rugged floor and a metal 'wall' separating the front seats from the cargo area.

All side windows past the B-pillar have been blocked off on both body styles, though the 110's rear side doors can still be opened for easier access when loading items.

Independent coil spring suspension is standard, with the 110 Hard Top available with adaptive air suspension as an option. A range of diesel-only powertrains are offered with the Defender Hard Top in the UK – the passenger model's petrol engines off-limits for the commercial vehicle, matching its work-focused intentions – all based around a 3.0-litre turbo diesel inline-six with 48-volt mild-hybrid assistance.

The 90 is available solely in 147kW/500Nm D200 guise, while the longer 110 can be had in 183kW/570Nm D250 and 220kW/650Nm D300 states of tune. An eight-speed torque-converter automatic transmission, permanent four-wheel-drive and a dual-speed transfer case are standard.

Prices in the UK kick off from £42,920 (AU\$77,000) and £51,550 (AU\$92,500) for the entry-level 2021 Land Rover Defender 90 Hard Top D200 and 110 Hard Top D250 respectively – around £1000-£1500 (AU\$1800-\$2700) less than their passenger-focused siblings.



Land Rover Defender clocks monthly sales of 5,000 units

The Land Rover Defender has crossed a monthly run rate of 5,000 units and has an order book of over 14,000 units. Cumulatively, it means that nearly three months of sales are already accounted for. Sales of the Land Rover Defender grew 66 percent to 16,286 units quarter on quarter in Q3 FY2021. This performance was mostly on the back of favourable sales mix, cost performance and partial reversal of prior period reserves for emissions and residual values. Also, the company's management recently informed investors that JLR will be ramping up its EV portfolio which currently accounts for nearly 53 percent of sales. Out of the total, about 12 percent are BEVs and PHEVs.

JLR sees recovery in sales

The Tata Motors-owned Jaguar Land Rover saw significant improvement in Q3 retail sales, up 13.1 percent at 128,469 vehicles compared to Q2 but still 9 percent lower than pre-Covid levels a year ago. Sales in China, one of its key markets, were up 20 percent sequentially. Most other regions also witnessed a sequential recovery though still below prior year. Jaguar Land Rover remains encouraged by the Brexit trade deal agreed in December between the UK and the European Union. This has avoided the risk of tariffs on automotive parts and finished vehicles, although there will still be increased customs administration requirements. Offering an outlook for the future, the company continues to expect to generate strong EBIT margins and positive free cash flow in Q4 FY2021 despite the external challenges. It targets achieving positive free cash flow in subsequent years, reducing net debt and increasing financial resilience.

Recently appointed Jaguar Land Rover Chief Executive Officer, Thierry Bolloré said, "Looking ahead, these challenges continue, including the Covid pandemic and its impact on the global economy, the UK's new trading relationship with the EU and the significant technological changes taking place in the automotive industry. In this environment, I'm working with my management team on plans to realise an exciting future for Jaguar Land Rover, which I look forward to sharing in due course."

Hunkt Canticie Is An Unashamed Chinese Range Rover Copycat, JLR Won't Be Happy

What you're looking at is not a new Range Rover variant but instead, a Chinese knockoff of the British SUV that's bound to ruffle some feathers. Dubbed the Hunkt Canticie, it has been sold in China since April 2020. Its design has been heavily inspired by the Range Rover and this particular example, recently pictured with dealer plates, has even been adorned with genuine Range Rover, Land Rover, Sport, and Autobiography badges across the exterior (though, obviously, that was done post purchase, not by the manufacturer).

Viewed from the front, the Canticie does bear some obvious similarities to a genuine Range Rover and includes a set of slim headlights that neatly converge into the prominent grille. The Range Rover-inspired design is perhaps most prominent when looking at the SUV at the front three-quarter angle as the shape of the hood, wheel arches, windshield, and pillars all closely mimic one of Land Rover's most recognizable models. The rear of the Canticie is a tad



more unique than the front and includes sharp LED taillights and a prominent brushed chrome accent. The interior is quite different than the British SUV's, though. Arguably the most intriguing feature is the three-spoke steering wheel sporting a curved and flowing lower spoke. It also has a fully digital instrument cluster and a large infotainment system.

According to Car News China, the Canticie is powered exclusively by a 2.0-liter turbocharged four-cylinder engine with 218 hp and 272 lb-ft (370 Nm) of torque. It takes 9.19 seconds to hit 100 km/h (62 mph) and has a top speed of 115 mph (185 km/h).



Diesel vehicle demand to fall

ONE in six vehicles on Australian roads are diesels but the queue for the diesel bowser is shrinking with Roy Morgan research exposing growing consumer demand for hybrids and full EVs. At the same time, voters in Victoria have been vocal about the state government's lack of action on EVs and preoccupation with introducing an EV tax.

The Roy Morgan research showed a rising number of consumers have nominated their next vehicle will be a hybrid (petrol and electric) with hybrids now the preferred alternative to petrol-based vehicles. Roy Morgan said: "52.6 per cent of Australians are seriously considering buying these vehicles, up 5.6 percentage points on five years ago."

Hybrids have also overtaken diesel vehicles during this time period, now with 39.4 per cent wanting a diesel as their next vehicle, down 9.5 percentage points on five years ago. "Also poised to overtake diesel vehicles are fully electric (plug-in) vehicles now being seriously considered by 38.5 per cent of Australians to buy, up a stunning 11.3 percentage points in only five years while only 21.3 per cent (down 4.9 percentage points) are seriously considering buying LPG (gas) vehicles," Roy Morgan said. "The rise in popularity of environmentally friendly vehicles has significantly increased the number of consumers looking to drive hybrid and electric vehicles for their next car."

The survey of future vehicle purchases was backed by a poll by the Electric Vehicle Council (EVC) that found that almost half of Victorian voters would prefer to buy an electric car and even more support the introduction of government subsidies. Its survey of 2000 people in six key Victorian electorates found significant cross-party support for the EV industry with almost 80 per cent agreeing it was important for the government to encourage the take-up of electric and non-polluting vehicles. "Almost two thirds of those polled also revealed they would like to see cash incentives rolled out to make electric vehicles more affordable," the council said. It said the results "clearly demonstrated that the Victorian Government's plans to introduce a tax on electric vehicle tax was way off track." "Victorian voters don't want a tax on electric vehicles, they want their politicians to be driving policies that will allow them to be able to go to a dealership and pick up the keys to an electric vehicle," said EVC chief executive Behyad Jafari. "It's clear the Andrews Government needs to do a complete re-steer." "Only 36.1 per cent thought the Andrews Government plan to introduce road taxes for EV users was to make road funding fair," the survey said, and that "44.1 per cent thought it was about raising taxes and almost 20 per cent thought it was to benefit petrol and oil companies."

Of those surveyed, 72.1 per cent said higher taxes on electric cars would lead to a decline in sales. In addition, 77.9 per cent of voters want the government to implement policies to encourage people to buy electric vehicles. This rose to 89 per cent of Labor voters and 93 per cent of Green supporters.

RedBridge polling, which conducted the survey, said politicians would be wise to take note of the results. "Supporting the electric vehicle industry is clearly an electoral positive," said RedBridge spokesman Kosmos Samaras.

"The vast majority of respondents expect governments to do a lot more when it comes to supporting the electric vehicle industry." The poll conducted in Richmond, Albert Park, Oakleigh, Eltham, Bentleigh and Mordialloc revealed almost 60 per cent of voters would be more inclined to vote for the Andrews Government if it supported the EV industry. Around 50 per cent also thought the EV industry received less support than the traditional motor vehicle industry. Mr Jafari said: "Victorian voters aren't stupid. They are seeing what is happening in the rest of the world where the use of electric vehicles is surging due to governments who are actively supporting their rollout. "If our politicians can't be swayed by embracing policies that would result in cleaner air and help the state meet its net zero carbon emissions target by 2050, perhaps they might be moved by thinking about re-election and what their voters actually want."

Roy Morgan's research shows 2.6 million diesel light vehicles on the roads, representing 16 per cent of the nation's 16.2-million vehicle fleet. "Diesel fuel cars are second only to petrol vehicles which are driven by over 12.9 million Australians and comprise around 80 per cent of Australia's vehicle fleet," the researcher said.

"Now 270,000 Australians drive hybrid (petrol & electric) vehicles, 200,000 drive LPG (gas) vehicles and around 40,000 drive fully electric vehicles."

In its research, Roy Morgan found that Australia's 2.6 million diesel vehicles are dominated by five manufacturers who comprise over half the total fleet between them. The top-10 manufacturers comprise around three-quarters of the market.

It said Toyota leads the pack with 482,000 diesel vehicles (or 19 per cent of the market) ahead of Mitsubishi (226,000, 9%), Ford (224,000, 9%), Holden (222,000, 9%), Hyundai (181,000, 7%), Volkswagen (160,000, 6%), Nissan (154,000, 6%) and Mazda (148,000, 6%).

"Notably there are some manufacturers that have a far larger proportion of their vehicles driven on Australian roads as diesel vehicles than others including Mitsubishi, Volkswagen, Isuzu Ute, BMW, Mercedes-Benz, Jeep, Volvo, Peugeot and Land Rover – all at more than 20 per cent of their total vehicle fleets," it said.

The push to look at alternative, low-emission vehicles ties in with last month's news from General Motors that outlined plans to become carbon neutral by 2040. GM said it aims to sell all its new cars and SUVs with "zero tailpipe emissions" by 2035 and to cease the sale of diesel and petrol-powered cars.



RACV awards Victoria's safest cars

RACV today revealed twelve of Victoria's Safest Cars, making it easier for consumers to focus on safety features when in the market for a new car. Half of the cars start from under \$30,000, improving the affordability of new cars for customers who want to help protect themselves, their passengers and the Victorian community.

The cars announced today as part of RACV's inaugural safest cars awards have state-of-the-art safety features such as autonomous emergency braking, intelligent speed assist and emergency lane keeping technology.

RACV used Australasian New Car Assessment Program (ANCAP)'s crash safety ratings and data to select the safest vehicles in each of the four categories, so the awards are completely independent.

RACV Senior Manager – Transport, Planning and Infrastructure, Peter Kartsidimas, said with the majority of fatal accidents occurring in vehicles over ten years old, RACV is urging consumers to make decisions based on safety features.

"There have been huge advancements in vehicle safety over the years, particularly in the past decade, as more buyers prioritise safety when researching their next new car," he said.

The four award categories were chosen as they broadly represent the types of vehicles people want to buy.

- Safest Passenger Car under \$30,000: Toyota Yaris (all variants)
- Safest Passenger Car over \$30,000: Mercedes-Benz CLA-Class (all variants except AMG CLA35)
- Safest SUV under \$35,000: Mazda CX-30 (all variants)
- Safest SUV over \$35,000: Land Rover Defender (all current 110 variants)

Safest SUV over \$35,000

Winner: Land Rover Defender (all current 110 variants)

Runners up: Kia Sorento (Diesel variants only) and Tesla Model X (all variants)

RACV's safest SUV over \$35,000 is Land Rover's new-generation Defender 4x4 (all 110 variants). The previous Defender, with its utilitarian design, was famously in production for decades, and it was very similar in design and concept to the original from 1948. The new model is technologically advanced and packed with safety gear like autonomous emergency braking (car-to-car, vulnerable road user and junction assist) a lane support system with lane keep assist, lane departure warning and emergency lane keeping, and advanced speed assistance.

A Land Rover Discovery Pickup Is the Midsize Truck We Really Need

Bring back the LR4 and do this with it! Land Rover only offered its Defender series with a pickup body option, leaving hard-working Range Rover and Discovery fans with aftermarket options. By the time the LR4-generation Discovery came out in 2009, very few people thought of the mid-range Land Rover as a utility vehicle anyway, which is why the SUV wasn't exactly engineered to be a pickup truck. However, that wouldn't stop an experienced fabricator such as VA-K Innovation in Mexico, which spent five months figuring out how to turn an LR4 into a luxury pickup truck.

After carefully examining Land Rover's integrated body on frame chassis, VA-K's crew based just outside the city of Guadalajara extended the frame using the standard tubular steel method, adding OEM parts where possible with custom electronics for the power rear window and LED lighting.

As of now, their tall-bedded creation remains a one-off completed for an undisclosed sum, but the company told The Drive it's not opposed to making more in the future. The next one should probably take less than five months, for what it's worth. The LR4 was available with a 5.0-liter V8 producing 370 horsepower and 376 pound-feet of torque, which may not put this in the sport truck zone just yet. However, as we well know, there's no limit to what such a compact pickup could do with a supercharger bolted on.



Land Rover Owners' Club of Gippsland February Ordinary Meeting minutes.

Meeting held on Monday 1st February 2021 at the Italian Australian Club, Morwell. Meeting started at: 7:30 pm.

Welcome & thanks by Alan Harlow.

New member Graham "Wash" Shaw gave a brief report of this background.

Present: Ted Allchin, Shirley Allchin, Ian Blake, Charlie Calafiore, Rod Catchpole, Loris Catchpole, Philip Croft, Christine Croft, Alan Harlow, Terry Heskey, Ross Howell, Sue Howell, Brian Johnson, Graham Shaw, Melinda Murray, John Kerr, Heather Kerr, Alan MacRae, Helen MacRae, Bob McKee, Annette Fleming, Sue Markham, Ken Markham, Ray Massaro, David Murray, Harley Murray, Krystal Murray, John Jennings, Jan Parniak, Colette Parniak, Greg Rose, Eric Shingles, Mal Trull, Liz Trimnel, Neville Trimnell,

Apologies; Shannon Brill, Ashley Brill, Tonee Harlow, Barb Heskey, Shirley Little, Don Little, Ron Prince, Dot Prince, Lois Rose, Jenny Webb, Ian Webb,

Visitors, Nil.

Confirmation of Dec Meeting Minutes

Motion. That the December Club minutes be accepted as true and correct:

Moved by Greg Rose, Seconded by Alan MacRae, Passed

Business arising from the minutes of the previous meeting.

The motion dealing with a battery replacement for the defibrillator and a new snake bite kit to be purchased has been researched and will be dealt with in the equipment officers report.

Anyone find a use for the club chairs- no. NB: Jim Hood has indicated that he would like them to go to a community organization. Currently, they are to stay in our storage room for as long as required.

Correspondence

Out:

Emails to club committee members re holding meetings, battery replacement for defibrillator and new snake bite kit re costings.

In:

Emails from FWDV re pro-rata membership costs. (50% reduction)

Email from Luke Townsend who is responsible for the Information analysis, research and development for 19 Parks in Africa, but lives and works remotely most of the time in Yinnar. He has been tasked with researching a back to basics park vehicle and was wondering if any of our members have an ex British Army, Land Rover Lightweight/Airportable vehicle? Either for sale or to examine. Action by Eric.

Luke visited Eric with Ian. Luke is planning to build a vehicle, suitable for the African Parks, here in the Latrobe Valley. He has also made a robot for surveillance in the parks. Invitation to be made to Luke, to be a guest speaker at our next meeting.

John Kerr presented the Treasurer's Report for December & January.

The Treasurer's report be received and approved,

Moved by John Kerr, Seconded by Bob McKee. Passed.

Motion

The club charge \$25.00 per membership for the rest of this club year.

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

Publicity Officer's Report

Lots of people taking advantage of masks.

Defender soft-launched, so seemed a little underwhelming. Sales are still going well however. A few now in stock. The UK factory is closed down for approximately 3 months, so currently on standby. 294kw petrol engine available, priced at around \$100,000.00 for diesel. 3 litre, 6 cylinder now hybrid, up to \$160,000.00 (highest price paid so far).

Editor's Report

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

Webmaster's Report

The web site is up to date.

	Nov	Dec	Jan
Visitors	20	18	11
Pages	45	37	23

FWDV Delegate's Report

Nil to report at this point.

FWDVP Regional Representatives

Nil to report. Though, the next Trackwatch has our December volunteer activity in it.

To Family and Friends of Jim Hood

Jim has recently moved into residential care at Margery Cole (Yallambee) in Matthews Crescent, Traralgon. His room number is 11 Banksia East.

You can contact Jim on his mobile 0428 743 797.

If you are planning to visit Jim, please contact Reception between 9am and 5pm Monday-Friday on 51 323 500 re current Covid conditions.

You can always contact me on 51 741 005 or 0468 331 937.

Jim would enjoy to see you or have a chat whenever you are available.

Regards

Jill Beck.

Property officer Report

We have checked the replacement batteries and the biggest difference is the Philips (original) battery has 300 shock capacity or 12 hours of ongoing patient monitoring and the after market battery has 200 shock capacity or 4 hours of patient monitoring. \$387 + \$12.50 postage or \$260 plus \$15.00 postage. Both have a 4 year shelf life.

Motion; That \$387 + postage \$12.50, be spent on a battery replacement for the defibrillator.

Moved by Ross Howell, Seconded by Sue Howell, Passed.

The snake bite kit has several options ranging in price from about \$25 jumping to the kit we had at \$75. Suggest we spend \$28.60 including postage.

Motion; That \$28.60, be spent on a new snake bite kit.

Moved by Ross Howell, Seconded by Brian Johnson, Passed.

Motion; That we buy 2 new snake bite kits, not just one.

Moved by David Murray, Seconded by Mal Trull, Passed.

Alan Harlow will arrange purchase and club to reimburse.



Now that's purring like a kitten

Events Coordinator's Report

Past Events.

Coffee meeting Morwell. Jan Parniak.

Held at So Swish at the gallery in Morwell. Well attended with many staying on for lunch.

PV working bee at Kelly's Lane, and McMichaels Hut, Greg Rose.

Brush cutting, general maintenance, lawn mowing, and ice-creams on offer for the workers. Some ventured in for a swim at the icy Shaws Creek swimming hole.

Future Events.

February Coffee Get Together

Location; Black Stump, Darnum. Date and Time; Friday 12th February at 10am.

PV working at Kelly's Lane, McMichael's Hut, 15-16th February, Greg Rose.

Meeting at Licola Store at 9am on the Monday morning. Bring your own food, and vehicle (or travel diagonally, to social distance). Day workers on the Monday. Some will camp at the hut or along the Wellington River.

Work to include, concrete slab, and picnic tables.

Navigation trip. Saturday March 13th, Tonee & Alan Harlow.

Starting from Gippsland Land Rover, Traralgon, at 9:30 to 10am. Bring lunch and morning tea. Update at March meeting.

PV working bee, March 27th-28th, Greg Rose

Relocate tables and chairs from Talbotville to Eaglevale. Update at March meeting.

March / April

David Murray is planning a trip around Seaton. Update at March meeting.

Camp Hosting, April 1st to 6th. (Easter), Alan Harlow.

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

Melbourne Cup Weekend, October 28th to November 4th, Rod Catchpole.

Location to be confirmed.

LROCG/PV volunteer trip, November 16th, 17th, & 18th, Greg Rose

Negotiations are underway.

Technical Matters

Nil raised

General Business

1.. 4 Wheel Drive Vic membership stickers available at front desk.

2.. John Jennings visited Dunlop Station. First mechanical shearing shed in Australia. Tours available. Must be self sufficient. Pamphlet available at front desk.

3.. Shirley suggests a microphone for speakers at meetings. Alan MacRae to loan portable microphone.

Meeting closed at 8.40pm.

Next Meeting will be Monday March 1st at Gippsland Land Rover at 8pm.

Pre meeting meal from 6pm at Italian Australian Club, Morwell.

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

LROCG / Parks Victoria Volunteer Activities.

Explanation Of Cancellations.

As a club we had two multi day volunteer activities planned for the first quarter of 2021. Unfortunately, both of these activities have been cancelled.

Monday the 15th and Tuesday the 16th of February.

McMichaels Hut on Kelly Lane was the focus of this activity. The plan was to do some general work around the hut and lay a concrete slab and erect a new style picnic table and seat set on the slab. Several club members and two Parks Victoria rangers would have camped at the hut over Monday night, This activity was cancelled due to the Stage 4 COVID-19 lockdown, imposed on Friday the 12th of February. It is hoped that this activity can be rescheduled.

Saturday the 27th and Sunday the 28th of March.

The club had been asked to erect seat and table sets at Eaglevale. These are sets that club volunteers had originally built at Talbotville. The plan was that as part of a major refurbishment of the very popular Talbotville camping area, the seats and tables would be removed by a contractor. New style seats would be erected at Talbotville. The removed seats and tables would have been transported to Eaglevale by Parks Victoria staff ready for us to erect them. I attended a meeting at the Dargo Parks Victoria office on Wednesday the 10th of February, with Parks Victoria Dargo Ranger Rebecca Gannon and acting Dargo Ranger Team Leader Sam Bradley. The contract for the upgrade work at Talbotville had not been let, so the possibility of the sets being ready for us to reinstall was not at all likely. The possibility of our club volunteers doing other work at or near Eaglevale was discussed, however this would have meant PV had to invent some work, that was not part of their current plans. It was decided that the best option was to cancel the weekend and wait until the Talbotville work had been completed. Rebecca Gannon will keep us informed and hopefully we can contribute some volunteer labour when it is required.

These cancellations are as disappointing for Parks Victoria as they are for our volunteers. In the coming weeks I will discuss possible November volunteer work with Wayne Foon, Parks Victoria Ranger Heyfield.

Greg Rose.

LROCG / PV Liaison.



This Land Rover recently sold on an on-line-auction, it is a 1955 86" Series 1, It was located at Ripplebrook. It made \$2,350



A boy is doing badly in maths, so his parents send him to a strict Catholic boarding school. His grades skyrocket, and they ask what his new school does that the old didn't. "They're much tougher here," he says. "As soon as I saw that guy nailed to the giant plus-sign I knew they meant business,"

- It's weird being the same age as old people.
- When I was a kid I wanted to be older... this is not what I expected.
- A recent study has found women who carry a little extra weight live longer than men who mention it.

From the State Library of Victoria comes this picture, taken November 1954, of a State Rivers and Water Supply Commission Land Rover. E. J. Nunn House Remover is relocating Dr. Hallowes' house from Tallangatta to Bolga, to enable the enlargement of Hume Reservoir.



The following is an article written by LROCV Life Member Patrick Sutcliffe, it appeared in the LROCV Review #610

LIVING IN THE 70s

Having written about our adventure in the Macalister River in the last Review, I realised how much things have changed since we started nearly 50 years ago. We were certainly very lucky to have been able to go to places that are now closed, and when there weren't many people around. You could confidently arrive at a campsite such as Upper Jamieson Hut, Donnelly's Creek or Merringtons, knowing that not only would there be room, but you'd be alone.

However, there wouldn't have been many weekends where we didn't have some form of drama – usually involving winching. There was at least one occasion I can remember where we didn't get home until 6.00 am on the Monday, with just enough time to clean up and get to work. Nowadays, trips are usually run without incident, on well-maintained tracks. Our equipment in those days included a chainsaw, a set of mud chains, a Tirfor hand winch, a PTO winch, extra winch cable on a separate drum and several shackles and D-bolts (kinetic straps hadn't been invented).

We hadn't had our first Range Rover long, when we got ourselves into trouble when alone out in the High Country near Aberfeldy. We had camped in a clearing not far from the main track and next morning we woke to find that the gearbox was stuck in reverse. I had absolutely no mechanical expertise at that time (and not much more now, some would say), and there was no way I could fix it. Fortunately, we'd parked not far from the road and had driven straight in to the campsite, so we were able to reverse out easily. Then began a marathon one-hour drive going backwards to Erica, where I was able to call the RACV. The guy soon had the cover of the gear box off, and with a large screwdriver in the appropriate place, put everything back in the right order.

Not very long after this, we went into the Thomson River to camp (before it was dammed). Overnight it rained, and the track out was extremely slippery, which required a lot of winching. Unfortunately, the hand brake didn't work, so I had to sit tight pressing hard on the foot brake, while Margaret toiled uphill with the winch cable, attached it to a tree, unattached it when I had spooled it in, and then climbed upwards again to the next tree! We decided we needed to join a Club!

Fortunately, we chose the Land Rover Club – the Range Rover Club wasn't in existence at that time.

It wasn't long before we got ourselves into trouble on a Club trip. In May 1976, we slipped off McColl's Creek Track. I don't remember the exact circumstances,



except that I misjudged the alignment of the nearside wheels and slipped over the edge. Luckily, we had a winch! And many helpers.

The very next month, we had a private trip with some work colleagues who I had persuaded that this new 4WDing thing was worth getting in to. Bruce Smith, had bought Allan Norman's old Series 2, shown here. We were on Mount Erica, and had followed a track down a very steep track to discover that it was well and truly blocked by several large fallen trees, and a couple of us had to be winched backwards for quite some distance.

Next year was a busy one. In March, there was a trip into the Avon River led by Steve Stretton. Unfortunately, he didn't check the water level on the first crossing and ended up with water over the bonnet and failed to proceed. After a gallant rescue effort, he was winched back to the bank and everyone set to to get the engine going. Spark plugs were removed, engine oil changed and in true Land Rover fashion, the vehicle was fully mobile and we were all able to drive out.

Next month, we led a trip into Merringtons, which was certainly the most dramatic that we ever went on. After camping overnight, we crossed the Aberfeldy River and started the steep climb out. We were about half way up the hill, when an anguished cry came over the Club radio from one of the Forrest brothers that there was a rollover. We turned around carefully and went back to find John Hasler in an upside-down position off the track. He had got into difficulty and tried to apply the brakes, but they were wet after the river crossing and wouldn't hold. Unable to control his vehicle, it had gone over the edge backwards.

John was alright, but unfortunately, his five-year-old daughter, Melissa, was in a bad way, with a nasty deep wound to one leg.

Once again, the Club spirit came to the fore. One person pushed ahead to Walhalla to phone for an ambulance to meet us there. Meanwhile, one of the trip participants took over the medical side, stabilising the wound, before John and Margaret accompanied Melissa out in Peter Hiron's vehicle at a more sedate pace. The ambulance met them at Walhalla and John and Melissa were taken to La Trobe hospital. Meanwhile, the rest of us started the recovery process using winches and cables. It took some

time, but it was finally achieved and one of the group was able to drive it out. We met Peter Hirons and Margaret at Walhalla and we all drove to the hospital, where John was reunited with his vehicle and was able to drive it home via back roads. Melissa was OK and in good hands, so we took off for home and another late return.



Mt. Eric, Peter Walker, Bruce Smith & Patrick Suctcliffe



Steve Stretton in the Avon River



A lot of the tracks in those days were quite steep, requiring traction to be added to the front wheels. One method was to sit someone on the bonnet. Erwin and Eve Baltruweit were experts at this, as seen in this photo taken in June 1977. I'm not sure that that would be recommended nowadays!



Later that same month, we went into Bindaree Hut on a Club trip and I managed to get well and truly bogged. I seem to have been quite pleased with myself, but it did take a lot of digging to get us out!

In September 1979, we had our second worst experience. It was another private trip and we were descending Fryers Creek Track, another typical High Country steep descent to a river.

In the convoy, we had Sue Smith, alone in her LWB, who was having problems. I volunteered to sit in the vehicle to try and identify the noise, whilst Margaret took over the driving of our Range.

I had my head stuck into the passenger footwell trying to identify the source of the noise, when Margaret's very calm voice came over the radio to say that she'd left the track. There was no way we could turn and return, so everyone had to walk up the track to find that Margaret had encountered a loose rock that had propelled her over the edge. Luckily, a fallen tree had stopped the plunge into the gorge below, and had caught the bullbar, rather than hitting the windscreen. Apparently, younger daughter Jane, aged 8, had asked quite calmly after the vehicle had come to its precarious stop if "they could get out now"! Margaret was tail end, so there was no-one behind to winch us out. So we had to run the winch cable under the vehicle, shackle it to the towbar, and winch ourselves out backwards, after clearing quite a few fallen branches.

Again, once out, we were able to proceed without any problem.

Not even Editors and other Life Members were immune from getting stuck! The next month, on a trip to Romsey, Graeme Walsh got very bogged and had to be assisted by a pull and a lot of willing Club members.

In December that year, we led a



Patrick Sutcliffe well and truly bogged

