

LAND ROVER OWNERS' CLUB

OF GIPPSLAND
JULY 2021 NEWSLETTER



GIPPSLAND LAND ROVER

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LAND ROVER OWNERS' CLUB OF GIPPSLAND

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Photo of Prince George to mark his eighth birthday, shows him on a Land Rover in 'tribute to the Duke of Edinburgh'

Prince George is pictured sitting on a Land Rover - the car closely associated with his great-grandfather the Duke of Edinburgh - in a new photograph to mark his eighth birthday. It shows the prince, who celebrated his birthday on Thursday the 22nd of July, with a beaming smile as he perches on the bonnet of a Land Rover Defender.



The choice of a Land Rover in the picture, which was taken by the Duchess of Cambridge, will be seen by many as a tribute to Philip. Kate is a keen photographer and regularly produces images of her children to mark moments in their lives. Her latest picture was taken earlier this month in Norfolk where their family home, Anmer Hall, is located - close to the Queen's Sandringham estate.

'Land Rover Series III Manual Jeep'



This month's cover; Land Rover Discovery reversing down a hill at the Werribee Training Day in 1994

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.



This Series 3 SWB Land Rover was recently sold by Grays on line. Build date was listed as unknown, it is fitted with a 4 cylinder petrol engine, not registered, no service history, some minor scratches and marks inside, and some minor dents and scratches outside.

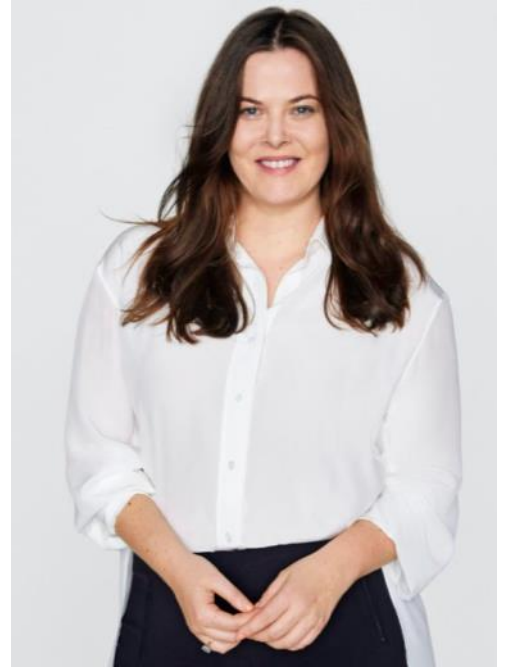
It sold for \$48,300 plus a buyers premium of 7.50%

Jaguar Land Rover appoints new Australian marketing director

Jaguar Land Rover has appointed a new marketing director for its Australian operations more than 12 months after previous marketing head departed. Shannon Edwards has assumed the new role responsible for all local product marketing, customer experience, media and communications activity on both Jaguar and Land Rover brands. Edwards succeeds Kevin Nicholls, who departed in April 2020 and has joined Flipcar as a marketing strategy advisor. Edwards will report directly to Mark Cameron, managing director Jaguar Land Rover Australia. Edwards' role includes go-to-market strategy, current and future product planning, marketing communications, customer relationship management, brand and digital experience, data strategy, insights and supporting future growth. Edwards previously spent time in senior marketing roles at global luxury and consumer goods companies including LVMH, The Estée Lauder Companies and L'Oréal. Cameron commented: "As a dynamic,

experienced leader in bringing premium global brands to the Australian market, Shannon is an exciting appointment to the Jaguar Land Rover business. Brand acceleration, customer-centricity and digital transformation have been hallmarks of her career, making her ideally placed to help realise our global Reimagine strategy in Australia." Edwards added: "It's an incredible privilege to join two iconic and innovative marques in Jaguar and Land Rover, making some of the most desirable and distinctive vehicles in the world. Our global Reimagine strategy, coupled with impressive growth of the Australian business, make this an exciting time to join a very talented team." Launched earlier this year the brand launched Reimagine, a sustainability strategy designed to assist Jaguar Land Rover achieve zero tailpipe emissions by 2036 and net zero carbon emissions across supply chain, products and operations by 2039. New car sales continue to rise in Australia. According to CarAdvice, more than 100,000 new vehicles were report-

ed as sold in May 2021. May was only the second month this year to eclipse 100,000 new-car sales. Land Rover reported sales of just 507 vehicles in May 2021, although this is up from 452 in May 2020. By comparison, Audi and BMW sold 1,722 and 2707 new units in May respectively.



Chip shortage stops Land Rover Defender production in Nitra

Defender and Discovery production paused in Slovakia due to semiconductor supply crisis. Land Rover has paused production in Nitra, Slovakia, as a result of the ongoing semiconductor shortage that has blighted the global car industry. The factory, which produces the firm's big-selling Defender and seven-seat Discovery, is the latest Jaguar Land Rover plant to be impacted by the semiconductor (or chip) shortage. In April, JLR halted the production lines at its Castle Bromwich and Halewood sites in the UK, bringing production of the Jaguar XE, XF and F-Type to a halt, as well as the Land Rover Discovery Sport and Range Rover Evoque. At that time, the brand kept its Nitra and Solihull plants in operation, but now, The Times reports, it has been forced to pause Defender and Discovery output. A JLR spokesman told Autocar: "Like other automotive manufacturers, we're currently experiencing some Covid-19 supply chain disruption, including the global availability of semiconductors, which is having an impact on our production schedules. As a result, we are adjusting production schedules in some

of our plants to reflect this. "We continue to see strong customer demand for our range of vehicles. We're working closely with affected suppliers to resolve the issues and minimise the impact on customer orders wherever possible." There has been no official timeframe given for the reopening of the Slovakian site, which has a capacity of 150,000 units annually - more than a fifth of JLR's output in 2019, before the pan-

demic struck. Wait times for the Defender were already estimated to be in the region of a year before the closure and are likely to increase as a result. Earlier this year, JLR CEO Thierry Bollore told investors that the company's efforts to order its own electrical components direct from the source had shielded it from the worst of the shortage. It's unclear whether this supply model has remained in place until now.



Mid-size Premium SUV of the Year 2021: Land Rover Defender

The Land Rover Defender is the Auto Express 2021 Mid-size Premium SUV of the Year with the BMW X3 and Jaguar F-Pace commended.

The Land Rover Defender stunned us when it launched last year and it continues to be a class-leading premium SUV in 2021. In 90 form it's a brilliantly characterful model, and it offers even more space and flexibility in longer-wheelbase 110 guise.

The Defender is surprisingly affordable in its lesser trim levels, but these versions simply represent strong value rather than feeling in any way lacking. And while the Land Rover Defender is bursting with personality that makes it stand out from the crowd, it doesn't sacrifice comfort or luxury to do so. It's high in quality and, with five, six and seven-seat configurations available, versatile too.

The Defender's incredible off-road ability is a big part of that – you get the sense it would never be caught out, and we've seen first hand how capable it is. The technology it uses, such as Clear-Sight Ground View, isn't just useful for desert dunes and fording rivers; you can use it for parking in a tight spot, too.

There are petrol, diesel and plug-in hybrid options, with Land Rover offering a mix of body styles and powertrains to suit many lifestyles. Company car buyers will be pleased to see the PHEV's low tax costs, but anyone can benefit from its more affordable fuel costs in the

right circumstances.

The interior is unrecognisable from the classic model's because it's comfortable and modern-looking, plus the tech is bang up to date. The infotainment is excellent, too – an area where Land Rover has missed the mark in the past. There's still a sense of character and pragmatism inside, and it's really practical – so despite the new look, the Defender remains a rugged and useful car that works both on and off-road.

Best deal

Land Rover Defender 110 D300 SE (£61,955)

The longer-wheelbase 110 is more practical than the 90 model, so it's the one we'd choose. The six-cylinder D300 diesel in SE trim is a sweet spot in the range; go for a three-year PCP deal with

a £7,000 deposit and you'll be paying £851 per month.

Commended

BMW X3

An updated BMW X3 has just been revealed, but the current model is still commended here because it remains ahead of most of its rivals, thanks to its mix of practicality, handling, efficiency and performance. It's well equipped too, and comfortable even on bumpy roads. Jaguar F-Pace

The Jaguar F-Pace took on some meaningful updates recently and it's now right up there with the best when it comes to tech. This was its main drawback before, so with its enjoyable handling, good comfort, practical interior and smart looks, the F-Pace is a strong choice.



Long-Wheelbase Land Rover Range Rover Evoque L Debuts In China

China is known to get long-wheelbase versions of several models. Joining the fray is the new Range Rover Evoque, which gets a long-wheelbase version called the Range Rover Evoque L.

Measuring 4,531 millimeters (178 inches) long, the Evoque L is significantly longer than its standard counterpart that measures 4,371mm (172 in). The elongated body and wheelbase of course translate into bigger rear legroom, which is said to have increased by 125mm (4.9 in). Land Rover said that this size increase allows passengers to stretch out further using the electronically adjustable rear seats that recline up to seven degrees backward. The Range Rover Evoque L also gets InControl OS 2.0 system. The automaker said that this is a humanized interface that features dual 10.2-inch touch screens that are comparable to

smartphones. The instrument panel is also a 12.3-inch interactive full LCD. All Evoque L units also come with R-Dynamic sports kits and 20-inch wheels as standard equipment. The new Range Rover Evoque L is already being sold, with the first release version bearing a pre-sale price tag of 430,000 yuan or around \$66,450 with the current exchange rates.

Of note, it's still unclear whether the

Evoque L will be offered in markets other than China. As mentioned, the Chinese market is known to get long-wheelbase versions of a lot of cars. That's because that's

what the market demands, so automakers have been exclusively producing vehicles for one of the most important automotive markets in the world.

To recall, the Buick Envision gets a Plus version in China, while the VW ID.6 has been revealed in the country first. Mercedes has also introduced a long-wheelbase version of the E-Class, while the BMW 5 Series Li was stretched out for the People's Republic.



Range Rover Stars in New Song

A new song, released in tandem by co-writers indie artist Ben Rector and country artist Devin Dawson, features the Range Rover in its title. Though the tongue-in-cheek tune is not exactly a loving ode to the Best 4x4xFar, it's one of the most significant additions to the Land Rover popular music catalogue in recent years.

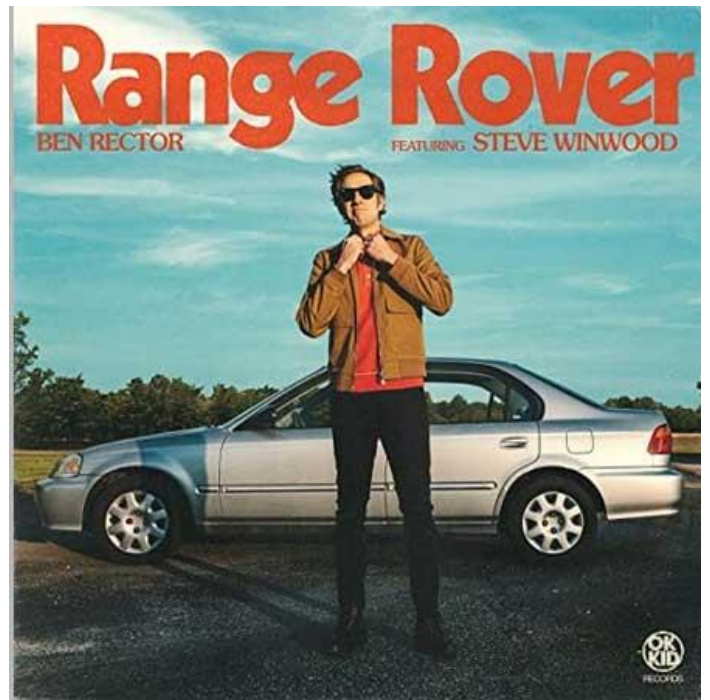
The premise of the song is that the singer's girlfriend left him because all she wanted out of him was a "designer home," "custom kitchen with a Viking stove," and a Range Rover. Meanwhile, he's perfectly happy driving a Civic (in Rector's version) or a pickup (in Dawson's). He's "looking for a girl who sees past blown speakers and a broke A/C"...and a quarter-million miles on the odometer.

While this yearned-for down-to-earth woman might be attracted to a number of rough-around-the-edges older Range Rov-

ers driven by hardcore enthusiasts, the singers' now-ex was probably looking more for something from the current generation with a warranty.

Both songs are a solid three-and-a-half minute bop, with the Ben Rector version featuring Steve Winwood (who's mentioned in the lyrics in his version) on the Hammond organ. Winwood's legendary mastery of the keyboard and the Leslie adds to the tune.

The new song adds to the canon of songs about Range Rovers and Land Rovers. Many of these are in the rap and hip hop genres, where the Rangie has of course been an icon for years. They range from simple call outs to more obscure references. Perhaps the absolute peak combination of Range Rover trivia and Billboard chart-topping music is Jay-Z's "Imaginary Player," which includes a not-so-nuanced comparison of the P38 Range Rover 4.0 SE and 4.6 HSE.



The Land Rover Defender Is Officially A Huge Success

In fact, JLR can't even keep up with demand. Though the company has faced supply issues relating to the chip shortage and the pandemic, Jaguar Land Rover has a bright spot to celebrate in 2021. The Land Rover Defender is officially a smashing success, as the new model has quickly rocketed up JLR's sales charts. In fact, the Defender is the company's second-best-selling model globally, behind only the Range Rover Evoque. JLR sold 17,194 Defenders in Q2 2021, just falling shy of the Evoque's 17,622 units.

Land Rover has struggled to keep up with demand for the Defender, which is why its sales success is even more impressive. Perhaps as the chip shortage normalizes, the off-roader could replace the Evoque as JLR's top seller. Formerly a niche model that wasn't offered in the United States, the Defender will likely expand to become its own sub-brand,

like Range Rover.

Land Rover currently offers the Defender as a two-door 90 model or a four-door 110. A long-wheelbase 130 model is rumored to arrive soon, sporting a more usable third row. This idea sounds perfect for the US market, but with JLR already struggling to fill orders, the 130 may have to sit on the backburner for now. JLR currently has around 110,000 vehicle orders, and 29,059 of those are for the Defender.

"I'm absolutely convinced Defender will become a power brand in itself," JLR head of design Gerry McGovern told Automotive News Europe during an investor call earlier this year.

Along with the longer 130 model, Land Rover is rumored to be working on a smaller "Baby Defender," similar to Ford's strategy with the Bronco Sport.

With supply struggling to keep up with demand, the Defender has proved it deserved a second-generation following the first-generation's death in 2016. Along with new body styles and separate models, Land Rover will continue to expand the Defender's appeal with new engines such as a supercharged V8 and a plug-in hybrid. The Defender could be the new face of Land Rover, even as the brand moves towards an all-electric future.



Land Rover Owners' Club of Gippsland Ordinary Meeting

Minutes for meeting held on Monday 5th July 2021.

Meeting held at Gippsland Land Rover, Traralgon.

Meeting started at: 8:02 pm

Welcome & thanks by Bob McKee (Acting Chair)

Attending; Ian Blake, Rod Catchpole, Loris Catchpole, Ross Howell, Sue Howell, Brian Johnson, John Kerr, Heather Kerr, Bob McKee, Annette Fleming, Ray Massaro, David Murray, Krystal Murray, Harley Murray, Lois Rose, Greg Rose,

Apologies: Ted Allchin, Shirley Allchin, Charlie Calafiore, Alan Harlow, Tonee Harlow, Terry Heskey, Paul Harrison, Alan MacRae, Helen MacRae, Jan Parniak, Colette Parniak, Ron Prince, Dot Prince, Eric Shingles, Mal Trull, Melinda Murray,

Visitors; Nil

Confirmation of May Meeting Minutes:

Motion; That the May club minutes be accepted as true and correct:

Moved by John Kerr, Seconded by Ray Massaro, Carried.

Business arising from the minutes of the previous meeting.

Charlie has received 200 new Club stickers.

Correspondence: In:

13th May FWDV – "Volunteering With PV"
14th May FWDV – May eNews
31st May FWDV – Affiliation Renewal & Pro-forma invoice
11th June FWDV – Rural Response
16th June FWDV – June eNews
25th June FWDV – Central West Investigation Report
1st July FWDV – Gippsland Assistance Trips

Out:

28th June FWDV – payment of 2021/22 estimated membership subs

Treasurer's Report: July; John Kerr

Motion; That the Treasurer's report be received and approved,

Moved by John Kerr, Seconded by Greg Rose, Carried

Questions of Treasurer, none

Motion; That the annual Club subscriptions revert to \$75.

Moved by John Kerr, Seconded by Rod Catchpole, Carried

Publicity Officer's Report: Charlie Calafiore.

No report

Editor's Report: Eric Shingles.

Hope you liked the Newsletter and is always looking for more stuff.

Webmaster's Report: Alan Harlow.

No report

FWDV Delegate's Report: Greg Rose

FWDV Survey

Regional reps meeting – none held because of Covid

Delegates meetings – none held because of Covid

Working with Children – PV documents. There is a meeting with PV next month and we will find out further information after that.

PV volunteer work – 15-17 November are dates set although we are still waiting for the work to be done and where.

The number of users of parks has increased significantly and newer 4WD drivers are very inexperienced and travellers

need to be aware of dangerous driving such as cutting corners and bends.

FWDVP Regional Representatives Greg Rose – see above

Property officer Report; Ross Howell

No report but an equipment list was tabled at the meeting and will be publicized in the next Club newsletter.

Past Events.

Coffee meeting Trafalgar 14th May at Gracie's Bakery Trafalgar, John Kerr

Coffee meeting Morwell 18th June at St Peter's Church, Rod Catchpole

Events Coordinator's Report: David Murray

Future Events.

* July Coffee Get Together

Location: Fozigobble Café, 79 Princes Highway, Yarragon

Friday 16th July at 10am. John Kerr

* October 28th to November 4th

Melbourne Cup Week: Rod Catchpole. Location: Chiltern – Lake Anderson Caravan Park. 10 sites booked, several already taken. Members who are interested in attending must ring the caravan park directly to reserve a site.

* November 15th, 16th, & 17th.

LROCG/PV volunteer trip. Greg Rose. Our dates for the November volunteer activity (Monday the 15th, Tuesday the 16th and Wednesday the 17th of November) are in the Parks Victoria calendar. Even this far out if you think you will be attending please let me (Greg Rose) know, especially if you are going to be away for an extended period this winter. I will discuss the location and work to be undertaken with the Parks Victoria Foothills and Southern Alps Team.

Discussion raised on the need to have a Working With Children Card now to do these volunteer activities. This is easily done, via the post office or online. No cost applied to volunteers, simply nominated the Land Rover Club/Parks Victoria as the organisations for which it will be utilised. Passport type photograph at the PO.

Technical Matters:

Greg – had to replace his Disco 1 starter motor after 29 years – what, no warranty!

Ian – new brake booster required on his Defender. "A cow of a job."

Greg – recent trip cut short, floods. Star View near Broken Hill – stayed at well-equipped caravan park well worth checking out, 16 sites. Book on line.

Greg - Harlows, Parniaks and MacRaes Kimberley Cruise went well. Some technical issues along the way.

General Business.

Greg - Mal stuck in Red Zone at Noosa.

Greg - Trimnel's caravan adventure.

Meeting closed at 8.42pm.

Next Meeting:

Monday 2nd August at Gippsland Land Rover at 8pm. Pre meeting meal from 6pm at venue to be confirmed.

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



Camp Hosting at Wyperfeld National Park

By Alan & Tonee Harlow

We left Traralgon in Gippsland mid morning on a sunny Wednesday with our 9m off road van in tow for a two day trip to Wyperfeld National Park Wonga Camp Ground in north west Victoria. With our Camp Host box from FWDV which has been in our storeroom for 12 months due to the covid-19 lock downs, and our club's sandwich board, in the back of our Land Rover Discovery 4 we were well prepared for our duty as Camp Hosts.

The passage through the city was without incident even with some heavy traffic before the Bolte bridge due to break downs (by others). Our first stop was at the Ravenswood Rest Area on the M79 for lunch where we planned our night stop which worked out to be at Donald Apex Park, by the Loddon River. After setting up and meeting our fellow campers we headed into town for a cold drink, some more supplies, and to check out the historic old police camp lock-up. Donald is a very friendly town.

After a quiet night we headed off to meet the rangers at PV Rianbow depot.

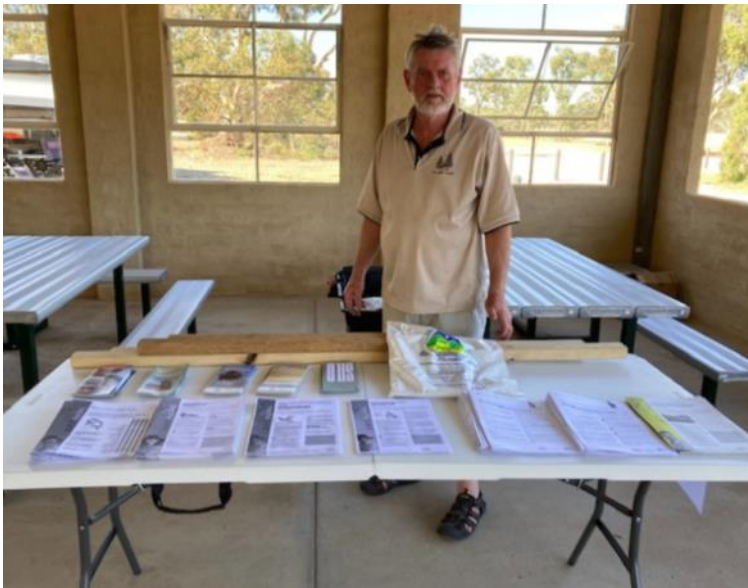
Hamish was our point of contact for the camp hosting and after introductions we headed off to the Wonga campground where Hamish let us set up in a privileged area right next to the camp shelter where we would set up our hosting point. Before heading out to Wonga we stopped at the local bakery for the customary curry pie and ice coffee. The curry pie rated high on the pie register.

For those who have not been to the Wonga campground, it's got to be one of the best sites in a National Park we have been in. Each site can easily hold 3 large vans around a fire pit and table and chairs. The 3 drop toilets are also a cut above the average with lights, fans and wash basin with water. It's a credit to PV, the local rangers who attended daily and the friends of the park who help keep it all in great condition.

After setting up the information sheets and the FWDV information packs on a table (supplied by Hamish) in the camp shelter, and a thorough briefing on the park and the surroundings, we were ready to help the campers enjoy the park. Hamish left us with a radio and First aid kit 'just in case', and provide a load of wood for use by all. Our role was to provide information and be a point of contact - not to act as 'police'.

The road into the park is sealed and there is a dirt ring road suitable for two wheel drives which allows non 4x4 drivers to access some local walks and see the typical Malley district terrain. The Wonga Campground offers 4 interesting walks





experience sand driving without too much risk of getting stuck so long as you drop the tyre pressures, and don't stop on an upward slope of one of the several small inclines. Low range was not required. It takes about 2 hours to get to Snowdrift and if the drive does not meet your expectations the exercise of climbing and sliding down the beautiful white sand dune makes it all worthwhile. Other sand tracks can be found around Lake Albacutya only ½ an hour away.

During our stay we were able to have a campfire each night and with no other lights for kilometre we were blessed with a night sky that can only be seen from such an outback location. While the wildlife birds were not plentiful this was because water was in short supply and Hamish recommended a return in October/ September when the flowers are in bloom and vegetation growth is abundant.

During our stay we enjoyed over 100 interactions and had multiple conversation with campers seeking clarification on things to do and places to go. We were also able to direct families with children to Kelly, a local ranger holding junior ranger programs in the visitor's centre. Kelly is a great





communicator, and the program provided some interesting (funny) answers to questions like “what feral animals can be found in the park”. Apparently, some animals can drive cars.

The park was full by the evening of Easter Saturday, but we still felt like we were alone. As the numbers dropped over the next few days our need to host reduced and we were able to do the walks and drives I mentioned earlier which improved our ability to relate to camper information requests. With Hamish and Kelly checking in each day and sharing their experiences with us we felt very comfortable in our role.

On Easter Tuesday we packed up our camp site and cleaned up the hosting material and headed back to Rainbow to meet with Hamish for a debrief, vanilla slice and coffee. Hamish is a great guy and typical of the rangers working for PV who are passionate about their work.

We again broke up our trip home with a stop at Happy Jack’s Natural Reserve free camp, at Lockwood on road A790. It does experience heavy truck traffic so the noise is quite high and while there is plenty of flat ground, we would not recommend it if sound sleep is a priority. The next morning, we head home via the FWDV office in Mitcham to drop of our camp host box. Parking a 9m van in a city street is not easy, so we double parked while Wayne ran out and picked up the box. Thank you, Wayne, that certainly reduced the stress. We arrived home around 1pm with plenty of time to clean out the van before happy hour once again beckoned.

With the interactions and adventures, we experienced over the week we can confidently recommend camp hosting and look forward to our next adventure out there somewhere.



Corunna Downs Airbase

Graham "Wash" Shaw



Since I was quite young, I have wanted to go to Marble Bar. Hottest place in Australia was the one thing I recall. Having just been to the Kimberley's and heading down the Western Australian coast I noted that it was not that far away from the coast and a detour through Shays Gap would get us off the bitumen for a while.

Once in Marble Bar, we visited the local Museum in a stunning old stone building, shared with the local Police. Interesting walking around the small museum and as we were about to leave we saw the brochure for the WWII Secret Airbase – a secret no longer. The lass at the Museum told us a bit about it and said it was well worth visiting. As there is no camping there, we did find a good spot on the way.

Up and on the road early and followed the signs to the airbase some 35kms from Marble Bar. It was operational from 1942 and ceased operations in 1945. While the base was dismantled 2 years later, the 2 airstrips are still in good condition. The base was well camouflaged and far enough inland that the enemy were never able to locate. Long range B24 Liberator Bombers were able to carry sufficient fuel to carry out 14 hour



missions. At times, they did obtain fuel at bases further north. Many of the foundations of the structures are evident and recognisable thanks to the Museum brochure while

the aircraft bays are exactly the way they were some 70 years ago, although the camouflage netting and posts are no longer there. Well worth the few hours we had wandering around.





Portable Lithium Battery Power

By Greg Rose



The storm front hit just on dusk. Wind howled, bending our young trees to impossible angles, the rain, driving in almost sideways, rapidly filled the local creeks and rivers. During the storm, like hundreds of thousands of other folk in Victoria, we lost power. In our previous home that wouldn't have been much of an issue, but our current home is all electric. Cooking and light were not major problems, we have a shed full of camping gear and a bar-b-que, firepit and Ozpig in the outdoor area. Heating however, caused some concerns. The reverse cycle units throughout the house wouldn't work and the large gas heater, in the lounge room, with its supply of gas in the big tank outside, needs electricity for ignition and the fan, without power it will not operate. We were lucky that our power was only off for fourteen hours. But it got us thinking about alternatives to run the heating.

Camping over the last couple of years, we have used a Goal Zero Yeti 200X lithium battery power station. The little box has ample power to run our 12-volt electric blanket. Yes, I know, we are getting soft but camping at 1200 metres in the alps or during an outback winter night, it can get chilly, nothing better

than crawling into a toasty warm sleeping bag in the swag, tent, or camper trailer. We also run the 3 colour (orange doesn't attract as many insects) Hard-Korr LED lights around camp from the Yeti. The power station also recharges our various devices, camera and drone batteries and powers the pump for the inflatable canoe. During the day we can recharge the Yeti from several sources; normal mains electricity if available, the RedArc inverter that is hard wired in the

Land Cruiser or the folding Goal Zero Nomad 100-watt solar panel. A note on lithium and solar panels. You must be careful that the solar panel does not have a charge input of more than 22 volts, going over that will damage many lithium power stations. The input ports on some lithium power stations, being US design, may not suit many solar panel plugs.

Goal Zero is an interesting company. Started in 2007 and based in Bluffdale,



Utah, the research and development of the system of off grid lighting and power bank products was originally conceived to assist small communities in third world countries, that had no access to electricity.

Base camped in outback New South Wales earlier in the year we had our roof rack mounted RedArc solar panel maintaining the auxiliary battery in the vehicle, the Goal Zero solar panel charging the Yeti 200 and a folding Projector panel taking care of the battery in the camper trailer. With one Engel running as a freezer and the other as a normal fridge plus lights, device charging, etc., we had no power issues at all, with daytime temperatures in the 30s certainly making the fridges work hard.



We had been considering a second Goal Zero Yeti for some time, as a backup measure, to run the Engel fridge if conditions meant the solar panels were not operating at optimum levels. The extended power outage and lack of heating prompted the purchase. Looking at the power requirements for the gas heater we found that the next size up Goal Zero Yeti, the 500X, had a 230volt AC inverter capable of running the heater ignition and fan for several hours, with no noise or fumes. In the case of the power station being depleted the heater will turn off and automatically stop gas flow. If the power outage was ongoing, we could recharge the Yeti from solar if there was sufficient sunlight or our Honda generator. We ordered the power station from Snowys Outdoors in Adelaide, and it arrived in three days. Our original Yeti and solar panel came from Wildearth. We have had a trial run and it works perfectly.

The bigger 500X unit will comfortably run an Engel fridge overnight. The 500X has a port that will charge a MacBook Pro without needing the bulky Apple 230-volt adaptor, a bonus for us. The power stations might be an interesting alternative for people not wanting to go to the expense or weight of a dedicated dual battery system in their vehicle. In some current four wheel drives, just finding a place to mount a second battery is very difficult.

For us the portable lithium battery option works very well and takes the pressure off the second battery in the Land Cruiser and the battery in the camper trailer.

There is a downside; most reputable lithium power stations, there are several reliable brands, are quite expensive. At normal retail our two Yetis (200X and 500X) and the Nomad 100-watt solar panel is an investment of about \$2500. We were lucky to buy the 200X and solar panel before Covid, on an online retailer spot special, at nearly 50% off.

Since Covid, good quality lithium power stations are very hard to get and are often on lengthy back order from suppliers. Personally, I would be wary of the cheaper brands as I have seen some reports of overheating and underperformance. If you are considering a purchase, try to avoid units that don't have folding or recessed handles, they are hard to pack away.

The power station gives us a little more flexibility if there is a prolonged power outage and provides convenient portable power when camping.



First Overland Series 1 'Oxford' Australian tour

Background -

The 1955-56 Oxford and Cambridge Far Eastern Expedition was a publicity effort by Land Rover in support of the 1956 Land Rover Series 1 Station Wagons. The journey was undertaken by six Oxford & Cambridge University students, from London to Singapore. The journey covered 12,000 miles and took just over six months to complete. The two 86 inch vehicles were dubbed 'Oxford' and 'Cambridge'. After a couple more expeditions, 'Oxford' ended up serving as a chicken coop on St Helena. In 2017, a Yorkshireman, Adam Bennett, returned the car to England and set about restoring it, following which it was used to retrace most of the First Overland trip, although via a modified route, back to Singapore, as the Last Overland trip in 2019. Since then it has had successful tours in the USA and New Zealand.

The Australian Tour -

Work is currently underway by Justin Burton of Landi Bitz in Ormeau, and Neill Dudley of the Land Rover Series One Club (East Australia) to import 'Oxford' into Australia. It is expected that the car will arrive in Brisbane near the end of July 2021. Justin has just returned from New Zealand where he was briefed by the NZ organisers, so he has a good idea what is involved in the planning process.

'Oxford' is the most significant Land Rover still being actively driven and used on events.

We are reprinting an excellent article about this Expedition from the March 2015 LROCV Review, which was well researched and compiled by LROCG's Greg Rose.

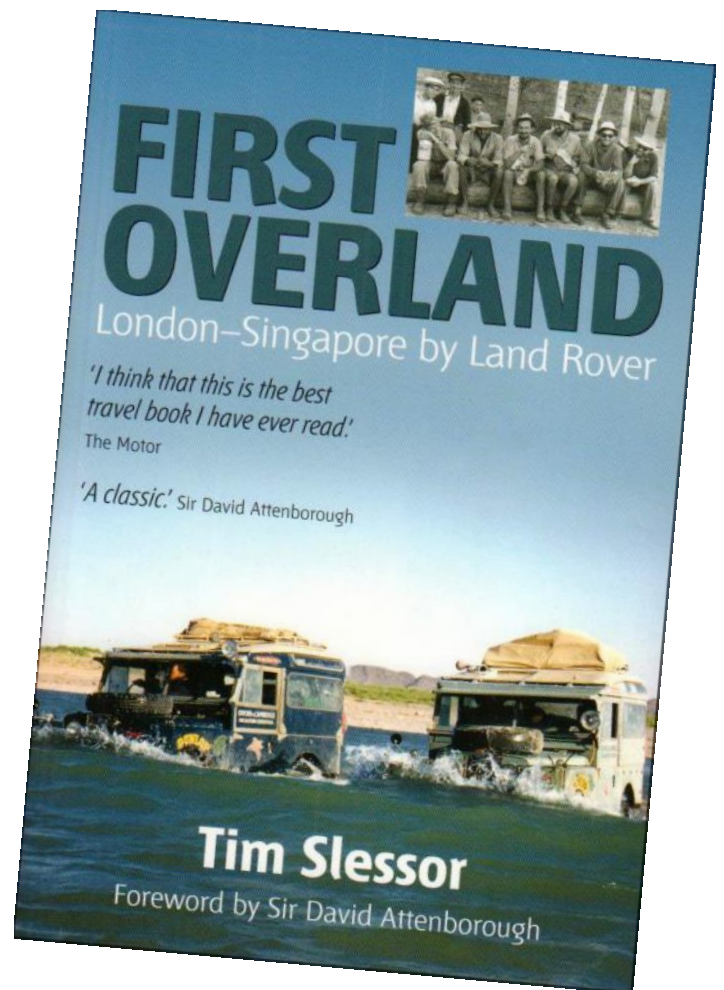
The Oxford and Cambridge Far Eastern Expedition

"Many times the engines burst to a higher note as the wheels spun frantically in the mud and the cars sank to a shuddering standstill." This quote from "First Overland, London-Singapore by Land Rover" by Tim Slessor, conjures up the spirit of Land Rovers and their extensive use in expeditions throughout the nineteen fifties and sixties. It is interesting to reflect on the importance of the iconic vehicle in exploring the planet in this last year of Defender production.

In 1955 six British university undergraduates, three from Cambridge and three from Oxford devised the plan to be the first people to travel overland, using motor vehicles, from London to Singapore, the Oxford and Cambridge Far Eastern Expedition.

The "First Overland" journey should not be seen in isolation as there were three Oxford Cambridge expeditions using Land Rovers in the 1950s. In 1954 there was the Oxford and Cambridge Trans African Expedition often called "The Circuit of Africa" and in 1957 the Oxford and Cambridge South American Expedition. The Sydney Morning Herald of Tuesday 22nd of June 1954 carried a photo of the Trans Africa Expedition members including Don Calman, 28, of Sydney (Oxford) and Ross Charlton, 24, of Pymble Sydney (Cambridge).

In the Trans-African Expedition the members had purchased two Land Rovers. Considerable interest in the vehicles had been generated so the Rover Company was enthusiastic about involvement in a second expedition that would show-



case the vehicles in markets they were trying to open up; the Middle East, Central Asia and South East Asia.

At the time Land Rovers were the only vehicle that fitted the First Overland expedition's criteria of, "a tough four-wheel-drive vehicle with low ratio gears". The Rover Company supplied two short wheel base station wagons. The cost of a new Land Rover in 1955 was £600. One Land Rover was painted dark blue for Oxford and the other light blue for Cambridge in recognition of the universities awarding "blues" for distinctive sporting achievements of their students.

The Land Rovers were fitted with PTO drum winches, a heater (not a standard fitting), additional fuel tanks to give a range of one thousand miles, an external sun visor, spot lights, roof rack and a unique sliding roof hatch to aid cabin cooling and enable filming and photography from the vehicles. Tyres were slightly larger than standard and water was carried in jerry





cans mounted on the front bumper. Extra leaves were added to the springs by the Land Rover agent in Beirut. In the book the importance of loud horns of French manufacture for use in third world countries is emphasised. Due to the weight of fuel the auxiliary tanks were only filled on sections of the route where petrol supply was unreliable. Each vehicle had a crew of three with two in the luxury of the front seats while the third "reclined" among the luggage, food, spares and camping kit in the rear.

The ability to film from the vehicles was vital as a deal had been made with David Attenborough, at that time a junior producer at the BBC, to make documentary films of the journey. This deal was one of the eighty sponsorship arrangements made to fund the expedition. In the 1950s the British Empire spanned the globe. Support and assistance along the route often came from British companies that had trading offices in the most remote regions.



The 18,000 mile expedition route is one that could not even be planned today. Many of the areas the travellers visited are presently closed to foreigners, war and civil unrest would make other regions too dangerous to visit. Roads and tracks used in some locations had been built by army engineers during World War 2 and no longer exist. The expedition Land Rovers are believed to be the last recorded Westerners' vehicles used on the Ledo (Stillwell) Road linking India and Burma and constructed by U.S. Army engineers late in World War 2 to get supplies to the Chinese and cut off the Japanese force's Burmese supply routes.

The Far Eastern Expedition was a great success. There were certainly issues with the vehicles. In an article in "Land



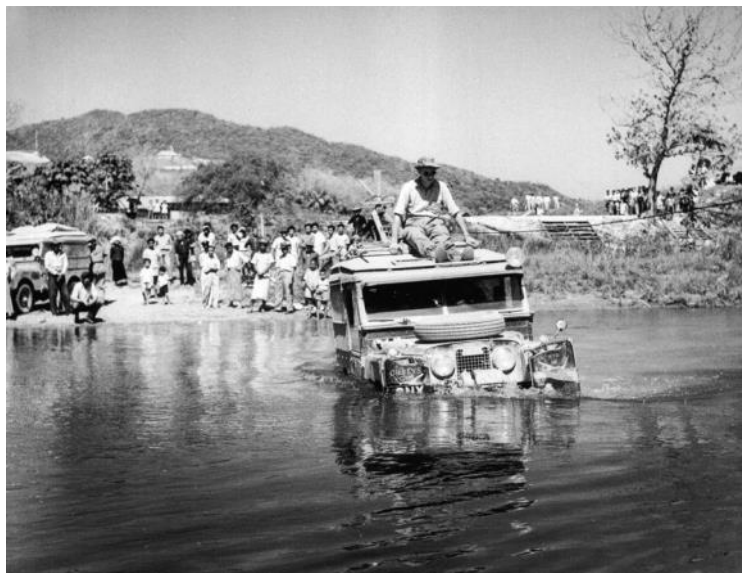


Rover World" magazine in March 2004 Tim Slessor and BB (Anthony Barrington Brown) talk about broken studs, countless tyre repairs, failed dynamos, and changing rear wheel bearings nineteen times, a difficult enough task with full workshop facilities. Despite these difficulties the six undergraduates coaxed the two Land Rovers all the way from London to Singapore through wide variety of terrain including the baking deserts of the Middle East, high mountain passes and the South East Asian jungles with thick mud and hundreds of river and creek crossings. From the Rover Company point of view the exposure of the vehicles to individuals, companies and in some cases the military in numerous countries resulted in much needed overseas orders.

The return journey features only as Appendix H in the book. It seems to have been nearly as adventurous as the outward trip but the vehicles were shipped to some places as the monsoon made any thought of retracing the Burma sections impossible. The return drive went through the Khyber Pass, Afghanistan, Persia (Iran), Turkey and European nations to

arrive back in London on August 21st 1956 having departed on September the 1st the previous year.

The expedition was recorded in a series of short documentary films. Originally filmed in colour the footage was shown in black and white on BBC television. The book "First Overland, London-Singapore by Land Rover", written by Tim Slessor was reprinted by Signal Publishing and can still be found. The book is also available in audio form from iTunes and is read by the author. A DVD "First Overland London-





"Singapore by Land Rover" is available from Teeafit Sound and Vision. The DVD has some original footage and commentary and interviews with some of the original expedition members.

Two of the "First Overland" expedition members went on the Oxford and Cambridge Expedition to South America. For science geeks an interesting piece of trivia is that Anthony Barrington Brown, the expedition photographer and cinematographer, took the iconic photo of Nobel Prize winners Watson and Crick and their original model of the structure of DNA.

The Oxford and Cambridge expeditions were from a time when little was known of many parts of the world. Land Rovers provided the means for explorers, scientists, filmmakers and eventually adventure travellers to access exotic and wild places. The current Defenders have the DNA of these pio-

neering vehicles and allow us to fantasise about being the first to reach far-flung and remote places.



Land Rover History



Researched by Eric Shingles

More Doors Please

When released on the 17th of June, 1970, the Range Rover was an instant success. So much so, that demand was always higher than Range Rover production. However, one continuing criticism of the Range Rover was that it only had two doors.

During the 1970's, money for development at Land Rover was scarce, which meant that the Series 3 Land Rover and the Range Rover continued on with only a few improvements. In July 1978, Land Rover Ltd was formed as a separate company with-in Leyland Cars. In August 1978, Land Rover Ltd's Managing Director Mike Hodgkinson announced that £280 million would be spent, over two stages, on Land Rover and Range Rover expansion.

Stage 1 included increasing vehicle production, the V8 Land Rover, and some cosmetic upgrades to the Range Rover. Stage 2 included more production increases as well as the release of the factory built four door Range Rover.

On the 7th of July 1981, a package of refinements for the Range Rover was announced. A high compression engine and new transfer-box ratios were part of it, but the biggest news was the launch of the four door Range Rover. The four door Range Rover had been simmering in the background for a long time.

The first factory four door Range Rover prototype had been built in 1971, however the lack of funds for development meant that nothing happened until about 1978 when four door production started to be discussed again. The four door Range Rover was built on the



same 100" wheelbase as the two door version. The rear seat was moved back 3 inches to improve the rear door fit, this automatically increased the rear seat passengers legroom.

Four door Range Rovers were production ready by the 1st of April 1981, and were available for sale on the 1st of August in the UK. Launches in the Middle East and other European markets followed.

In 1982 the four door Range Rover received a Design Council Award for excellence.

Here in Australia we didn't have access to the Four Door model until April 1982. In November 1982, the price of a four door Range Rover, in Australia, was listed at \$22,550.

With four doors the Range Rover can at last lay claim to being the world's most versatile vehicle.

Here's mud ... in your eye

'On four wheels' by John Parry, *Weekly Times* 7 July 1982

There we were lunching over a steak and a bottle of red in front of an open fire and reflecting on the world's one and only luxury truck.

Two hours later we were up to our knees in mud with the winch howling and the dark descending, just to prove that not all Range Rovers deserve the cynics "clean wheels" award.

It is now over 10 years since the Range Rover set out on its aloof path. No one has come up with anything approaching it for ability, refinement and prestige.

The fact that one day the Japanese will, is a threat Land Rover Ltd., has at last recognised.

Land Rover, like Jaguar, has been to the corporate cleaners. Workforce has halved, production doubled, component suppliers told to toe the line, and improvements accelerated.

The era of faulty parts and poor quality workmanship appears to be over. There have been more changes in the last 10 months than the last decade and there are more to come.

Most obvious is the long-awaited four-door version which went on sale here last month.

At \$22,950 it comes with a lift in fuel economy, quieter gearbox and Access is excellent with the doors opening a full 85 degrees, however the front seats still don't recline.



The first four door prototype was built in 1971, seen here in April 1972



Land Rover History



Compression ratio in the 3.5 litre alloy V8 is up from 8.13:1 to 9.35:1 and high range runs taller gearing for a lift of around 20 per cent in fuel economy. Up to 12 litres every 100 km (24 mpg) is possible at a constant 100 km/h. Although power has dropped from 100 kW at 4900 rpm to 92.6 kW at 4000 rpm, torque is up from 250 Nm to 258 Nm at 2500 rpm. The engine is more responsive at low revs and has better top end performance, particularly in third gear. A manual choke is now fitted and the air pump has gone.

A new transfer case with 22.5 degree helix cut gears has cut transmission noise to the point where you can now hear the radio at 100 km/h.

A number of other running changes have improved dust sealing, rectified rattles in the steering column, improved electrics and cured gearbox weaknesses although gear selection remains more truck-like than the Japanese offerings and is one reason some owners are prepared to pay for an automatic conversion.

The Leyland Australia approved auto converters – Ritters in Melbourne with the Ford C4 and Off Road Automatics in Sydney with the Borg Warner 35 – have been joined by a third, the Land Rover Ltd., approved Schuler Ferguson Formula system imported by Quadramotive in Melbourne and fitted by Ritters. At \$6950 the Schuler system uses the Torque-flite gearbox with a chain driven transfer case, limited slip centre diff and a 60 percent torque bias to the rear wheels.

Despite the moves to improve the product, the test vehicle came through with some minor irritations. Nothing serious that couldn't be rectified at pre-delivery, but its noisy speedometer, noisy clock, poorly adjusted doors and faulty interior light would be enough to annoy a new owner.

The four-door is assembled in Sydney with production of the two-door slowing to around 13 per cent. There has been a slight drop in prices of late model two-doors but not as much as expected. Its pricing here has proved to be spot on. At \$1500 more than the two-door it is lower than expected yet high enough to generate a level of superiority.

About 90 per cent of Range Rovers sold never get to fire a shot in anger which explains why Leyland Australia treats it as a luxury car rather than a four-wheel-drive - and the luxury bias will continue.

A deluxe model is due in December with factory fitted Chrysler Torque-flite automatic transmission, Rover SD1 reclining seats, central locking and power windows. It will effectively be a cheap Mercedes with four wheel drive thrown in. The Torque-flite has been adapted by Land Rover with pumps either end so the vehicle can be push-started or towed, a basic requirement for a 4WD. On or off the road, the Range Rover is the world's most versatile vehicle.

It features a light-weight 3.5 litre V8, constant four-wheel-drive, long-travel self-levelling coil suspension, rack and pinion power steering, four wheel disc brakes, Michelin all-purpose radials and alloy panels to keep centre of gravity low. It is compact outside yet large inside, has high clearance, excellent approach and departure angles and a relatively tight turning circle.

In the rough it makes light work of terrain others ride roughshod over, and on the highway, although not easy to drive quickly and smoothly, it has good grip and can be hurried through corners safely once you get used to the body roll and sensitive power steering.

Other goodies in the UK pipe-line include a new generation of engines developed in conjunction with Honda due for release in 1984. There is a 3.5 litre high technology V8 with a claimed lift of 20 per cent in power and fuel economy approaching 40mpg, and a light weight alloy diesel V8. A diesel engine for the Range Rover is available now in the UK but there is some doubt it will come here. The Honda link is also producing such things as computerised dashboards.

There are two new Land Rov-



ers in the pipe-line.

We are likely to see what Leyland Australia calls the Stage II Land Rover about mid next year. The Stage I is the V8 or 3.9 litre Isuzu diesel with Range Rover transmission. It will have four coil suspension, double at the rear, and disc brakes all round, a turning circle equal to the Range Rover. Track will be 6in. wider but wheel-base the same at 110in.

The stage II will be priced to replace the existing models and a model with rear leaf springs is being considered for high payload operation.

The other is the six-wheel-drive Land Rover with six-coil suspension and a 2.5 tonne payload. The vehicle is part of Leyland's current army tender due for delivery about August next year.



HISTORIC LAND ROVER SOCIAL WEEKEND

Friday September 24th – Sunday September 26th 2021

Patrick and Margaret Sutcliffe are inviting all owners, and those with a passion for, leaf-sprung Land Rovers, Defenders, Discovery 1s and 2s and Classic Range Rovers, to join them in a weekend of activities based on their property, Paxina.

The property has good bush camping and is about 44 kilometres north of Lithgow, NSW. Two bush toilets are provided, and there is a shower shed (bring your own shower and water). Access to the site is possible for camper trailers towed by a proper 4WD (i.e., with low ratio and high clearance), but NOT caravans. Wood for campfires is available. Dogs are welcome, as long as they are kept under control and poo picked up.

Details of how to get there will be provided on booking.

Fuel and Basic Supplies are available from the store at

Capertee, about 14 kilometres away.

People are welcome to arrive at the property any time after lunch on the Friday.

Friday will be spent settling into the campsite, viewing the vehicles, counting rivets, and peering under bonnets. These activities are expected to continue throughout the weekend! On Saturday a trip along the Turon River will be run, stopping for lunch on the riverbank, before returning to camp, where a Land Rover quiz will be held.

Over the entire weekend there will also be an “identify the mystery parts” competition. Prizes will be awarded.

A short trip will be taken on Sunday morning, through the spectacular Capertee Valley, on tracks on our and a neighbour’s property,

In the evenings, many tall tales will be told around the campfire (subject to fire restrictions).

For bookings, please contact Peter Mitchell on mitchpd@tpg.com.au or 0408 811 407



Your best bet

High on the Downs, horses are being exercised in the fresh morning air... and the trainer takes the Land-Rover. No other vehicle is so well suited to the job of judging form. No other vehicle would tow the hefty horse-box with such effortless precision and authority. For versatility and toughness, the Land-Rover has no equal. And now, Rover's own Diesel engine has a 2½ litre capacity, giving still greater pulling power... making it possible to operate an even wider range of specialised equipment. Ask your Distributor or Dealer for a Land-Rover demonstration.

No ground too rough—no job too tough for



THE ROVER COMPANY LIMITED - SOUHL - WARWICKSHIRE and DEVONSHIRE HOUSE - PICCADILLY - LONDON

Covid.....

*Day 7 of lockdown; Struck up a conversation with a spider today. Seems nice. He's a web designer.

*Silly you ! You thought dogs were hard to train. Just look at all the humans who can't sit and stay.

*People start coughing and worry they have coronavirus, I cough and just pray I don't pee myself...

*I think I'm finally being grounded for everything I didn't get caught for when I was a teenager.

* Anyone else getting a tan from the light in the fridge ?

*If the last few weeks have taught us

anything—it's that stupidity travels faster than any virus on the planet.

*Remember all those times when you wished the weekend would last forever. Well, Wish Granted. Happy Now ?

*Did a BIG load of pyjamas so I would have enough clean work clothes for this week.

*People are scared of getting fined for congregating in crowds. As if catching a deadly disease and dying a horrible

Showroom centrepiece



A recently opened business in Drouin, Manson's Tyre & Auto, have a 1970 2A Land Rover as a centrepiece in their showroom display.

Making Friends Outside of Facebook

Currently, I am trying to make friends outside of Facebook whilst applying the same principles. Therefore, every day I go down the street and tell a passer-by what I have eaten, how I feel, what I have done the night before, and what I will do afterwards; I give them pictures of my meals, my partner, family, friends, my cat, my garden, and 'selfies' of when I am pursuing my hobbies such as walking on the beach. I also listen to their conversations, and I tell them that I love them. And wow, it really works. Already I have 3 people following me: 2 police officers and a psychiatrist.

death wasn't enough of a deterrent.

*Having some states lockdown and some states not lockdown is like having a peeing section in a swimming pool.

*It's been a great blessing to be home with the wife these last few months. We've caught up on everything I've done wrong in the last 20 years.