

Rover's manufacturing footprint to support continued growth, with construction beginning on the first British manufacturing facility in Slovakia and with the opening of the company's new factory in Itatiaia, Brazil. Jaguar Land Rover also introduced the XFL, the first Jaguar

developed exclusively for Chinese customers, to its joint venture plant in China. In December 2016, Jaguar Land Rover launched its fifth consecutive Young Women in the Know programme, to help potential female apprentices build on their engineering skills, knowledge and experience and to give them a deep insight into engineering and manufacturing careers. Jaguar Land Rover's female engineering workforce has grown from 9% to 11% of the total over the past four years due to initiatives like Young Women in the Know and its Women in Engineering undergraduate sponsorship scheme. In 2017 Jaguar Land Rover will keep working to attract more female talent.

JLR approved used car programs making headway

Jaguar Land Rover Australia's new certified used-car programs are attracting first-time buyers to both brands, says the British car-maker. An increasing number of buyers are purchasing certified Jaguar and Land Rover vehicles since JLA Australia joined other luxury car brands in offering approved second-hand vehicle programs a year ago.

Figures obtained by motoring.com.au show Australia is lagging behind other markets such as the US in pre-owned certification programs, though there has been a shift in momentum of late. In the

US, research shows that 15 per cent of online dealer listings are based on certified pre-owned vehicles, against just four per cent in Australia. Other figures have suggested the US take-up could be as high as 23 per cent. JLR says its move to extend its Jaguar Approved and Land Rover Approved used-vehicle schemes to Australia is designed to offer more choice for customers, including prospective second-hand buyers.

"There was very strong customer and retailer demand for the Jaguar Approved and Land Rover Approved used-vehicle programs, and these were both launched in November, 2015," Jaguar Australia spokesman James Scrimshaw said. "We have a strong belief in the residual value of our products and launching the comprehensive Jaguar and Land Rover approved used program is borne out of independent industry assessment."

Following in the wheel tracks of BMW and Mercedes-Benz, along with more mainstream brands such as Toyota, the JLR program encompasses a full 165-point inspection at a Jaguar or Land Rover dealership. Those vehicles with a full bill of health are then given the stamp of approval. "There is a strong and very active secondary desire for Jaguar and Land Rover product, and ultimately one of our main objectives is to ensure as many Jaguar and Land Rover vehicles are serviced, cared for and re-marketed by the trained experts within the JLR retailer network," Scrimshaw said. "Customers of an approved Jaguar or approved Land Rover used vehicle can have the confidence knowing that the vehicle they purchase will have a full and up-to-date service history, and would have undergone a rigorous 165-point mechanical and safety check, and all feature two years' approved warranty, as well as two years' roadside assistance (24/7)."

"Additionally, the excellent value proposition of an approved Jaguar or approved Land Rover provides the ability for many buyers of mainstream products to access a nearly-new Jaguar or Land Rover product for the first time."

"Additionally, the excellent value proposition of an approved Jaguar or approved Land Rover provides the ability for many buyers of mainstream products to access a nearly-new Jaguar or Land Rover product for the first time."

Range Rover Velar Coming To Geneva To Fight The Porsche Macan

Has the coupe SUV craze gotten too far out of hand? Generations down the line will one day look towards our present day to see which automaker started the trend of building SUVs with coupe rooflines. It's arguable that it all started with the Mercedes CLS, which was the first coupe/sedan remix that set the precedence for giving vehicles with four-door utility the ability to look as good as their two door counterparts. Now, according to Autocar, Land Rover will be next to join the ranks of the coupe/SUV family with the Range Rover Velar.

Jaguar Land Rover recently hit the streets with its new F-Pace SUV, which has been soaking up money for the manufacturer, propelling it to become the fastest growing automaker in 2016. While subsequent Jaguar-branded SUVs are set to follow, Land Rover, the builder of the first luxury SUV, has a bit of a problem in its lineup: the fact that it sells no sleek coupe-like SUV.

While Porsche has the hugely successful Macan and Mercedes makes the GLC, there is no bridge between the small Range Rover Evoque and the mid-size Range Rover Sport. Arguably, no bridge is needed when considering size alone, but if purchasing trends are indicative of anything, buyers wouldn't shy away from a sleeker smaller version of the Range Rover Sport.

Velar remains a name used by Land Rover for past prototypes, but originally the SUV was dubbed the Evoque XL, lending the imagination an idea of what it could look like. The Velar is set to be closely related to the Jaguar F-Pace under its skin thanks

to the use of JLR's IQ platform. It will also seat five, feature an aluminum body, and have high ground clearance paired with short front and rear overhangs for off-roading supremacy. The Velar will be a bit longer and roomier than the Macan it fights, and thanks to standard four-wheel drive, will feature longitudinally mounted engines. Speaking of which, it's expected that Land Rover will debut the Velar at the upcoming Geneva Auto Show.

Given the short time frame, Land Rover will use the same Ford-sourced V6 engines that it currently uses before switching to its new range of Ingenium power plants. These include gasoline and diesel versions of its 2.0-liter four-cylinder engine and a 3.0-liter inline-six. For the eco-conscious and performance freaks alike, Land Rover will probably offer a hybrid variant of the Velar along with a supercharged SVR version after launch. Despite having the Macan in its crosshairs, the Velar will focus more on luxury than on sportiness, though JLR seems to think its new offering will catch the SUV buying wave soon enough to sell more than half a million units worldwide in 2017, up from 427,122 in 2016. Best of luck, Land Rover.



Land Rover Defender's spirit lives on as billionaire pours cash into new off-roader

Billionaire Jim Ratcliffe plans to start manufacturing a rugged off-road car in the style of Land Rover's discontinued Defender in a massive investment that breaks new ground for his Ineos group. Mr Ratcliffe made his fortune with the Ineos chemicals company but is known for his interest in the car sector and is a fan of the Defender. He sees a gap in the market with the Defender going out of production a year ago and Land Rover not due to introduce a replacement until 2019. Rumours have been circulating since last summer that Ineos had been considering a move into the car sector, though the company has been tight-lipped about its plans. However on Monday Ineos confirmed it expects to spend "hundreds of millions" on the plan, which will move the company into a new sector. Ineos has completed a six-month feasibility study into the project and believes it is viable, with hopes that the new car could be built in the UK, potentially creating 1,000 jobs in a new factory. Calling it a "fantastically exciting project", Mr Ratcliffe - one of the UK's richest men - said he wanted to "build the world's purest 4x4 and we are aiming at explorers, farmers and off-road enthusiasts across the world". The new vehicle will not be a replica of the Defender but will "reflect its philosophy" according to Ineos, which claims the car will "offer a real and pure alternative to the current crop of standardised jelly-mould SUVs". Tom Crotty, a director at Ineos, said the company envisages a market in the "tens of thousands, not hundreds" per year for the new car and that building it Britain would be an important selling feature. "Having Made in Britain would add a certain cachet but we have to be realistic," he said. "We want to build this but we are not going to die in a ditch over the location." Building a factory and getting design work would mean that the first vehicles would not be ready until 2020, Mr Crotty said, with pricing expecting to be around the same level as the old Defender - which cost around £25,000 for an entry-level model. Producing a car is not a vanity project for Mr Ratcliffe, and the company sees a real market opportunity said Mr Crotty. "It's a massive undertaking but we believe we are pretty good at big projects," he said. "We've just spent \$2bn on a project that allows us to import gas from the other side of the world." Ineos has appointed Dirk Heilmann, the company's former head of engineering and technology, to lead the newly formed Ineos Automotive, which is now recruiting experts from the car industry.

"This is an amazing project for everyone involved," said Mr Heilmann. "Our job is to create the world's best 4x4 and we are already moving forward with our plans." Land Rover is protective of the Defender brand and last year stopped a Canadian company using the name for an off-roader it launched. In a statement, Jaguar Land Rover called the Defender "an iconic vehicle that is part of Jaguar Land Rover's past, present and future. The success of our business is based on unique design and engineering attributes, and we intend to protect the brand robustly around the world." How far the project will go remains to be seen with the car industry working on notoriously low margins. Professor David Bailey, an industry expert at Aston University, said: "There could be a small market opportunity but there is a lot of competition. "When Jaguar Land Rover closed the Solihull Defender production line, which was too small, it started restoring old Defenders and selling them and is probably making more money on those than it did on new ones." He also highlighted the challenges of making a car from scratch that will meet motorists' expectations. "People underestimate just how hard it is to build a car which has the reliability we have come to expect and is also cutting edge," Prof Bailey said. "But then there are some niche sports car manufacturers building a handful of cars for die-hard enthusiasts and maybe this car could find the same sort of market."



Jim Ratcliffe pictured beside a Land Rover Defender

JLR registers Velar brand trademark as it prepares to match 'lifestyle' SUVs

RANGE Rover is planning to launch an all-new large SUV, called Velar, to slot in between the mid-sized Evoque and larger Range Rover Sport, according to British news reports. GoAuto has confirmed that the Velar brand name - Italian for veil - was registered in Australia last year by Range Rover's British parent company Jaguar Land Rover Limited in readiness for the launch of the new model, potentially within the next 12 months. The name was last used by JLR for secret prototypes for its original Range Rover in the late 1960s. Although the British reports suggest the Velar will make its first appearance at the Geneva motor show next month, sources at JLR Australia have indicated this is incorrect. The BMW X6/Mercedes-Benz GLE Coupe competitor is said to be based on JLR's aluminium-intensive IQ platform that underpins Jaguar's F-Pace. According to Britain's Autocar, the five-seat Velar will also share JLR's Ingenium four-cylinder diesel and petrol engines, as well as the Ford-sourced V6s currently used in a variety of JLR products until JLR's own Ingenium-based V6s are ready. Plug-in hybrid and supercharged V8 powertrains have also been mooted for Velar by the British press. All engines are set to be mounted longitudinally, unlike those of the Evoque which has a transverse layout for its range of four-cylinder powerplants.

Velar is likely to be built alongside the F-Pace on the Solihull production line that also produces the Discovery-based Range Rover Sport. If the British reports are correct, all Velars will be equipped with a 4x4 powertrain, but without the dual-range off-road capability of larger Range Rovers and Discoverys. This slots it directly against the main German rivals that have carved out a large chunk of the global "lifestyle" luxury SUV market. Assuming the Velar is somewhere around the same size as F-Pace (4731mm long), it would be about 376mm longer than Evoque and 129mm shorter than Range Rover Sport.

Price-wise, the Evoque wagon starts at \$56,050 plus on-road costs for the base diesel Td4 Pure in Australia, while the Range Rover Sport kicks off at \$90,900. The F-Pace starts directly in the middle of those two, at \$74,340.

Last year in Australia, JLR sold 13,597 Land Rover Discovery and Range Rover vehicles, up 14.4 per cent on 2015. The top-selling Range Rover was the Sport, with 3099 sales, followed by the Evoque on 2732.

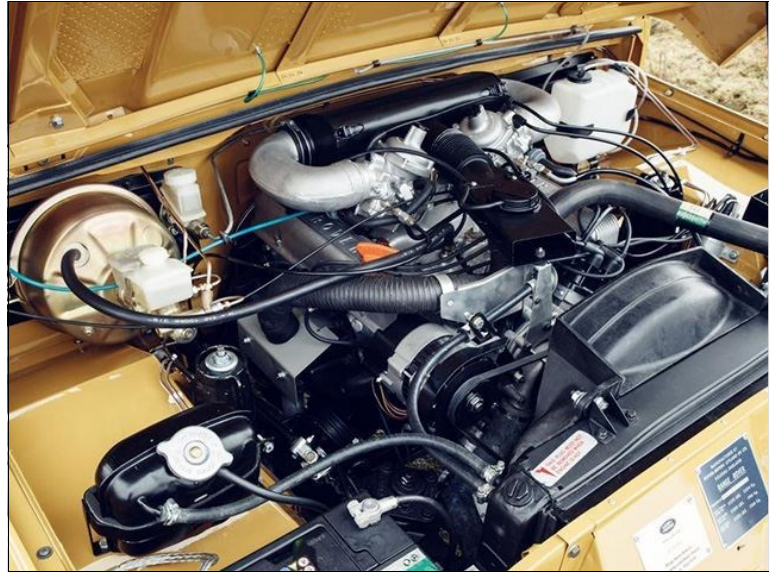
In its first year on the market, Jaguar's F-Pace accrued 829 sales.

Land Rover Resurrects The Original Range Rover, Yours For \$170,000

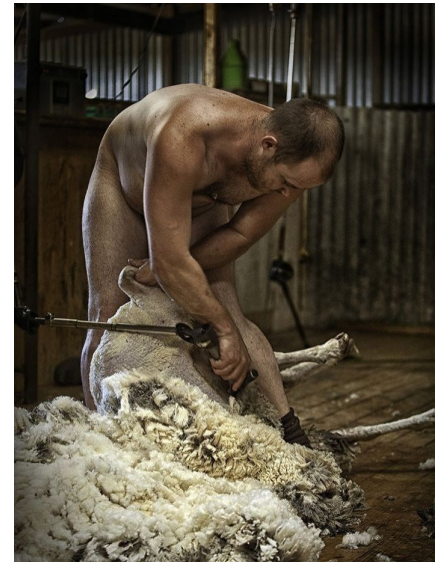
The Range Rover Reborn marks the return of the original classic off-roader - but only 10 are being made. If you watched last week's episode of The Grand Tour, you may remember Clarkson singing the Range Rover Autobiography's praises as he tried to convince Hammond and May that it makes all other SUVs obsolete. Agree with him or not, he raises a good point: many modern-day SUVs started out as cars that have been adapted into SUVs. The Range Rover, on the other hand, has never pretended to be anything other than a luxurious, highly capable off-roader.

First launched in 1970, the Range Rover Classic remains one of the most seminal SUVs ever built. It may have been superseded by its modern-day successors, but none have matched the incredible staying power of the first-generation model, which stayed in production for 26 years from 1970 – 1996. Now its legacy will live on thanks to Land Rover Classic, with the launch of the Range Rover Reborn from the same group that brought us the lightweight E-Type and Jaguar XKSS. As the name suggests, the original Range Rover is getting the same restoration treatment as the Series 1 Land Rover last year with original factory parts and period-correct details.

Other than the fact it isn't weathered from over 20 years-worth of off-roading, it's indistinguishable from the original Range Rover Classic, with the same Bahama Gold paint and a 3.5-liter V8 engine churning out 132 horsepower to match the original spec. The aim is to make the Range Rover Reborn as authentic to the original as possible. Land Rover Classic says it will go to great lengths to source an appropriate base vehicle and preferable chassis number, and will advise customers on its unique characteristics and potential collectability. The catch? Only 10 examples will initially be made. Such meticulous levels of craftsmanship also makes it quite expensive at around \$171,000. This is for die-hard collectors only.



When Hoody's not carting hay, he's shearing sheep



Land Rover Owners' Club of Gippsland. Minutes of Meeting Held On Monday 6th of February 2017

Meeting started at Gippsland Land Rover Showrooms at 8.01pm

Attending:

David Murray, Shaun Johnson, Brian Johnson, Ted Allchin, Shirley Allchin, Rod Catchpole, Loris Catchpole, Helen MacRae, Alan MacRae, Dorothy Prince, Ron Prince, Ian Blake, Alan Harlow, Tonee Harlow, Terry Heskey, Jim Hood, Sue Howell, Lois Rose, Greg Rose, Bob McKee, Annette Fleming, Charlie Calafiore, Don Little, Shirley Little, Ken Markham, John Kerr, Heather Kerr, Paul Whitehead

Visitors:

Jan Parniak, Colette Parniak.

Apologies:

Eric Shingles, Ray Massaro, Ross Howell, Sue Markham

Minutes of Previous Meeting

Moved: Alan Harlow, Seconded: Sue Howell

Business Arising: Nil

Correspondence:

In: Information on Victorian 4x4 How Wandin weekend February 18th & 19th

Out: Nil

Emails: Nil

Treasurer's Report

Moved: Alan MacRae, Seconded: Bob McKee

Publicity Officer's Report

All-new Discovery will be introduced in June with availability from July. The overseas Spec unit should be here for late April, and hopefully we will be able to view it at the May meeting. Charlie has already taken firm orders on some of new Discoverys.

Editor's Report

No report this month. We are fairly certain that Eric would like to express his hope that you all like the newsletter, and to please keep any photos and items you consider worthy, coming...

Technical Report

"The Green Oval Experience Off-Road Terrain Response Booklet" Greg Rose showed a copy of this book written by Dr Gordon German. \$35.00 off the website, good reference material.

Next meeting (6th March) Shaun will discuss Terrain Response, and at the April 3rd meeting, Beau Missen, Gippsland Land Rover Service Manager, will be in attendance for an open forum (questions and discussions from the members welcome). Ian Blake's Defender had indicator problems yet again, after the Mt Wellington trip on January 15th. The problem this time was with different indicators to last time, but some good 4WDing was had and may have caused the issue.

Events Co-ordinator's report.

Past Events:

Sunday December 4th. Meeting at Century House and Helimed Inspection. Alan MacRae gave us a tour of the building and gardens, and a talk on the history and running of this fabulous facility. Donations were also made to be contributed to RCH, via LROCG. Terry and Barb's son Craig gave us a talk on the Helimed helicopter after the meeting. Very informative and interesting. Well done, and thanks to Terry & Barb for thinking of this and arranging it for us

Sunday the 15th of January.

Mt Wellington/Millers Hut/Moroka Hut/Horseyard Hut Trip. Trip Report by Greg Rose, with thanks to Sue Markham for suggesting it. Discussion arose regarding airing down, especially in reference to low profile tyres, and rocky terrain, as lowering can heighten the risk of damage to rims. Full trip report and photos in the next newsletter.

Future Events:

FEBRUARY

Saturday the 18th of February.

Set up day for the Victorian 4x4 Show at Wandin.

Sunday the 19th of February. Victorian 4x4 Show, Wandin Park Equestrian Centre.

MARCH

Monday the 6th of March. LROCG Meeting.

Guests from Parks Victoria to make a presentation to the club acknowledging outstanding volunteer work in the Alpine National Park.

Guest Speaker Shaun Johnson, Senior Driver Instructor and member of the Land Rover Experience Team to discuss driving techniques with vehicles fitted with automatic transmissions and special emphasis on correct use of Terrain Response systems.

Friday the 17th to Sunday the 19th of March. Dinner Plain Weekend.

Fully booked.

APRIL

Monday the 3rd of April. LROCG Meeting. Beau Missen to attend to answer Land Rover related questions.

Display of members' model Land Rovers.



Friday the 28th and Saturday the 29th of April.

East Gippsland Field Days Bairnsdale Aerodrome. Gippsland Land Rover to attend.

Sunday the 30th of April. LR/Defender day to acknowledge the vehicle's 69th Birthday, to be run by Dave Murray. Currently considering O'Toole's Flat for venue. (Vehicles other than Defenders more than welcome.)

MAY

Monday the 1st of May. LROCG Meeting.

Saturday the 6th and Sunday the 7th of May. LROCG/Parks Victoria combined working days. Based at Surveyors Creek Camp. Working at Horseyard Flat. Sheet passed around at meeting for people to indicate interest in attending this one. Flushing toilets, hot showers, cabin accommodation.... (looxexeree, sheer looxexeree....)

JUNE

Monday the 5th of June. LROCG Meeting.

JULY

Monday the 3rd of July. LROCG Meeting.

Sunday the 30th of July. Winter Wander Trip. TBC / Venue TBA

AUGUST

Monday the 7th of August. LROCG Meeting.

SEPTEMBER

Monday the 4th of September. LROCG Annual General Meeting. LROCG Meeting.

September – Date to be set. Wildflower trip north of Stratford, (yes you will need four wheel drive!) This trip will occur toward the end of September. The rare Aniseed Boronia (sorry Greg, cant spell the latin name....) which only grows here (and no where else on the planet), will be out.

OCTOBER

Monday the 2nd of October. LROCG Meeting.

NOVEMBER

Thursday the 2nd of November to Thursday the 9th of November. Melbourne Cup Weekend Base Camp. Port MacDonnell, SA. Rod has secured 10 caravan sites and 2 cabins (both taken). Site fees are \$25.00 per night. Please advise Rod Catchpole if planning to attend. No deposit is being sought by park, so booking through Rod is preferred.

Details of Park if desired are; Port MacDonnell Foreshore Tourist Park E: enquiries@woolwash.com.au P: 08 8738 2095

Monday the 13th of November. LROCG Meeting.

Sunday the 19th of November to Wednesday the 22nd of November. LROCG / Parks Victoria combined working days at Ealevale (from Dargo). Sheet passed around at meeting for people to indicate interest in attending this one.

DECEMBER

Sunday the 10th of December. LROCG Christmas Meeting.

Four Wheel Drive Victoria Delegate's Report

As Four Wheel Drive Victoria Regional Representative Southern Alpine National Park, Greg Rose recently accompanied Mike Dower, Parks Victoria Area Chief Ranger, on an inspection of the gates to the Avon Wilderness Area, Kelly Land and Moroka Road.

FWDV and PV will inspect Butcher Country Track in the next few weeks to develop an action plan due to track condition issues.

Marysville Motoring Expo. April 29th and 30th.

4WD Vic: new committee and going well.

General Business

Victorian 4x4 Show Wandin. Club organiser Alan MacRae.

David has 4 passes for the event, for use by club delegates manning our site. This year has proven more difficult in regard to communication with organisers to book and confirm sites. We have sites 14 & 15. Hoping to have a Discovery theme to celebrate the new Discovery coming out. Call out to club members to provide a Series I, II, III and 4 to display.

Greg has a Classic Range Rover steel rim, if anyone in the club needs/wants one, contact Greg directly. Happy to see it go to a good home.

Next year Land Rover will be celebrating their 70th birthday. A meeting of possible organisers will be held in Gundagai soon with a view to running an event to celebrate. This would be in the same style as the 40th/50th and 60th events held at Cooma. Currently investigating feasibility of running an event at Gundagai as there are better accommodation options and it is within days drive of Eastern Australian clubs.

Rod raised the question in regard to running an event with more than 10 vehicles. Trips with more than 10 vehicles should be broken up into smaller groups; with separate leaders and 'tail end Charlies'. The two groups may travel spaced apart.

Paul Whitehead is looking for Disco rims if anyone has any they can part with please.



Alan MacRae advised the money raised from Donations to RCH at the December meeting and confirmed club to match amount. Total donation will be in the order of \$175.

Ian Blake took the floor once it was confirmed there was no further General Business, and had the pleasure of presenting Greg and Lois Rose with Life Membership to LROCG, as voted on by the members at the December meeting during Greg and Lois's absence.

Greg and Lois have done much for the club over their many years of involvement and are integral to the running of the club and our involvement with Parks Victoria. Their involvement extends far beyond grass roots club level, and our appreciation was expressed via Ian during his presentation.

Meeting Closed at 9.12pm

Unveiling of the Christina Shaw Information Sign January 21st

Christina Shaw was the only marked grave at the Edward's Reef Burial Ground at Donnelly's Creek. It was marked by a copper plate put there in 1930 by her son.

Friday 20th January

Four West Gippsland Inc. members travelled to Edwards Reef Cemetery and met up with Ralph Chesterfield from the Aberfeldy Cemetery Trust. While Ralph did his regular vegetation cleanup we dug a hole and concreted in the Christina Shaw Information Sign. We then helped Ralph tidy up the cemetery grounds picking up fallen branches and rejuvenating the steps up the embankment.

Saturday 21st January

A large group gathered at Edwards Reef Cemetery for the 1:30 PM unveiling ceremony of the new Interpretation Sign. A fantastic turnout of 52 guests came to the unveiling of the new Christina Shaw Interpretation Sign which has been installed next to her grave.

The sign was jointly funded by West Gippsland Inc and the descendants of Christina Shaw.

Speeches were presented by Ralph Chesterfield, Rudi Paoletti, Donald Casey and Noel Lees.

The family descendants gathered around the sign for photographs then enjoyed food and beverages supplied by the Aberfeldy Cemetery Trust as they shared stories of their past.



Mt Wellington, Millers Hut and Moroka Hut Trip.

Sunday the 15th of January 2017.

Participants.

Trip Leaders; Greg and Lois Rose (Discovery 4), Tail End Charlie: Bob McKee and Annette Fleming (Discovery 4), Grant and Monica Williams (Defender 90), Sue and Ken Markham with grand daughter Anna Lynn (Discovery 2), Craig Murray and Vivian Lee (Perentie), Ian Blake (110), Alan and Tonee Harlow (Discovery 3), John and Heather Kerr (Pajero), Rod and Loris Catchpole (Discovery 3).

Saturday the 14th, the day before the trip, damaging wind and coastal gales.

Sunday the 15th, the day of the trip, no wind, blue cloudless sky and mid twenties, perfect!

The meeting time at Licola was 9:00 a.m. Some people made it with 30 seconds to spare. As it turned out it was an appropriate time as the store opened at 9:00 so that we could buy a coffee; alas for Alan they did not have sticky buns. After consuming our coffee, without cake, we drove into the Alpine National Park on Tamboritha Road to meet up with Craig and Vivian at Arbuckle Junction.

Our convoy continued along Moroka Road and then onto Mt Wellington Track. We forded the Moroka River and reached Miller Gap. The track was in very good condition up to this point. From Miller Gap it deteriorated into a series of slow rocky climbs with some tight rutted corners. Nearing the summit it became like a less challenging version of Blue Rag Range with vehicles spread out along the ridgeline.

The spectacular 360-degree view from the summit, which according to Rod's map is 1634 metres above sea level, was well worth the climb. The summit itself is interesting with jagged rocky outcrops and a large stone cairn. Everyone clambered about the rocks, Anna Lynn probably showing the most skill on the boulders. Plenty of



photographs were taken.

Our lunch spot was to be the shady trees and grassy area near historic Millers Hut. We had a rocky descent dropping a few hundred metres in elevation to the hut. Pajeros must be very tricky to drive as Heather reported that she was reading the owner's handbook to John as they negotiated the bumpy slopes. The instructions must have worked as John successfully tackled all the difficult sections of track.

We sat as a group under the shady alpine eucalypts and discussed everything from "most horrifying descents we had ever tackled" to "caravan sizes for outback touring" to "the size of the engine in Grant's Chev". (In the engine size stakes Grant wins – no contest. Vivian, by the way, easily wins the camera lens size competition.) John made himself popular inviting people to sample the chocolates he claimed to have made himself. Rod entertained us with some geographic trivia questions from his map.

Somewhat reluctant to leave our comfortable chairs and shady spot we inspected Millers Hut before clambering back into our vehicles. Henry Miller, a cattleman from Maffra, originally built Millers Hut in 1916. I suspect there is very little of the original hut still standing but the log structure is a great example of mountain cattlemen's huts.

We had to retrace our wheel tracks to Moroka Road so it was a great time for those folk with HDC (Hill Descent Control) in their vehicles to try it out as we bounced and bumped our way to the road.

A short way along Moroka Road we met Dannica Shaw, Parks Victoria Heyfield Ranger who was on patrol with a Game Management compliance officer. We had made UHF radio contact with Dannica in the morning and it was nice to stop and have a chat as most people on the trip had already met Dannica on our joint ventures with PV.

The next stop was the carpark for the walk into Moroka Hut. This tricked a few club members, who will remain nameless to protect their integrity, as we have normally driven into the hut from a different track. The hut was looking picturesque in a rustic sort of way and it was pleasing to see that after all our previous work on rebuilding the fence, vehicles had not driven onto the hut flat.

Grant and Monica left us to head home in their Defender 90 after the Moroka Hut walk. We will have to get Grant to bring the big Chev on a club trip! The remainder of the group went to Horseyard Flat for a late afternoon tea. Here we met another two vehicles with a family from Maffra. Apart from the Parks Toyota they were the only vehicles we had encountered since starting on the Moroka Road. The highlight of afternoon tea was Sue's cup cakes with purple icing, yum!

Our route back to the flat land and home was via Marathon Road to Briagolong. Craig and Vivian took the quicker route

