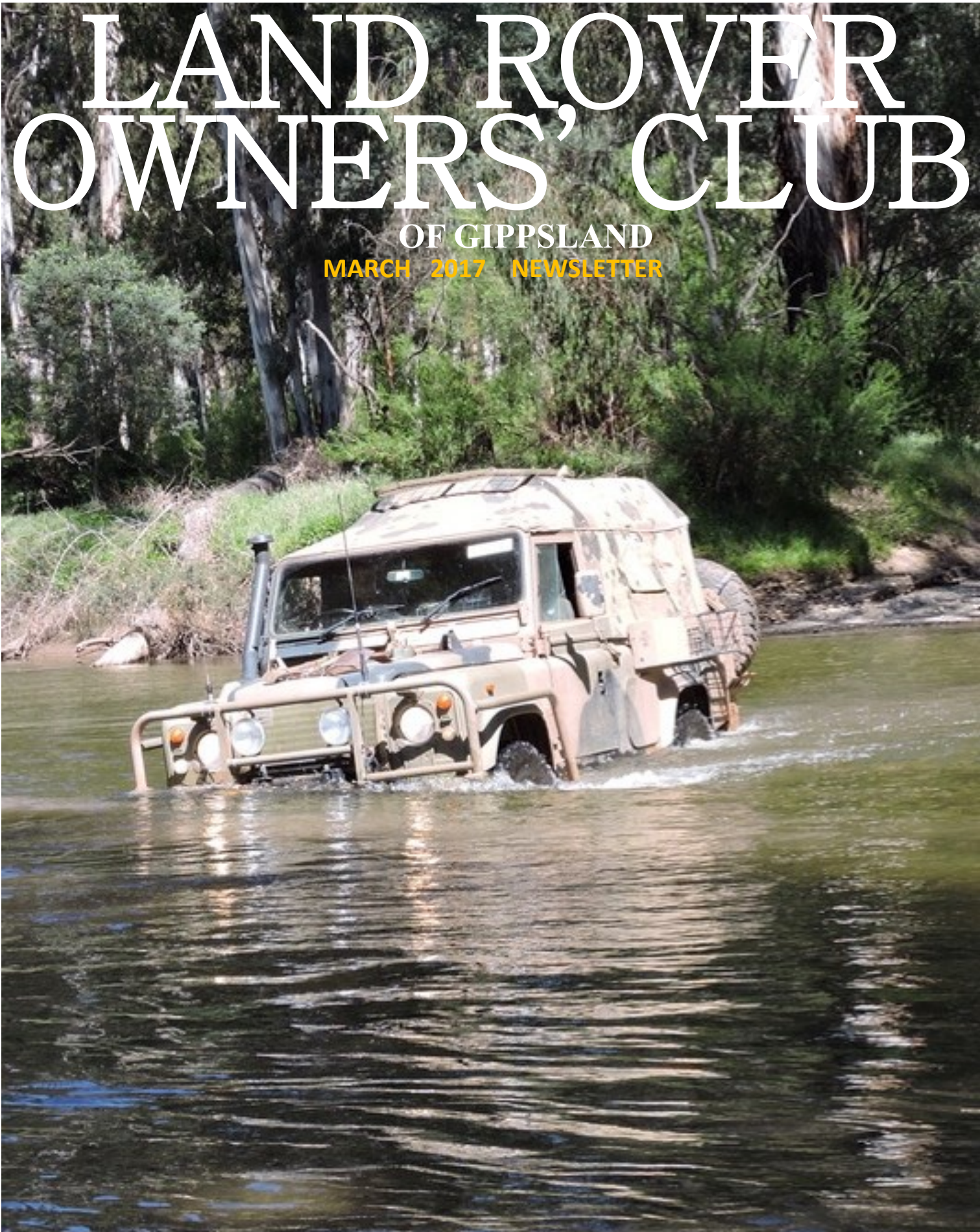


LAND ROVER OWNERS' CLUB

OF GIPPSLAND

MARCH 2017 NEWSLETTER



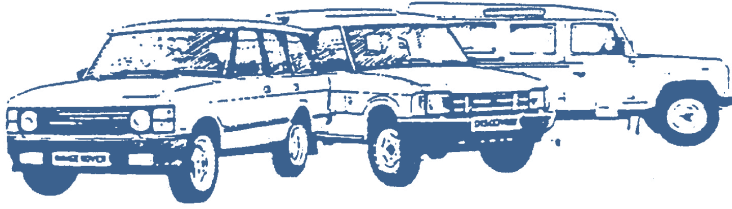
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LAND ROVER OWNERS' CLUB OF GIPPSLAND

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LROCG News March 2017.

Thanks Shaun.

Shaun Johnson gave us the benefit of his expert knowledge on driving automatic and Terrain Response Land Rover products at the March meeting. Shaun is a Senior Instructor with Land Rover Experience and was able to confuse and then enlighten us all. Shaun went to the significant effort of creating a reference booklet for all members and these were distributed at the meeting. The current Land Rovers are very clever machines and we can get the most out of all the various systems after Shaun's excellent presentation.

Thanks Mike.

Mike Dower from Parks Victoria presented a certificate of thanks to the club at the last meeting. It was fantastic to have Mike come along to dinner then the meeting and further enhance the club's relationship with Parks Victoria.

Thanks VSL.

We were lucky enough to have a new Discovery Sport on our site at Wandin. Thanks to Charlie Calafiore and Marco Tripodi at VSL (Gippsland Land Rover) for the continued support of the club. Sympathy for Sue Howell who had to drive the Discovery Sport to Wandin and back – it's a tough life!

Goodbye Dannica.

Dannica Shaw, Parks Victoria Ranger Heyfield, is leaving PV to take up a position with another government agency in Melbourne. We will miss Dannica who has been our club contact person and joined us on many ventures in the Alpine National Park. We wish her well in her new waterway based compliance role. Swapping a four wheel drive for a jet ski we hear. Mike Dower will take over as the PV contact person for the club.

April Meeting.

David Murray has asked members to bring any Land Rover toys, scale models and memorabilia to the April meeting. This year it is the 69th birthday of Land Rover and the meeting will celebrate that. Bring a plate of tasty supper if you can.

Beau Missen at April Meeting.

VSL Motors / Gippsland Land Rover Service Manager Beau Missen will be on hand at the April meeting to answer any Land Rover technical questions.

Lightning Ross.

Compliments to Ross Howell on his lightning reflexes being first to put up his hand to get a copy of Jeff Carter's "Four Wheel Drive Swagman" book at the March meeting.

Congratulations Jim.

Jim Hood has been recognised with an award from the Victorian Justices' of the Peace. Jim has an enviable record of community service and is still a very active Honorary Justice.

Welcome New Members.

Welcome to our latest new members, Jan and Jim Gilmour from Traralgon. They are Discovery 4 owners with plenty of touring adventures already undertaken. Great to have you in the club.

Something To Watch.

"Dirt Every Day" is a U.S. online TV show about four wheel drives. The show's presenter writes the technical articles for 4 Wheeler Magazine. The show has been running for many seasons in the U.S. and can be viewed on Netflix or YouTube. The basic concept is that Fred gets hold of an old 4x4, repairs it, adds some bits and goes "four wheelin". It is alike a cross between "Bush Mechanics", "Myth Busters" and "For the Love of Cars". Greg Rose.

This month's cover; Craig Murray's RFSV Perentie

Land Rover Owners Club of Gippsland 2016-- 2017 Committee

| | | |
|--------------------|-------------------|-----------------|
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Life Member's Ray Massaro, Greg & Lois Rose.



Charlie's dream desk



Discovery Sport has just been named the 'Best All-Wheel Drive SUV \$50,000 – \$65,000' in the prestigious 2016 Australia's Best Cars awards.

Discovery Sport, tested in TD4 150 SE guise by the Australia's Best Cars judges, shrugged off challenges from its two main rivals, Hyundai's Santa Fe and Kia's Sorento, impressing with its nine-speed automatic transmission and innovative Ingenium four-cylinder, turbocharged diesel engine.

The Australian Best Cars award is one of the world's most exhaustive independent vehicle test programs with a strong consumer focus which makes the comprehensive test procedure practical and objective, as well as thorough.

Not only were the judges taken by the vehicles comfort and design, but they also took a shine to the versatile compact Discovery Sport's impressive and unstoppable off-road capabilities. It's everything you would expect from a Discovery and more.

Land Rover Discovery 2017 Review

Land Rover's fifth generation Discovery makes its on and off-road debut

The Discovery is one of Australia's most popular large SUVs. Now launching in its fifth generation, it has gone through dramatic change visually, technically and internally as it seeks increased relevance and sales. For the first time since the 1990s two turbo-diesel four-cylinder engine specs are offered, along with a single V6. There is no sign of petrol engines and the emphasis in a dramatically expanded range is as much on seven-seat interior practicality as go-anywhere off-road ability.

If there is a car that deserves the over-used epithet 'all-new', it's the fifth-generation Land Rover Discovery.

Launched at the Paris show last September and on-sale in Australia from July (2017), it has traded in its predecessor's boxy shape for more rounded if somewhat controversial lines; has swapped from a heavy-duty off-roading frame to a lighter aluminium-intensive monocoque chassis it shares with Range Rover; and added two new 'Ingenium' four-cylinder turbo-diesel engines. There's much, much more technology to absorb — a line-up that spans from around \$65,000 to over \$132,000.

What that new pricing and equipment tells us is that Jaguar Land Rover Australia has big ambitions for Discovery, which has been a stalwart sales performer for a brand that hasn't always been as in favour with buyers as it is today. The entry-level pricing has been retained around the same position as the old vehicle but the line-up has also dramatically grown way beyond the \$120K mark.

So JLRA wants to keep the rusted-on loyalists who love Discovery for its people-moving and mountain-climbing abilities. But it also wants to woo more affluent customers who might usually shop for an Audi Q7, BMW X5 and Volvo XC90 and grow sales in the process. Judging by our first up-close and personal experience with the new Discovery over more than 600km at the global launch in spectacular southern Utah this week, it has every chance of achieving those goals.

Slick seven-seater. In seven-seat form – a \$3400 option on most versions of Discovery – it can shift six to seven adults in acceptable comfort and space. You can even access row three without much of a drama. Even from the third row visibility is decent. Of course, there's virtually no luggage room if all seats are filled. Keep row three folded, however, and there's a voluminous 1231 litres, fold row two and it expands to a massive 2500.

Incidental storage around the cabin is generous and clever, including a double glovebox and a hidden bin behind the air-conditioning controls on the dashboard. Seats, especially up-front and in the middle row are very supportive and comfortable. Armed with the best of its optional off-road gear it has enough knob twiddling and button punching resources to climb and descend just about any challenge. During some tough tests in Utah, we successfully negotiated deeply rutted sand tracks, slick mounds of boulders, desert dunes and – very memorably – a deep rutted mud bath that the Disco churned through

irrepressibly and exited from sideways and completely slathered in goo.

Finally, the lift in the quality of its interior materials and quality is palpable. Once a workhorse, the Disco has moved to the top end of town. That impression is based on the HSE and HSE Luxury specification cars we drove Stateside. What the base level S will be like we just don't know yet. It doesn't get to Australia until the very end of 2017 or the start of 2018, so hopefully we will have a chance to drive it before then.

On the road

As we found out during our preview drive, the new Discovery motors along with a resolved elegance on the bitumen. Although the new architecture sheds up to 480kg compared to its predecessor, Discovery 5 still weighs in at a minimum 2099kg. So, that means you could never describe it as lithe or light on its feet. Nor does the new Disco ever feel like it's smaller than its substantial 4970mm length, 1846mm height and 20173mm width.

But the high-spec vehicles' air suspension systems dealt with severe corrugations and pot holes efficiently and comfortably and the electric-assist steering kept the nose pointing approximately where you wanted to go without providing any real feedback. The interior was kept hushed and pleasant by what must be quite a load of noise deadening. You could engage in conversation between row one and three without shouting. If you wanted to...

It's worth pointing out air springs are non-adjustable apart from height, so the compliant ride and floaty body behaviour the Discovery is delivered with is what you get. There's no attempt to tie the body down or deliver a corner carving performance. If you want that, buy a Range Rover Sport... Or a BMW X5, etcetera.

The new 177kW Sd4 four-cylinder turbo-diesel engine and revised 3.0-litre Td6 V6 turbo-diesel we sampled provided, in turn, acceptable and decent response. Neither was a stunner in terms of mid-range acceleration, but both worked well with the excellent standard ZF eight-speed auto that is used across the range. The auto is controlled by the now traditional (for Jaguar Land Rover) rotary shifter rising from the centre console (and/or paddles on the steering wheel).

Ultimately, the V6, armed with an extra 13kW and 100Nm (but weighed down with an extra 100kg approx) showed itself to have just that touch more response. It was an attribute that proved itself more useful negotiating off-road challenges (like deep sand) than cruising on bitumen, especially in urban areas.

The message of all that? If you need ultimate performance, then spend the extra \$7000 the V6 demands over the Sd4 (in equivalent spec). But if you don't feel the need for extra speed, then the four-cylinder will do just fine.

On the other hand

Concerns raised at this early juncture of our experience with the new Discovery? Well, as already stated, we haven't sampled the price-leading S, which means we haven't tried the coil spring suspension with which it's equipped. We also haven't tried out the new entry-level Td4 132kW/430Nm turbo-diesel engine.

Indeed, it's easy to be a tad dubious about how strong it will feel when the Sd4 and the Td6 don't rock our world. Towing will be a particularly interesting test. The Td4 is rated at 3000kg (braked), whereas the rest of the range is 3500kg. Off-road, in some circumstances, it's possible to rely on the Disco's electronic armoury including All Terrain Progress Control (an option) and do nothing more than steer while the vehicle clambers up and down tricky tracks. It's a curiously disconnected and vaguely dissatisfying experience. Hey, we love all the safety nets, but it's nice to have some input.

The move to the new single-piece tailgate, included a powered inner section, doesn't seem a particularly well thought-out detail. A nod to the Disco's old split tailgate, it provides a place to sit when the tailgate is open. Mostly, however, it just gets in the way of access to the boot.

Then there's the styling, which to me is the least cohesive and compelling JLR exterior of recent times. The front is universal Land Rover/Range Rover and doesn't marry with the rear-end. With another Disco tradition, the stepped roof, the new car looks incredibly tall and prompts comparison with the Ssangyong Stavic people-mover – there I said it. But, as we always caution, style is very much in the eye of the beholder.

The other concern is just how many things are optional in this vehicle. We have covered the fact that Land Rover has made the multi-mode Terrain Response 2 optional but this move applies to other equipment. You'll pay extra for all paint colours bar white (up to \$4020) and things like tyre pressure monitoring (\$200), adaptive cruise control (\$3290) and the aforementioned seven seats are all also extra.

Continuing the theme, the nifty advanced tow assist function is an \$830 option and a head up display will cost a hefty \$2370. There are also many, many option packs. Surprisingly, there is no Apple CarPlay or Android Auto connectivity for your smartphone.

The above are options that generally apply across the range, but the entry-level S and Td4 engine are worse off with some stuff like Terrain Response 2 simply not even offered. Key items that do come standard



include: front, side and window airbags (the latter extending to row three if required); autonomous emergency braking, lane departure warning, a reversing camera with parking aids, hill descent control and hill launch assist; LED headlights (except S, which gets halogens); a choice of 19 and 20-inch alloys (except 21s for the limited edition First Edition); leather trim and powered front seats (S gets cloth and manual adjustment); and , climate control (manual in the S). Naturally, there is a full-size spare wheel.

Where does all that leave the all-new Discovery? Clearly defined, with its own character and impressive capabilities. Indeed, in the luxury SUV space that's dominated by identikit German light-duty off-roaders, the Discovery offers a more comfortable and relaxed experience and substantially more off-road performance – provided you buy the options. And compared to another great off-roader like the Toyota Prado, the big Brit is far more convincing on-road and from a totally different era technically and in terms of refinement.

It's easy to see Discovery continuing – and growing – its success for Land Rover.

Land Rover Discovery HSE Sd4

Price: \$90,550 plus on-road costs

Engine: 2.0-litre four-cylinder turbo-diesel

Outputs: 177kW/500Nm

Transmission: Eight-speed automatic

Fuel: 6.5L/100km

CO2: 171g/km

Safety Rating: N/A

Land Rover Discovery HSE Td6

Price: \$96,950 plus on-road costs

Engine: 3.0-litre V6 turbo-diesel

Outputs: 190kW/600Nm

Transmission: Eight-speed automatic

Fuel: 7.2L/100km

CO2: 189g/km

Safety Rating: N/A



Land Rover defends Discovery design

British SUV brand says new Land Rover Discovery doesn't polarise like its predecessor.

Outspoken Land Rover chief design officer Gerry McGovern has leapt to the defence of the new fifth-generation Discovery, rejecting widespread lack of enthusiasm among motoring media for the look of the seven-seat SUV.

"Well, I could be quite glib about it. I'm a professional designer and they're not. I think it hangs together really well," McGovern told Australian media at the global first drive in Utah last week. McGovern said the new look was getting a stronger response from the public than its boxy predecessors, which he said was "polarising". "In terms of the overall feedback we have had to the new Discovery, the reaction is really high in terms of positivity. There have been one or two detrimental words but there are always going to be. You take it on the chin, but it's not going to stop the car selling. "Some people will say this new Discovery has lost that very special look that Discovery had, but that to me is the specialist talking. "We know for a fact with the previous Discovery — which personally I loved but I am not designing for myself, I am designing for the consumer — that is a design that didn't resonate with a lot of people. It was very polarising."

McGovern argued polarisation was something Land Rover and its partner Jaguar cannot afford as the group strives for sales and profitability. "All the vehicles we create now need to sell a certain volume, get that investment back and reinvest it in the future," he said. "Now we are never going to be a massive volume but we need to get to a critical mass of volume, in order to sustain ourselves and that's for both Jaguar and Land Rover." The rollout of the new Discovery started at the Paris show last September, continued with last week's first drive and will reach Australia in July when the first models go on sale. The new Discovery is just under 5.0m long and just over 2.0m wide, sits on an aluminium-intensive architecture shared with the Range Rover and Range Rover Sport, and convincingly offers seating for seven adults. McGovern conceded the amalgamation of style and size made the Discovery a challenging proposition for designers. "When you are doing a vehicle this size with seven full-size adults ... that is a big package and to be able to package that successfully and get a vehicle that is well proportioned, that is a difficult task. And still make it look like it's dramatic. "When I talk about design it's about aesthetics but also a whole lot of other things," he added. "It's about the balance between aesthetics and form, like here Discovery where the aesthetic has followed the form to create the stadium seating. "And also in terms of the proportions of the car to make it really efficient in terms of aerodynamics. "Plus all the things ... everyone has the same challenges in terms of legislation as well. "But for me I think we do have a specific DNA which we have evolved over many years and ... it is about taking the DNA, those ingredients, and cooking them up in a way that is absolutely relevant."



Range Rover unveils another stunner with the Velar

ITS Range Rover badge guarantees the new Velar will be able to slog through mud, skip across sand dunes and scale rocky trails. But the toughest test of all for this stylish new all-wheel-drive SUV will be on the smooth and shiny floors of showrooms around the world. Will it be able to manoeuvre confidently into the space between Range Rover's existing Evoque and Sport models? This is where the Velar is designed to fit. It will increase the Range Rover line-up from three to four models and provide the British SUV specialist with a competitor for the popular Porsche Macan, and BMW's kinda-coupe pair, the X4 and X6. Something similar was never even considered by Range Rover Velar, according to Massimo Frascella. Land Rover's Italian-born creative director for exterior design says the Velar had "a very natural birth". The coupe profile "takes half of the elegance away," he says. "I'm being, you know, nice."

The Range Rover will arrive in Australia in November or December. The least costly Velar will wear a \$70,300 price-tag but will come without standard satnav. The most expensive will be \$135,400, but for the first 12 months on sale even more costly First Edition versions will be offered. These will come only with the most powerful V6 petrol and diesel engines and every available option (including giant 22-inch wheels), and will cost nearly \$170,000.

Like a Hollywood star, the Velar has the looks to command hefty fees. There's a touch of motor show concept car to some of its features, like the hideaway door handles and ultra-slim LED headlights. The Velar's sleek and dramatic shape doesn't just look slippery; its 0.32 drag coefficient is lower than anything else ever to wear a Range Rover badge. Few other SUVs are so aerodynamic (although the drag factor of most modern cars is much lower).

If the exterior is eye-catching, the Velar's cabin is startling. It's nearly knobless and very, very minimalistic. Two 10-inch touchscreens, one in the centre of the instrument panel and the other in the console, create what Range Rover calls its Touch Pro Duo infotainment. This latest generation also provides the means to control many of the Range Rover's minor functions and the uppermost of the two can be tilted by the driver to the optimum viewing angle. There are switches, too, but not the type you're used to using. The capacitive tech used by Range Rover means they work the same way as a smartphone screen's buttons. But practicality hasn't been entirely forgotten. The second row of its five-seat interior features a 40-20-40 split backrest, beyond which is a roomy 558L cargo compartment. The Velar is all-new as a Range Rover but there's much underneath its impressive skin that's been seen before. It shares its basic body structure with the Jaguar F-Pace launched last year. Both brands are part of Jaguar Land Rover, which is owned by India's multinational Tata Group. As with the F-Pace, the Velar will be manufactured in JLR's main Solihull factory in the English Midlands. And likewise using mainly aluminium. According to Range Rover engineers, 81 per cent of Velar's body is made from this easily recycled metal. Compared to the F-Pace, the Velar is longer and a little narrower overall. Velar's array of half a dozen petrol and diesel V6s will be mostly drawn from JLR's existing engine line-up but it also introduces something new. It's a high-performance version of the company's 2.0-litre four-cylinder turbo diesel, a member of the relatively new Ingenium family. Fitting a second turbo boosts power from the 132kW of the single-turbo diesel to 177kW. The new engine also delivers a hefty dose of low-end torque; 500Nm from just 1500rpm. Range Rover claims a quite nippy 0-100km/h time (7.3 seconds) for this version. Velar will also be among the first vehicles equipped with JLR's brand new Ingenium petrol engine. There will be two versions of this turbo-charged 2.0-litre four. The first, producing 184kW, will be available from launch. The second, punching out 221kW, will arrive some time in 2018. The power from the feisty, high-performance Ingenium four equals the Velar's 3.0-litre V6 turbo diesel. Most powerful of all will be the 280kW supercharged petrol V6. All engines are paired with a fine eight-speed automatic from German transmission specialist ZF.

The Velar will be equipped with Range Rover's latest and most advanced off-road tech but the company says on-road handling was an equally high priority during development. Coping with those showroom floors shouldn't be a problem ...



SAFETY IN NUMBERS: FIVE STARS FOR LAND ROVER'S SEVEN-SEAT DISCOVERY

Adventurous families looking for safety, all-terrain capability and versatility can have it all with the Land Rover Discovery. The seven-seater SUV has secured a starring role in the latest round of Euro NCAP tests after being awarded a maximum five-star rating by the globally recognised safety-testing organisation.

Land Rover's premium SUV has a comprehensive range of cutting-edge safety features including Pedestrian Autonomous Emergency Braking (AEB), which can automatically apply full emergency braking when it detects a collision risk with a pedestrian in the road ahead. The advanced technology was awarded a maximum six marks by Euro NCAP's testers.

With seven full-sized adult seats, the versatile Discovery also breaks the mould by providing up to five ISOFIX mounting points. New Discovery features ISOFIX capability for the front passenger seat, outer second-row seats and both third-row seats.

Discovery has always been a much loved member of the family and a pioneer of cutting-edge technology. Safety and capability have been at the core of the Discovery DNA – they are fundamental priorities and key motivators for our engineering.

"We have a history of introducing new safety technologies, such as Anti-Lock Brakes fitted to an SUV for the first time in 1989, so it's only right New Discovery continues to lead the way with new safety-focused technologies that meet and exceed global safety standards, such as Autonomous Emergency Braking (AEB) with Pedestrian Detection. Our priority is to protect both the occupants of our cars and other road users, providing peace of mind for our customers." said Nick Rogers, Executive Director, Product Engineering, Jaguar Land Rover

Alongside its outstanding crash protection, Land Rover's premium SUV has the latest active safety systems. A forward-facing stereo camera next to the rear-view mirror underpins Land Rover's acclaimed AEB technology. The system, which operates at speeds ranging from 5km/h to 80km/h, calculates the distance of objects ahead and applies full emergency braking to avoid or mitigate an impact if it detects a collision risk. Models fitted with Adaptive Cruise Control also feature Advanced Emergency Brake Assist, which uses the forward-facing radar to detect vehicles moving in the same direction. If a car ahead brakes suddenly the driver is alerted and the system will automatically apply the brakes if the driver fails to react.

New Discovery is available with a stellar cast list of advanced driver assistance systems including:

Adaptive LED Headlamps with five modes to suit different driving conditions and Automatic High Beam technology, which dips headlamps to prevent dazzling other road users

Driver Condition Monitor senses driver fatigue by monitoring steering, brake and accelerator inputs to provide alerts when tiredness is detected

Intelligent Speed Limiter adjusts the vehicle speed when entering new speed limit zones

360-degree HD Surround Camera System assists the driver when exiting blind junctions and during low-speed manoeuvres

Lane Keep Assist detects unintentional lane drift and applies corrective counter-steering to maintain lane position

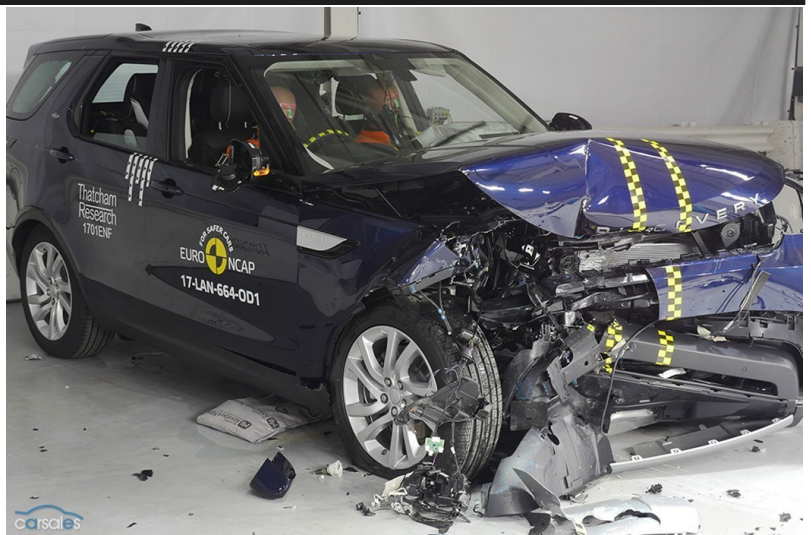
Park Assist uses cameras and sensors to steer the vehicle into parallel and perpendicular parking spaces. Parking Exit also helps to guide Discovery out of its space

Traffic Sign Recognition informs the driver of the current speed limit using the driver's message centre instrumentation screen

RANGE ROVER IS BRITAIN'S BIGGEST LUXURY EXPORT

Jaguar Land Rover's renaissance continued today with the launch of the Velar, the fourth member of the 47-year old Range Rover family. In a further show of support for the British car industry, the company confirmed the Velar will be built exclusively at its flagship Solihull plant in the West Midlands.

Since going on sale in 1970 the Range Rover family, heralded Britain's greatest luxury export, has grown to include the Range Rover, Range Rover Sport and Range Rover Evoque. Together they have helped transform the fortunes of the UK's largest vehicle manufacturer, accounting for 85 per cent of all premium cars



produced in Britain and contributing £10bn to the UK economy every year.

“The expansion of our product range and building this British designed and engineered car in the UK is a sign of our confidence in British manufacturing. We are leading the global premium car industry with our commitment to our home market and our heart, soul and headquarters will always be in the UK.” said Dr Ralf Speth, Jaguar Land Rover CEO.

Built using Jaguar Land Rover’s leading lightweight aluminium architecture and powered by the latest ultra-clean UK-built Ingenium petrol and diesel engines, the new Velar is positioned between the Range Rover Evoque and the Range Rover Sport. The Range Rover Velar is the third model to be launched at the Solihull manufacturing plant in just two years. It follows an injection of £1.5bn in new facilities and technologies at the plant which began with the Jaguar XE and F-PACE - proving that flexible high-tech manufacturing brings more models to the market, attracts more customers and creates more high-skilled jobs for the United Kingdom. Production of all Jaguar Land Rover models at the four UK manufacturing plants directly supports more than 40,000 British jobs and a further 250,000 in the supply chain. In the past six years the company has more than doubled its workforce to support global demand for its products. Last year Jaguar Land Rover sold 583,313 cars – more than one every minute, 44 per cent of which were Range Rovers. The Range Rover Velar will be sold in more than 100 markets globally and is available to order from summer 2017. The online configurator is open later today. The Velar will be on display at the Design Museum in London until 6 March for customers who are eager to see it in the flesh. The car will also form the centrepiece of a new exhibition documenting 45 years of Range Rover, ‘Velar to Velar,’ which opens at the Solihull manufacturing plant on 28 March.

TATA MOTORS LIMITED APPOINTS NEW CHAIRMAN OF JAGUAR LAND ROVER AUTOMOTIVE PLC

Natarajan Chandrasekaran has been appointed Director and Chairman of the Jaguar Land Rover Automotive plc board.

Mr Chandrasekaran is Chairman of Tata Sons and also holds the following positions: Chief Executive Officer and Managing Director of Tata Consultancy Services (TCS), Director on the board of the Reserve Bank of India, board member of Tata Steel Limited and board member of TCS Foundation.



CHINA DRIVES JAGUAR LAND ROVER’S SOLID FEBRUARY SALES PERFORMANCE

| | Feb | % increase | YOY | Jan – Feb | % increase | YOY |
|-------------------|--------|------------|--------|-----------|------------|-----|
| Jaguar Land Rover | 40,978 | 9% | 88,671 | 6% | | |
| Jaguar | 12,203 | 81% | 26,152 | 78% | | |
| Land Rover | 28,775 | (6%) | 62,519 | (9%) | | |

Jaguar Land Rover, the UK’s leading manufacturer of premium luxury vehicles today reported its best ever February retail sales of 40,978 vehicles, up 9% on February 2016, thanks to strong sales performances in China and North America. The company sold 88,671 vehicles in the first two months of 2017, 6% up on the same period in the prior year. Retail sales for the month of February were up year-on-year across many key regions: 40% in China, 16% in North America and 14% in the UK. Europe and other Overseas markets were down 2% and 7% respectively year-on-year.

Commenting on the performance, Andy Goss, Jaguar Land Rover Group Sales Operations Director said: “I am delighted to see another historic month of sales, thanks in large part to impressive performances in China and North America as well as continued customer demand for the Jaguar F-PACE and Discovery Sport.

“The all-new Land Rover Discovery went on sale in February and the already strong demand makes us optimistic that it will more than outweigh sales of the previous model.”

Jaguar had its best February performance, delivering 12,203 vehicles, up 81% on the previous year, due to continued solid sales of the XE (3,309 vehicles) and the all-new F-PACE (5,323 vehicles). China recorded outstanding year-on-year growth of 118%. Land Rover retailed 28,775 vehicles in the month, down 6% year-on-year. Best-sellers for the month were the Discovery Sport, retailing 8,357 vehicles, the Range Rover Evoque, retailing 7,806 vehicles and the Range Rover, with retails of 4,790 in the month. Sales have now begun for the all-new Discovery and this month Land Rover launched a new addition to the Range Rover family, the Velar.

JAGUAR LAND ROVER AT GENEVA MOTOR SHOW

Jaguar Land Rover has unveiled three ground breaking new vehicles at the Geneva Motor Show – the Range Rover Velar, Jaguar I-PACE Concept and ‘Project Hero’ a bespoke humanitarian version of the Land Rover Discovery.

The Range Rover Velar and, for the first time in Europe, the Jaguar I-PACE Concept represent major innovations in their segments, sharing a compelling combination of iconic British design and creative engineering.

‘Project Hero’ has been created by Jaguar Land Rover’s Special Vehicle Operations in partnership with the Austrian Red Cross features innovative drone technology and will be trialled by emergency response teams over the next year.

Dr Ralf Speth, CEO, said: “Jaguar Land Rover is a technology company, creating world-class premium cars. Today, we have unveiled two revolutionary new vehicles - the Range Rover Velar and the Jaguar I-PACE Concept. Both are true to our purpose: to create experiences our customers love for life.”

The fourth Range Rover

The launch of the new Range Rover Velar is another new chapter in the Jaguar Land Rover story. True to the company’s tradition of engineering integrity, it establishes the capability, quality and technology trends of tomorrow.

It will be built exclusively in the UK using Jaguar Land Rover’s leading lightweight aluminium intensive architecture and powered by the latest ultra-clean UK-built Ingenium petrol and diesel engines. The new Velar is positioned between the Range Rover Evoque and Range Rover Sport.

A cleaner future

Jaguar Land Rover is working towards a cleaner future, with ultra-clean diesels and petrol engines, BEVS, PHEVs, MHEVS all



in its strategic plans. By 2020 the company will offer customers the option of electrification on all its new cars.

The Jaguar I-PACE, Jaguar's first electric performance SUV Concept, has been engineered without compromise to deliver a brilliant package, long-distance range, fast charging times and exhilarating performance.

With plans in place to take Jaguar Land Rover's three vehicle manufacturing plants in the UK close to their operating capacity, the I-PACE will be manufactured at Magna Steyr's plant in Graz, Austria. With more than 100 years' experience, Magna Steyr has extensive contract manufacturing expertise working with many car manufacturers globally.

Technology for good

Project Hero is an advanced communication vehicle created to support Jaguar Land Rover's partnership with the International Federation of Red Cross and Red Crescent Societies (IFRC), the world's largest humanitarian network. It is hoped that it will help the Red Cross save lives by speeding up response times to disasters.

Since 1954, Land Rover has supported the Red Cross and supplied 120 vehicles to the IFRC for deployment in all corners of the globe. Project Hero is the first to be supplied with a roof-mounted drone which enhances the outstanding capability of the all-new Land Rover Discovery. A fully integrated landing system, featuring self-centring technology, enables the drone to land on Project Hero when the vehicle is in motion – a world first.

JAGUAR LAND ROVER AND GETTY IMAGES CREATE A MORE REALISTIC PORTRAYAL OF WOMEN IN ENGINEERING

Jaguar Land Rover and Getty Images have announced a partnership on International Women's Day to highlight the need for a more realistic visual representation of female engineers.

More people than ever are searching images of women in science, technology, engineering and maths (STEM) careers, yet results are often out-dated and don't reflect today's exciting and varied roles. This partnership aims to change that.

Pictures released today by Jaguar Land Rover, the UK's largest car manufacturer, and Getty Images, a world leader in visual communication, show women in a variety of STEM roles from aerodynamics to cyber and audio engineering. They are intended to encourage more women to apply for these jobs by accurately portraying the modern workplace. New data released today by Getty Images shows that web traffic for imagery showing women in engineering careers is significantly increasing. The number of people searching "women + STEM" imagery has risen by 526 per cent in the past year alone.

Fiona Pargeter, Jaguar Land Rover Global PR Communications Director, said: "We have always championed women in the car business and are committed to inspiring more girls and women to consider careers in engineering and manufacturing. Our female workforce has grown from nine to 11 per cent over the past four years due to our focused STEM initiatives. But this is still far too low – businesses being proactive about using realistic imagery is one of the many ways that we can attract the bright minds we need into STEM careers." The Jaguar Land Rover and Getty Images collaboration sees a set of images available today for editorial use, as the partners work towards building a body of imagery, which authentically depicts female engineers at work.

Rebecca Swift, Director Creative Insight at Getty Images, said: "We are a passionate advocate for the realistic representation of women through imagery and are proud to be leading the visual industry in the creation and promotion of powerful, relevant imagery which celebrates diversity and authenticity in every area of life.

Michelle Mortiboys, Vehicle Line Director, Jaguar Land Rover Special Vehicle Operations, said: "Here at Jaguar Land Rover we need the diversity of skills that women bring to ensure we thrive and maintain our competitive edge for years to come. It is well known that gender diversification in business is not just healthy culturally but also propels progressiveness and innovation. Our partnership with Getty Images is not just about recruiting women into engineering, it's a small part of the work that needs to be done to upscale female employees in the automotive sector as a whole."

Jaguar Land Rover has called for other leading manufacturers to follow suit by reassessing and updating their visual portrayal of women in STEM careers, in a bid to increase the number of women applying for STEM jobs.



This image depicts female engineers at work.

ALL ELECTRICITY FROM RENEWABLE SOURCES AS PROGRESS CONTINUES ON SUSTAINABILITY PATH

Jaguar Land Rover Automotive plc, the UK's largest car manufacturer, has sealed an agreement with EDF Energy to buy all its electricity from renewable sources up to March 2020. Jaguar Land Rover's electricity supply is backed by Renewable Energy Guarantees of Origin (REGO), meaning a proportion of EDF Energy's renewable energy is ring-fenced specifically for the company. The REGO scheme certifies the proportion of supply that comes from renewable generation – 100 per cent in Jaguar Land Rover's case. Ian Harnett, Executive Director of Human Resources and Global Purchasing at Jaguar Land Rover, said: "Our future is low-carbon, clean and efficient. Our programme to reduce our burden on the National Grid doesn't end here: we seek continual improvements, both in how we can reduce energy consumption further and how to minimise our carbon emissions.

"Our aim is to give our customers an assurance that the company's electricity will come from renewable sources: those being in addition to the solar array at our Engine Manufacturing Centre in Wolverhampton, one of the largest rooftop installations in Europe."

Béatrice Bigois, Managing Director of Customers, EDF Energy, said: "EDF Energy is pleased to announce that we will continue to supply Jaguar Land Rover with 100 per cent renewable electricity for the next three years. "Jaguar Land Rover is a valued partner of EDF Energy –



we share a strong focus on sustainability and are very proud to support Britain's biggest car maker in achieving their low-carbon ambitions." Jaguar Land Rover's renewables purchasing programme operates within a wider context of sustainability. The business's latest annual Sustainability report, published today, shows the business achieved:

- 32% reduction in European fleet average tailpipe CO2 emissions (2015 compared to 2007)
- More than 38% reduction in energy per vehicle produced, compared to 2007 (UK manufacturing)

Building on our research and development in electric, hybrid and conventional powertrains, we invested over £3billion in technology, design, engineering and manufacturing

In one year alone (to April 2016) we reclaimed more than 50,000 tonnes of press shop aluminium waste - enough to make around 200,000 Jaguar XE bodysells. Giving all that aluminium another life has also prevented more than half a million tonnes of CO2 from being released into the atmosphere. New buildings designed to achieve the highest standards such as the Building Research Establishment's BREEAM 'Excellent' standard. BREEAM encourages designers and others to think about low carbon and act accordingly, minimising the energy demands created by a building – even before considering energy efficiency and low-carbon technologies.

JAGUAR LAND ROVER BEGINS CONSTRUCTION OF NEW DESIGN AND ENGINEERING CENTRE

Jaguar Land Rover Automotive plc, the UK's largest car manufacturer, today announced it is beginning construction work on a £200 million redevelopment of its design and engineering centre at Gaydon in Warwickshire.

The expansion represents the first major construction project at one of the company's non-manufacturing sites in over a decade. The development is intended to become one of the world's foremost automotive product, engineering and design sites – fitting for a company with ambitious plans for continued global growth.

Chris Elliott, Property Programmes Director for Jaguar Land Rover, said: "The new design and engineering centre is a testament both to Jaguar Land Rover's British heritage of innovation and its compelling vision for future vehicle technology. The new space will centralise our design, product engineering and purchasing functions in an original and modern environment, as well as creating additional capacity for the future."

Jaguar Land Rover worked with leading architectural practice Bennetts Associates to design the scheme and has engaged Laing O'Rourke as its construction partner. Laing O'Rourke will develop the site to create a unique landscaped campus comprising new offices and Jaguar and Land Rover design centres. In recent years Jaguar Land Rover has invested heavily in its UK vehicle manufacturing facilities at Castle Bromwich, Halewood and Solihull to support the introduction of all-new vehicles such as the Jaguar XE, XF and F-PACE, Range Rover Evoque Convertible and Land Rover Discovery Sport. It has also made significant progress in building its international manufacturing presence over the last year, with a new manufacturing facility under construction in Slovakia and the opening of its plant in Brazil.

Over the past five years Jaguar Land Rover has employed more than 20,000 people, taking its workforce to more than 40,000. The company has invested more than £11 billion in new product creation and capital expenditure.

PROJECT HERO: NEW LAND ROVER DISCOVERY FEATURING WORLD-FIRST DRONE TECHNOLOGY CREATED TO HELP RED CROSS SAVE LIVES

Jaguar Land Rover Special Vehicle Operations (SVO) has designed and engineered a bespoke version of the new Land Rover Discovery for use by the Austrian Red Cross. 'Project Hero' was presented to the world's media for the first time today at the Geneva Motor Show.

Project Hero is an advanced communication vehicle, created to support Jaguar Land Rover's partnership with the International Federation of Red Cross and Red Crescent Societies (IFRC), the world's largest humanitarian network. SVO collaborated with the Austrian Red Cross to develop a unique Land Rover that will be trialled by their emergency response teams. It is hoped it will help the Red Cross save lives by speeding up response times to disasters.

Land Rover has supported the Red Cross since 1954 and supplied 120 vehicles to the IFRC for deployment in all corners of the globe. Project Hero is the first with a roof-mounted drone. A fully integrated landing system featuring self-centring and magnetic retention technology is a world-first that enables the drone to land on Project Hero when the vehicle is in motion.

The drone enhances new Discovery's already outstanding capability. With the drone airborne, live footage can be transmitted to the Red Cross's emergency response teams, helping them respond more quickly and effectively to landslides, earthquakes, floods and avalanches. Dramatic landscape changes can make maps redundant, which adds to the danger and difficulty of finding and rescuing survivors, so the drone's bird's-eye view will allow rescuers to investigate an emergency scene from a safe distance.

"Land Rover and the team of engineers and designers at SVO are proud to support the incredible humanitarian work of the IFRC and its members. The new Discovery is an outstanding all-terrain SUV, and Project Hero is the optimum combination of enhanced capability and innovative technology. We hope to help the Red Cross save lives in emergency situations." said John Edwards, Jaguar Land Rover Special Operations Managing Director.

"We are grateful to Land Rover for their generous support over the past 60 years, and are proud of our ambitious global partnership that has transformed the lives of millions of people on four continents. The partnership is supporting communities around the world to become more resilient in the face of natural disasters such as monsoons, flooding and earthquakes. Project Hero combines the best expertise of the Red Cross and Jaguar Land Rover to create a truly unique vehicle, which we hope will be capable of making a difference to rescue operations in the toughest environments." said Dr Jemilah Mahmood, IFRC Under Secretary General for Partnerships.

Project Hero is based on the 3.0-litre TD6 engine-powered version of the new Land Rover Discovery. In addition to the unique drone technology supplied in Project Hero, the rear of the interior in this special vehicle also features:



Heavy-duty sliding floor in the rear load space, which may be deployed as an addition work surface, or to protect the load carried underneath.

Segregation panel behind the rear seats providing additional equipment mounting points.

Strategically positioned LED lighting to aid night vision.

Innovative power supply points which accept multiple plug arrangements from different regions.

Project Hero is also equipped with multiple frequency radio equipment enabling contact to be made in a variety of situations.

Project Hero will be based at the Austrian Red Cross training centre in Erzberg, in the mountainous Eisenerz mining area, and in Vienna, for 12 months from June 2017. The drone will be used in simulations to develop new and innovative techniques for disaster relief and on test-runs for complex natural disaster scenarios, including at night and in dense forests. Project Hero will also be used when the Red Cross provides emergency support at times of natural disasters, such as heavy snow or floods, or accidents.

NEW ZENITH CHRONOMASTER EL PRIMERO RANGE ROVER VELAR WATCH COMPLEMENTS FOURTH MEMBER OF LUXURY SUV FAMILY



To celebrate the launch of the new Range Rover Velar, the fourth member of the Range Rover family, Swiss watchmaker Zenith has unveiled the new Zenith Chronomaster El Primero Range Rover Velar Special Edition watch. In 1969 the Rover car company embarked on a project that would go on to define a new category combining luxury and all-terrain capability in a vehicle – the premium SUV was born. The new vehicle wore Velar badges in testing, taking its name from the Latin velare – translated ‘to veil’ or ‘cover’ – before being christened Range Rover at launch in 1970. That same year, Swiss watchmaker Zenith presented a fully working prototype of the world’s first self-winding chronograph movement, which it named ‘El Primero’ – ‘the first’. Capable of recording elapsed times down to one-tenth of a second with its ‘high beat’ oscillator, it was the most accurate wristwatch ever made.

Almost half a century later, this spirit of innovation continues as an integral feature in the DNA of both brands, with the simultaneous introduction of the all-new Range Rover Velar mid-size luxury SUV, and that of a complementary new time-piece. Today in Geneva the Zenith Chronomaster El Primero Range Rover Velar Special Edition – the second product in a long-term partnership between the two – was presented for the first time.

Specially co-developed by design and technical engineering teams working in close harmony, the El Primero Velar chronograph features a custom ceramised aluminium case and a high beat movement of 36,000 vibrations per hour (VpH). El Primero Velar is a wrist-worn symbol of the lightweight high performance, elegant simplicity and visually reductive qualities of the all-new member of the Range Rover SUV family.

Following the first co-developed chronograph from the two brands, the El Primero Velar maintains its position as the most precise series mechanical movement on the market. The El Primero Velar features a 42mm case finished in high contrast burnished copper, a brushed slate grey dial, three chronograph sub-dials, date indicator at six o'clock, and a robust winding crown paired with two functional push pieces.



The underside of the watch reveals the Range Rover and Velar names engraved on the oscillating weight and the retaining ring of the transparent caseback. El Primero Velar is presented with a new co-developed strap, in sustainable rubber and coated in with dark grey diamond-perforated calfskin. The strap's calfskin is of the same fine Scottish leather as featured in acclaimed Range Rover interiors, secured with a triple folding clasp in DLC-treated titanium.

Mirroring the glamour, modernity and elegance of the Range Rover Velar SUV, the El Primero chronograph has been designed following an unwavering philosophy of reductionism, while incorporating ground breaking technology, compelling style and absolute attention to detail. Perfectly optimized proportions and functionality symbolize the elegant simplicity, sophistication and refinement befitting the Velar nameplate.

Gerry McGovern Land Rover Chief Design Officer, said: “The Range Rover Velar brings a new dimension of modernity, elegance and a touch of glamour to the Range Rover family. The Chronomaster El Primero Range Rover Velar, created with these very same principles, comes with a bloodline like no other and is refined for every occasion. It will stir the emotions.”

Jean-Claude Biver, Zenith CEO and President of LVMH Watch Division, said: “Zenith stands for art, tradition, culture and precision timekeeping. It is essential that we preserve these qualities, as they all belong to our more than 150-year-old DNA. The Chronomaster El Primero Range Rover Velar shows how both companies share a determination to find a harmonious way of connecting our tradition to the future, while showing respect for our iconic products.”

Jaguar Land Rover promises more models for Oz

Hundreds of extra model and engine variants to be added to Jaguar and Land Rover ranges Down Under Jaguar Land Rover is set to significantly increase the number of model and engine variants it offers in Australia. The move is the result of a “global edict” that will see multiple model grades and engine variants added right across the UK brand’s local Jaguar and Land Rover portfolios. The first vehicle that will demonstrate the effect Down Under will be the new Range Rover Velar. In addition to the choice of (eventually) six engine variants, the Velar will offer visually different standard and R-Dynamic versions, all across four equipment grades: Velar, S, SE and HSE.

Taking the special First Edition V6 supercharged petrol and turbo-diesel versions offered in the first model-year into account, that means 50 Velar variants will be available to Australian consumers by early 2018. And that’s before any powered-up SVO versions surface down the track. Velar will launch with 42 models when it arrives in Australia later in 2017. The additional models will be powered by JLR’s new P300 221kW petrol four-



cylinder. The Velar range will span from \$70,300 to \$135,400. The special First edition models are priced at \$167,600. The change will be rolled out across Jaguar Land Rover's (JLR) entire line-up as models are updated, says JLR Australia spokesperson, James Scrimshaw. "With some very rare exceptions, in future we will have available all model grades and power-trains," Scrimshaw stated. "Most of our vehicles are ordered by customers so we don't think it will be an issue with complexity. And in any case our dealers know what customers want – I don't think they'll be ordering the wrong sorts of cars," he added. According to Scrimshaw, the variants JLR Australia will not have on its model lists will be, for example, low-output manual transmission versions of cars like range Rover Sport. He added that two-wheel drive versions of most Land Rover models would not make it into the local line-up, either. Extrapolating the Velar example to model lines like Evoque, which boasts three and five-door hatch plus cabrio body styles, could see variant numbers stretch into three figures. This means Land Rover's model line-up could theoretically top 400 variants. Scrimshaw said the proliferation was a "global edict". JLR Australia boss Matthew Wiesner last week telegraphed the changes with news regarding the addition of four-cylinder and rear-drive variants to Jaguar's Australian F-PACE SUV line-up.

No Velar Coupe, says Range Rover

Three-door Velar is not the "white space" Range Rover is looking for. Land Rover's search for more "white space" for the Range Rover brand does not include a coupe version of the Velar. Just unveiled overnight in London, Range Rover's fourth model is strictly a five-door, five-seat conventional (albeit handsome) SUV. And the company's head of exterior design says it will stay that way. Land Rover's Creative Director, Exteriors, Massimo Frascella, said that the company had not even considered a coupe version of the new Range Rover. "It wasn't considered for this vehicle at all," Frascella stated. "This [Velar] had a very natural birth – it was always considered like that [a five-door]. The coupe profile takes away half of the elegance -- a coupe profile would look forced," he opined. It's Frascella's opinion that the new, lower, wider Velar (which is built on the same wheelbase and platform as stablemate Jaguar's F-PACE) eschews the trend to 'crossovers' too. "I'm sure there is a global trend towards crossover SUVs, but I think this [Velar] stands apart from that. It just offers, within the Range Rover family, a slight evolution. "It's still a generous SUV but it is really combined with this beautiful body," he stated. Velar is the most road-oriented Range Rover ever, the design chief stated. But even as the brand looks for new niches and opportunities ("white space" in Land Rover speak) "capability" will not be stripped away, he says. "In the future we're looking at different opportunities, how we can expand the family... [But] Capability is part of the core DNA of our brand. It's a given. "There are core values that we need to retain. Within those core values there are several opportunities," he teased. "As designers we are exploring even beyond the cycle plan. It is our job to find more white spaces. Evoque was one, this [Velar] is another but to be honest there are several other white spaces." Even though Velar has not spawned a coupe, Frascella says Range Rover could build one. "You can have a very elegant coupe but it's a question of proportions. "We study and stretch the boundaries of proportion but what is important is that the end result is clearly recognisable as a Range Rover," he said.



SPY PICS

Another vehicle snapped while taking to the road in wintry northern Europe is this Range Rover Sport, which previews a mid-life facelift for the current model. Little is known about the changes in store, with some projecting that the update model will be largely limited to cosmetic changes. Perhaps the new model will embrace some of Velar's design language in its frontal styling.



Recalled Again

Jaguar Land Rover Australia has issued a second recall for the MY2016 Range Rover Evoque, after determining that a previous fix for the car's engine wiring harness is not "durable for the life of the vehicle". Vehicles affected are the 2.0-litre diesel variants in the VIN range from SALVA2AN4GH07910 to SALVA2BNXGH099325.

The engine wiring harness may chafe, should it come into contact with the Exhaust Gas Recirculation (EGR) casting bracket, the importer advises. This could lead to short-circuiting and the engine may cease to run, in which case the vehicle will lose power assistance for the braking system. Upon receipt of a letter from JLR Australia, owners should take the vehicle to an authorised servicing dealer and have the vehicle inspected, and the wiring harness re-routed if necessary.

Land Rover Owners' Club of Gippsland, Minutes of Meeting Held On Monday 6th of March 2017

Meeting started at Gippsland Land Rover Showrooms at 8.01pm.

Attending: (44) David Murray, Krystal Murray, Craig Murray, Shaun Johnson, John Kerr, Heather Kerr, Ted Allchin, Shirley Allchin, Ian Webb, Brian Johnson, Rod Catchpole, Loris Catchpole, John Jennings, Terry Heskey, Colette Parniak, Jan Parniak, Jim Hood, Jill Beck, Alan MacRae, Helen MacRae, Ross Howell, Sue Howell, Ron Prince, Dorothy Prince, Siobahn Walker, Lois Rose, Greg Rose, Annette Fleming, Bob McKee, Paul Whitehead, Simon Whitehead, Charlie Calafiore, Ian Blake, Grant Williams, Monica Williams, Sue Markham, Ken Markham, Don Little, Shirley Little, Tonee Harlow, Alan Harlow, Jim Gilmour, Jan Gilmour

Apologies: Eric Shingles, Wayne Foon, Sharna Cole, Bruce Coulter, Mal Trull

Guests.

Mike Dower, Parks Victoria Area Chief Ranger Foothills and Southern Alps.

Greg opened the meeting by welcoming back Ian Webb, after his recovery from an altercation with a quad bike, and welcoming new club members, Jan and Jim Gilmour from Traralgon. Special mention and congratulations to Craig Murray on his engagement to Vivien Lee, (and his new tyres – that's a lot of rings to be buying all at once...), and to Jim Hood for being acknowledged for his long standing and high level of community input by being ordained as a Fellow of the league of Justices of the Peace.

Minutes of Previous Meeting

Moved: Shaun Johnson, Seconded: Alan Harlow

Business Arising: Nil

Correspondence:

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

Obsession magazine from Land Rover South Australia

Out: Nil

Emails:

In: Jim Nicholson – Land Rover clubs liaison meeting with Land Rover Australia.

Graeme Walsh – Information regarding proposed 70th Anniversary of Land Rover gathering at Gundagai (probably) over Easter 2018.

Treasurer's Report

Moved: Alan MacRae, Seconded: Annette Fleming

Publicity Officer's Report

Snail Mail version of the newsletter was available to hand out to those who are not able to receive theirs by email.

The Range Rover Velar is being released for availability late 2017/early 2018.

Editor's Report

Due to Eric's absence, the message was relayed, that it is hoped everyone enjoyed the newsletter, and that Eric is always looking for more stuff.

Webmaster's Report

Web is up to date, latest photos have been uploaded. Alan hopes we like the webpage, and is always looking for more stuff.

Technical Report

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).

Soy based insulation coating attracting rats. Vicki Jones (Dargo PV) had rats eat the insulation on the wiring loom on her new Toyota Hilux. It is now an often reported world wide problem, not specific to Toyota. The wiring insulation is made from a bio-degradable soy based product friendly to the environment but tasty to rats and mice. The repairs may run into many thousands of dollars as the whole loom has to be replaced. The repairs are not covered by warranty. Class actions against Toyota and Honda in the US.

Events Co-ordinator's report.

Past Events:

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.

Alan MacRae had the photo board used at the event for us to see the Discovery theme utilized. Greg thanked Alan for his efforts and reported on the great feedback received by LROCV.

Formal thanks to Alan MacRae, organiser of our site at the Victorian 4WD Show.

Alan once again created a great display and flew the flag for not only our club but also the Land Rover brand.



Who ya' gunna call ?

Thanks to all the volunteers who helped by providing vehicles, driving vehicles to Wandin, helped with the site set-up on Saturday and manned (peopled) the site on Sunday.

Thanks to Charlie Calafiore and Marco Tripodi from Gippsland Land Rover for the use of a new Discovery Sport for the Wandin display.

Very positive feed back from a number of people at the show who enjoyed the Discovery theme.

Future Events:

MARCH

Friday the 17th to Sunday the 19th of March.

Dinner Plain Weekend. This trip run by Charlie Calafiore is fully booked and participants will have received an information email plus Personal Details form template to be filled in. 10 Vehicles booked in.

Trip Leader Charlie Calafiore.

Saturday the 18th and Sunday the 19th of March.

Working Horse and Tractor Rally, Nyora, Morrison Park, \$12 per adult.

APRIL

Monday the 3rd of April.

LROCG Meeting. Beau Missen to attend to answer Land Rover related questions.

Display of members' model Land Rovers. David Murray has asked that members bring along "some" of their collection of Land Rover scale models.

Easter Weekend; 14, 15, 16, 17th of April, Roof of Victoria. More details in the newsletter. Trip Leader Craig Murray.

Sunday 23rd April

West Gippsland Ranger Guides (aged 14 to 18) 4WD experience. Bunyip State Forest. More details in the newsletter.

Trip Leader David Murray.

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

East Gippsland Field Days Bairnsdale Aerodrome. Gippsland Land Rover to attend. See Charlie Calafiore for details.

Sunday the 30th of April.

Land Rover Defender day to acknowledge the vehicle's 69th Birthday, to be run by David 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.

Dannica Shaw, Parks Victoria Ranger Heyfield, who many club members have worked with on joint Parks Victoria/LROCG ventures is shortly to leave Parks Victoria and relocate to Melbourne to take up a compliance role with another Government agency. Details as to whom we will be working with to come, once known. Currently twenty people booked in – more welcome.

Trip Leaders Greg and Lois Rose.

Weekend of 27th & 28th May

Working Bee, Aberfeldy Track Further details to come... check the newsletter Trip Leader (and enquiries to) Craig Murray

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 But Birthday Sponges definitely included (yum, yum) Happy Birthday to Greg, happy birthday to Greg.....

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, (easy trip however, yes, you will need four wheel drive!)

This trip will occur toward the end of September. The rare Aniseed Boronia (*Boronia galbraithiae*), which only grows only in two small colonies in Central Gippsland, will be in flower. Plenty of other wild flowers out in the foothills at this time of the year too. Trip leaders Greg and Lois Rose.



Hoodie's Livestock Transport

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 Eaglevale (from Dargo). Currently fifteen people booked in – more welcome.

DECEMBER

Sunday the 10th of December.
LROCG Christmas Meeting.

Four Wheel Drive Victoria Delegate's Report

Wayne Hevey, CEO 4WDV, will look into a correction of the Talbotville Report that appeared in the last Trackwatch Magazine. A photo had been enlarged and covered some of the text. This left out some vital elements of the article and did not read well.

Next General Meeting of 4WDV at Old Warragul Town Hall on Saturday the 25th of March.

General Business

Land Rover Discovery 2 workshop manuals for sale.

Book, "The Disputed Country" worth reading before heading into S.A./Vic border country. Available from Westprint maps. \$22.00 pp Rod Catchpole has a copy.

Free book. Copy of Jeff Carters "Four Wheel Drive Swagman" to be given away. Congratulations to the speedy Ross Howell for procuring said...

Formal Meeting Closed at: 8.45

Mike Dower.

Parks Victoria Area Chief Ranger, Foothills and Southern Alps.

Mike took the floor at Close of meeting. Presentation to the Land Rover Owners Club of Gippsland acknowledging the volunteer efforts in the Alpine National Park.

At 9.10pm we broke for a 15 minute coffee break prior to Shaun's presentation

Shaun Johnson. Senior Instructor, Land Rover Experience.

Excellent presentation on four wheel drive principles, driving an automatic four wheel drive in off road situations, correct use of the various Terrain Response functions on a modern Land Rover vehicle.

Great interest and interaction, thanks Shaun.

Evening formally closed 10.20pm.

Next Meeting: Monday 3rd April VSL Showrooms from 8pm.

Dinner prior for those interested at Italian Australian Club from 6pm.



Displaying at the Longwarry Heritage Truck & Vehicle Display, were David, Janice, Krystle, Harley & Melinda Murray with their Land Rover Personnel Carrier Perentie, Ian Blake with his Series 2A tray, and Jim Parker with his 107" Series 1 ute.

