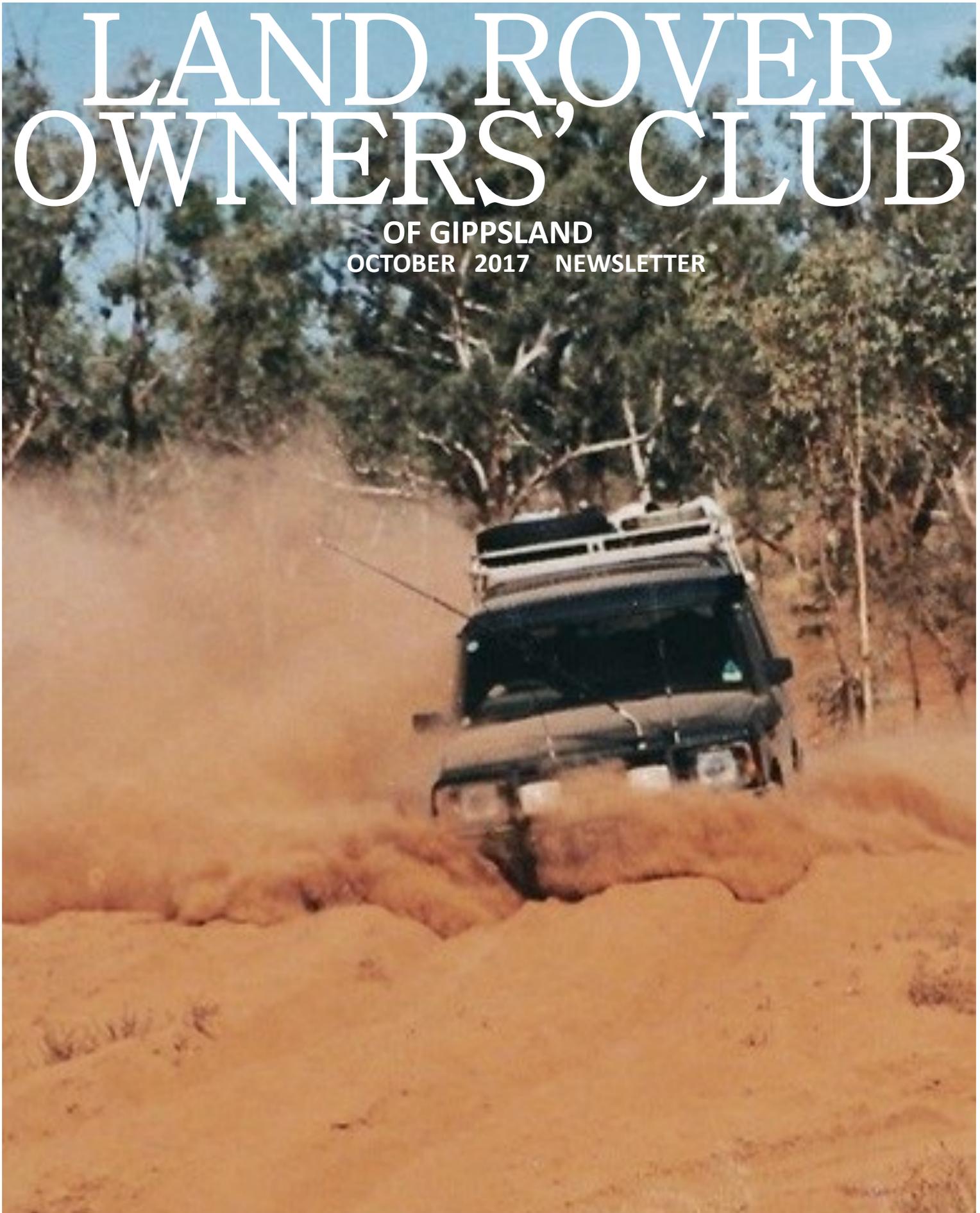


LAND ROVER OWNERS' CLUB

OF GIPPSLAND
OCTOBER 2017 NEWSLETTER



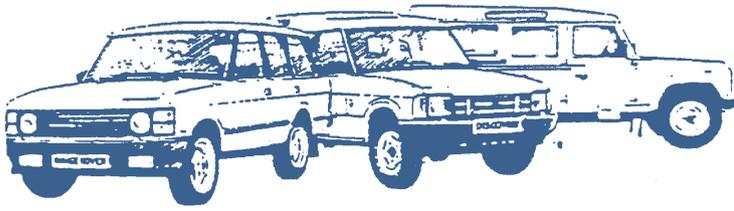
GIPPSLAND LAND ROVER

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LAND ROVER OWNERS' CLUB OF GIPPSLAND

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LROCG News October 2017.

November Meeting Date.

A reminder that the November meeting will be a week later than usual due to the Melbourne Cup weekend. The meeting will be held on Monday the 13th.

2018 Club Calendars.

Land Rover Owners Club of Gippsland calendars for 2018 have been printed. The calendar, featuring club members' Land Rovers in exotic locations, has been designed by Alan Harlow. The calendars will be for sale at the November club meeting on Monday the 13th. The calendars will cost \$16. There are a limited number so if you want one but will not be at the meeting let Greg Rose, Alan Harlow or Alan MacRae know prior to the meeting. Thanks to the members who supplied photographs and to Alan for creating the calendar. In reality it gave him something to do while Tonee was away!

December Meeting and Venue.

The December meeting will be our traditional pre Christmas get together. It will be held at the Silvertop Picnic Area on Sunday the 10th of December. Details in the minutes section of the newsletter. Silvertop Picnic Area is off the Thomson Valley Road north of Erica near the Thomson Reservoir dam wall. There are toilets, grassed areas, plenty of sealed car parking and some shelters in which we can conduct a quick December meeting and announce our annual awards winners. This is a "bring your own everything" picnic day. Thanks to Wayne Foon and Sharna Cole for organising this. Meet there from 11:00 onwards.

Summer Conditions Warning.

In discussion with some of the clubs land manager friends recently it seems that all indications point towards a potentially bad fire season. Ground moisture readings are very low and the spring winds have dried out undergrowth. If you are thinking of leading a trip or venturing into the hills yourself this summer be mindful of these conditions, check the weather forecasts and stay safe. A reminder to trip leaders that it is club policy to call off trips if there is a forecast of high fire danger, damaging winds, significant rain events, etc.

Thanks Susan, again, and Ian.

Once again the minutes in the newsletter are thanks to Susan Markham's note taking skills. Tonee will return from her extensive travels eventually. Thanks to Ian Blake, our Vice President, for conducting the October meeting while I was away.

Greg Rose.

This month's cover; Greg & Lois' first Discovery

Hoody says; If my body was a car, this is the time I would be thinking about trading it in for a newer model. I've got bumps and dents and scratches in my finish and my paint job is getting a little dull ... but that's not the worst of it. My headlights are out of focus and it's especially hard to see things up close. My traction is not as graceful as it once was.. I slip and slide and skid and bump into things even in the best of weather.. My whitewalls are stained with varicose veins. It takes me hours to reach my maximum speed. My fuel rate burns inefficiently. But here's the worst of it --Almost every time I sneeze, cough or sputter, either my radiator leaks or my exhaust backfires!



Land Rover Perentie seen at the Wangaratta Historic Motor Show

Two Irish nuns have just arrived in USA by boat, and one says to the other, "I hear that the people in this country actually eat dogs." "Odd," her companion replies, "but if we shall live in America, we might as well do as the Americans do." As they sit, they hear a push cart vendor yelling, "Hot Dogs, get your dogs here," and they both walk towards the hot dog cart. "Two dogs, please!," says one. The vendor is very pleased to oblige, wraps both hot dogs in foil and hands them over. Excited, the nuns hurry to a bench and begin to unwrap their 'dogs.' The mother superior is first to open hers. She begins to blush, and then, after staring at it for a moment, leans to the other nun and in a soft brogue whispers: "What part did you get?"



Land Rover Owners Club of Gippsland 2016-- 2017 Committee

President	Greg Rose	0427 456 546
Vice President	Ian Blake	03 5163 1520
Secretary	Tonee Harlow	
Treasurer	Alan MacRae	03 51744 256
Publicity Officer	Charlie Calafiore	03 51341 422
Events CoOrdinator	David Murray	AH)0438 369 110
Editor	Eric Shingles	03 56232 501
Property Officer	Ross Howell	
4WD Vic Delegate	Greg Rose	0427 456 546
Webmaster	Alan Harlow	

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

CHALLENGE ACCEPTED: NEW RANGE ROVER SPORT CONQUERS LAND AND SEA IN UNIQUE POINT-TO-POINT

The new Range Rover Sport has made its debut in a daring race against two open-water swimmers, crossing the flooded causeway to Burgh Island – usually accessible only at low tide. The demanding point-to-point is the latest in a series of challenges completed by the Range Rover Sport, including a record-setting hill-climb at Pikes Peak, a record crossing of the 'Empty Quarter' desert in the Arabian Peninsula and last year's Downhill Alpine Ski Challenge.

With two-time open-water swimming world champion Keri-anne Payne and endurance athlete Ross Edgley hitting the waves, the Range Rover Sport faced soft sand, tidal roads and waded through waves up to 850mm deep on its 14km (8.7-mile) inland drive from Bantham Beach to Burgh Island in South Devon, UK. The team of swimmers faced a challenging 1.5km (0.9-mile) course across the choppy coastline while the new Range Rover Sport P400e electric-petrol model encountered roads flooded by the incoming tide and used its EV mode to make near-silent progress through the tiny villages along its route. The performance SUV reached the beach just as the tide covered the sand that links Burgh Island to the mainland, leaving the Range Rover Sport to put its wading capabilities to the test and overtake the swimmers just before the finish line.

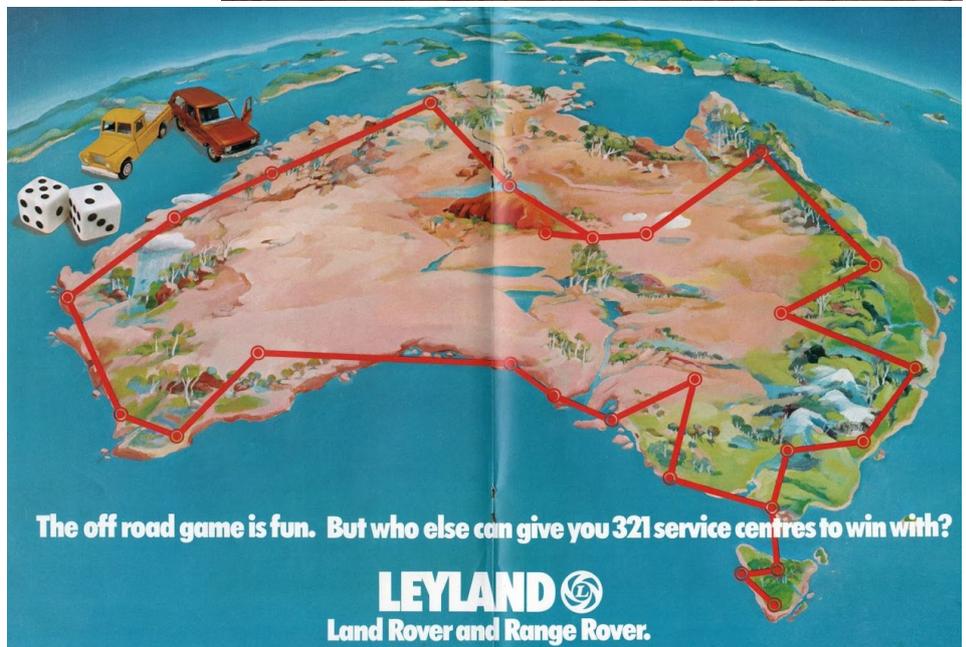
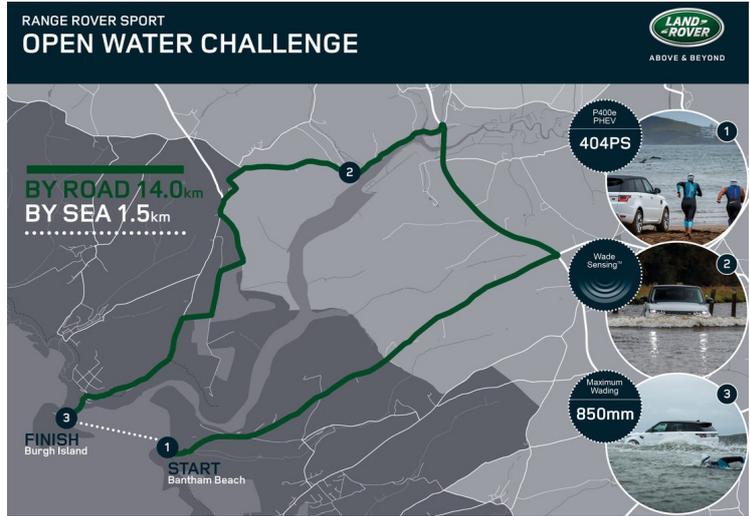
"I've competed around the world, but I've never done anything quite like this. With a strong tide, I was having to try really hard to stay ahead of the Range Rover Sport – not what I usually see over my shoulder when I'm racing!" said Keri-anne Payne, Two-time open-water swimming world champion.

"I'm used to extreme challenges and this certainly fits into that category. The waves were so powerful, I could see the Range Rover Sport was being buffeted around in the water, but it still made short work of the rising tide across the causeway to Burgh Island." Said Endurance athlete Ross Edgley.

The victorious Range Rover Sport is available for the first time with an advanced plug-in hybrid electric vehicle (PHEV) powertrain. It gives the P400e version an EV range of 51km, combined fuel consumption of 101mpg and CO2 emissions of 64g/km. The Range Rover Sport P400e is the first model to use Land Rover's advanced plug-in hybrid electric vehicle technology, combining an 85kW (116PS) electric motor and a 2.0-litre Si4 300PS (221kW) Ingenium petrol engine to produce 404PS (297kW) and 640Nm of torque.

"Only a Land Rover could blend electrified sustainable performance with the absolute capability required to take on two open water swimmers. The introduction of the latest PHEV technology broadens the appeal of the Range Rover Sport. Whisper quiet in EV mode, it brings a new level of serenity to the driving experience and the transition to combined power is seamless, delivering an addictive performance boost at the top end." said Nick Collins, Vehicle Line Director, Jaguar Land Rover.

Land Rover's intelligent Terrain Response 2 system optimises all-terrain capability for maximum traction on any surface, automatically configuring the vehicle to suit the driving conditions. Allied to the electric motor on the new P400e model, this allows for even more precise management of torque that makes the Range Rover Sport such a capable performance SUV. The British designed, engineered and built Range Rover Sport has sold more than 732,000 since it was introduced in 2004. Since then, its unrivalled mix of refinement and exhilarating performance has seen it star on TV and in movies around the world. Designed and engineered at Jaguar Land Rover's manufacturing centre in the UK, the new Range Rover Sport will be produced at the company's Solihull production facility and goes on sale at the end of 2017 around the world.



RANGE ROVER SPORT FIRST ZERO EMISSION PLUG-IN FROM LAND ROVER

Updates across the Range Rover Sport line-up are headlined with new PHEV, combining electric and petrol power for sustainable performance:

Total power / torque output: 404PS (297kW) / 640Nm

Combined NEDC fuel economy: 101mpg

Combined NEDC CO2 emissions: 64g/km

Electric-only range: 31 miles (51km)

Rapid charging time: 2 hours 45 minutes

Latest consumer technology to tackle all life's obstacles with Touch Pro Duo infotainment system, your twin high-definition touchscreen digital butler

Customers can choose from clean Ingenium four-cylinder, V6 and V8 petrol and diesel engines along with new plug-in hybrid electric model

New flagship 575PS Range Rover Sport SVR completes 0-60mph sprint in only 4.3 seconds

Range Rover Sport's exterior design enhanced to underline its dynamic character

Available to order from Land Rover retailers now, priced from £61,315 (OTR). Customers should visit www.landrover.com for more information

The new Range Rover Sport is transformed by technology, with a plug-in hybrid electric powertrain delivering efficiency, capability and performance like never before.

Today's reveal follows the news that from 2020 all new Jaguar and Land Rover vehicles will be electrified and marks the next step on the Great British company's electrification journey.

In addition to efficient PHEV options, every Range Rover Sport has an enhanced design and new consumer technology. The flagship SVR now delivers 575PS, making it the fastest Range Rover to date. This is an SUV driven to another level of dynamic capability, with breadth of appeal and desirability like no other.

"When we started the design process with this

new Range Rover Sport, it was important that we maintained its sporting prowess while evolving the exterior design. The addition of design-enabled technologies, such as our new infotainment system and the LED headlights demonstrate our drive towards ever greater desirability for the customer."

Gerry McGovern, Chief Design Officer, Land Rover

The British-designed, engineered and built Range Rover Sport has sold more than 732,000 since it was introduced in 2004. Its unrivalled mix of refinement and exhilarating performance has starred on TV and in movies around the world.

The latest Range Rover Sport is Jaguar Land Rover's first plug-in hybrid electric vehicle. Badged P400e, the new model provides sustainable performance by combining a 300PS (221kW) 2.0-litre four-cylinder Ingenium petrol engine with a 116PS (85kW) electric motor. The 404PS (297kW) total available power output – available through the permanent four-wheel drive system – delivers 0-60mph in 6.3 seconds (0-100km/h in only 6.7 seconds) and a maximum speed of 137mph (220km/h). With an impressive 640Nm of torque, the new powertrain mixes dynamic and sustainable performance with traditional Land Rover capability, comfort and refinement. Thanks to its electrified powertrain, Range Rover Sport P400e emits only 64g/km on the NEDC combined cycle and offers an all-electric range of up to 31 miles (51km) without the petrol engine running. For the first time Land Rover customers can experience zero-emission, near-silent off-road luxury with uncompromised all-terrain capability as well as entry into areas with restrictions for air quality, including most congestion charging zones.

Drivers can select from two driving modes to best suit their needs: Parallel Hybrid mode (the default driving mode) – combines petrol and electric drive. The driver can optimise battery charge or fuel economy by utilising one of two charge management functions: SAVE function – prevents the battery charge dropping below a pre-selected level.



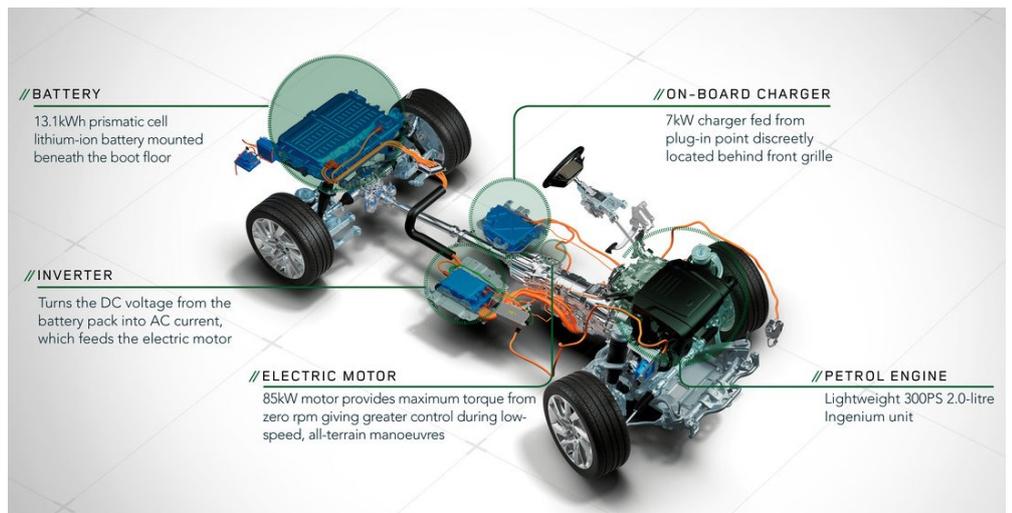
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SAVE function – prevents the battery charge dropping below a pre-selected level.



Predictive Energy Optimisation (PEO) function – entering a destination in the navigation system enables the feature, which utilises in built GPS altitude data for the selected route, to intelligently combine the electric motor and petrol engine to maximise fuel economy.

EV (Electric Vehicle) mode – enables the vehicle to run solely on the electric motor using the energy stored in the battery, the ideal solution for quiet, zero emission journeys.

Land Rover's Terrain Response 2 technology has a unique calibration to intelligently and precisely distribute torque from the electric motor, which has no creep speed and maximum torque from zero rpm, to all four wheels. This gives greater control during low-speed off-road manoeuvres, reaffirming Range Rover Sport's outstanding breadth of capability.

"The new Range Rover Sport strikes a compelling balance between dynamic capability, passenger comfort and efficiency. The introduction of our advanced plug-in hybrid powertrain is a watershed moment in the history of our performance SUV."

Nick Collins, Vehicle Line Director, Jaguar Land Rover

The motor is powered by a 13.1kWh high-voltage lithium-ion battery. Land Rover engineers delivered a set-up that maximises interior space and provides ideal weight distribution. The 2.0-litre Ingenium petrol engine is longitudinally mounted, with the 85kW electric motor housed in the ZF automatic eight-speed transmission at the centre of the vehicle alongside the 7kW on-board charger. The access point for the cable is at the front of the vehicle, while the prismatic cell lithium-ion battery is mounted at the rear beneath the boot floor.

When rapid charging, a full charge can be achieved in as little as 2 hours 45 minutes at home using a dedicated 32 amp wall box. The battery can be fully charged in 7 hours 30 minutes using the 10 amp home charging cable supplied as standard.

With significant changes under the skin, the exterior has evolved to harmonise and modernise the design, making the Range Rover Sport look more dynamic without changing its character.

At the front, the striking new design is enabled by intelligent Pixel-laser LED headlights, sitting alongside a redesigned grille. This is complemented by a new bumper with a more aggressive profile. The new PHEV derivative also includes access to the 7kW on-board charger hidden behind the Land Rover badge on the right of the grille.

Inside the cabin the new Touch Pro Duo infotainment system, called 'Blade' by its developers, is the most advanced ever created by Jaguar Land Rover and is truly state-of-the-art. Two high-definition 10-inch touchscreens form the centrepiece of the minimalist cabin, blending a futuristic, elegant feel with an intuitive, engaging interface and unrivalled functionality.

In-car connectivity is enhanced with up to 14 power points, including a domestic plug socket to keep laptops and other devices topped up. The introduction of the Jaguar Land Rover Activity Key also brings new levels of convenience to the Range Rover Sport, allowing customers to lock and unlock their vehicle without the need to carry a key fob – ideal for outdoor pursuits.

The new Range Rover Sport has been enhanced with further technologies for greater comfort and convenience:

Gesture sunblind: opened and closed by an advanced gesture control system that senses an occupant's hand movement. All it takes to open the blind is a rearward swipe in front of the rear view mirror, and forwards to close

Advanced Tow Assist: takes care of the difficult counter-steering required to position trailers accurately when reversing. The driver can simply guide the trailer into the desired space using the rotary controller for the Terrain Response 2 system

Pixel-laser LED headlights: advanced technology provides greater luminance and intelligently blanks sections of LEDs to avoid dazzling oncoming drivers

Those looking for the ultimate performance SUV will relish the potent new SVR derivative, which takes the Range Rover Sport into new territory. Power is up to 575PS, delivering the 0-60mph sprint in only 4.3 seconds (0-100km/h in 4.5 seconds), while bold design revisions and the increased use of carbon fibre construction make the new SVR more dramatic, faster and more agile than before.

Designed and engineered by Jaguar Land Rover in the UK, the new Range Rover Sport will be produced at the company's Solihull production facility and is available to order now with first deliveries from the end of 2017 (market dependent).



Ask the men who work rough country why they rely on their Land-Rovers. You'll hear as many different answers as the number of men you ask.

Economy. Reliability. Strength. Comfort. Easy servicing. Land-Rover extras. Land-Rover custom-built models. The petrol or diesel option. The short or long wheelbase option. The list is endless.

And that's the point. Land-Rovers are just about the most versatile machines ever devised by man.

If you use one, you know that.

If you don't, how have you managed all these years?

 **Land-Rover** 
From Leyland Cars. With Supercoils

New Land Rover Discovery Will Have A Hard Time Selling Because It's Ugly

Unless you're Bentley, rounded looks are not the way to go for a full-size SUV.

There was a rather unfortunate period in the Land Rover Discovery's history where the tall SUV had to shed its famous name in the North American region. The Discovery Series I and Series II had gained such a bad reputation for reliability among Americans that Land Rover decided to call it the LR3 (a nod to this model being the Series III in other regions) and then followed that with the LR4 (for the Series IV). Throughout that period, the Discovery never lost its defining right angles.

Until now that is, because the first Discovery to be introduced to America since 2004 looks completely different than any of its predecessors. It doesn't take 20/20 vision to see that the muscular angles of the old Disco have given way to soft lines and curvaceous sheetmetal. According to what Jaguar Land Rover

Australia's managing director Matthew Wiesner told Car Advice, the new design may be hurting Land Rover's bottom line.

"The new shape is certainly going to test some of the traditional owners of Discovery," Wiesner says. "I think the size is quite deceptive until you see it in the flesh, and get in there and have a play." In this case, we don't think size is the main thing holding customers back. Smaller SUVs can get away with curvaceous lines easily, just look at the the Range Rover Evoque and new Velar and try not to drool. Larger SUVs, however, seem as if they would sell better with more stout lines defining them. Even Wiesner admits Land Rover's mistake. "...In some cases, the traditionalists are going to maybe pine over the squarer shape of the previous four iterations," he said. One by one, automakers are beginning to realize this. Nissan recently

redesigned the Pathfinder using more masculine looks, realizing the rounded styling of the previous SUV was less favorable to buyers. At current, it's a little too late for Land Rover to go back, so all it can do is hope. "Hopefully traditional owners will warm to the new shape, but we've certainly had good success at the other end, where we probably didn't perform as well as we would have liked with the old one," said Wiesner. Maybe the next generation could see the problem fixed? For the sake of all the cool Jaguar and Land Rover vehicles we'd like to see, let's all hope that's what happens.



Land Rover To Launch New Model Line Under Road Rover Name

Although an official announcement has yet to be made, Autocar has learned that Jaguar Land Rover will launch a new model line beginning in 2019 called the Road Rover, with a premium, luxury all-electric model to arrive first. One of its primary targets? The Mercedes-Benz S-Class, at least in terms of outright luxury. As for the EV part? Obviously the bull's-eye is Tesla, as well as Porsche's upcoming Mission E, which is also due to launch around the same time. The Road Rover will be targeted to mainly US and Chinese buyers, but it won't be a sedan.

Instead, it'll be more wagon-like and feature "all-terrain" capabilities. At the same time, it'll offer dynamic on-road performance that modern EVs, mainly Teslas, are known for. What's for certain is that the Road Rover won't come cheap; Autocar has it pegged at around 90,000 GBP for feature-packed versions. Land Rover is planning an entire Road Rover lineup that'll consist of "more car-like and road-friendly, but still rugged, vehicles." This also isn't the first time Land Rover has used the Road Rover name. Back in the 1950s it was applied to a concept that was a "bridge" between Rover cars and Land Rovers.

It popped again a decade later as a three-door wagon concept that, eventually, became the Range Rover. And because this is Jaguar Land Rover, the Road Rover's EV platform will be put to further use in the next generation XJ large luxury sedan; both vehicles are being developed simultaneously. We could see the first Road Rover, at least in concept form, make an appearance as early as this March at Geneva and, if all goes well, a production version within the next year or so.



Land Rover Finally Has A Plan To Combat Chinese Copycats

But you're not gonna like it. Take a look at the Range Rover Evoque. Now look at the Landwind X7. Look pretty similar, don't they? Indeed, and Land Rover sued Landwind over copyright infringement because of it. Chinese automakers directly copying/stealing designs from their Western competitors isn't a new phenomenon, but Jaguar Land Rover was the first to take legal action. Problem is, it's very difficult to stop those Chinese brands and Chinese courts aren't exactly the friendliest to outsiders. What can JLR do? No concepts. Speaking to Autocar, Land Rover design boss Gerry McGovern stated that "We're nervous about showing show cars a couple of years out as you can be copied just like that." Because concept cars are just one part of the huge investment required for any new model, which could reach anywhere from 500 million GBP to 1 billion GBP, that investment must be protected. Avoiding concepts altogether eliminates just about any chance of designs being copied. In case you haven't noticed, Land Rover hasn't done many design-focused concepts since 2011, the year it revealed the Defender DC100 concepts.

Although neither concept directly previews the upcoming reborn Defender, the chances of us seeing a second concept that more accurately shows the final design direction is practically zero. It'd be copied by someone, somewhere (likely China) nearly right away. Remember, there was no concept version of the new Velar before its debut last March at Geneva. If this non-concept plan works for Land Rover, and it likely will, it's entirely possible other premium brands will follow suit. Great design cost lots of money after all.



Land Rover Reveals New Design Details About The 2018 Defender

Don't expect the design to share too many similarities with the original. The long-running Land Rover Defender finally finished production last year, but Land Rover is already working on a modernized replacement for the rugged off-roader. Due to arrive in 2018, the all-new Defender will be built on the same aluminum architecture as the new Discovery, Range Rover, and Range Rover Sport. Given the success of the original, the all-new Defender has a lot to live up to, but design director Gerry McGovern is "hellbent" on living up to those expectations - and perhaps even exceeding them.

Speaking to Automotive News, McGovern went on to distinguish the three family members of the Land Rover range: the Range Rover, Discovery, and Defender. While we've seen several variants of the Range Rover tackle the luxury SUV sector, the Land Rover is focusing on three key design traits for the Defender: design leadership, durability, and engineering integrity. A teaser sketch of the new Defender's silhouette was also shown featuring a flat roof and squared-off front end similar to the fabled original. Don't expect the new Defender to be a retro-inspired tribute to the original, however. McGovern insists that he's a modernist who's "looking forward, not back."

Elsewhere, the new Defender will have boxy fenders and styled edges and curves for a more modern look compared to the angular shape of the original. The taillights will also be modern, while the headlights will likely be round like the originals with updated LED lighting. From the sounds of it, the Land Rover Defender will live up to its name and be a true off-roader with updated styling for the modern age that appeals to younger buyers. Like the Range Rover, McGovern says that the new Defender will spawn several new variants, including the possibility of a Wrangler-style two-door convertible and five-seat or seven-seat versions.

We also know it will abandon the old-school body-on-frame design for a unibody construction. The new Defender is expected to debut either late next year or in early 2019. Mercifully, it will also finally be sold in the US for the first time in 20 years.

The New Land Rover Defender Will Launch In 2018

And no, it won't be reborn as a crossover. The Paris Auto Show was a big deal for Land Rover because it revealed the all-new Discovery, and we already know the next big debut for the iconic off-roading brand. Autocar has learned from Jaguar

Land Rover chief Dr. Ralf Speth that the all-new Defender is set to arrive in 2018. What's more, Speth confirmed that it'll be based on the same aluminum architecture as the new Discovery, Range Rover, and Range Rover Sport, and that it won't be related to the Evoque or the Discovery Sport.

Translation: it's going to be a true off-roader, as it should be.

The design has already been finalized and now engineering and prototype mule testing is about to get underway. Speth stated that "There is no question of the new Defender just being an icon. We are working on the aesthetic successor to the old Defender. The architecture will contain a lot of elements that are different (from other aluminum cars)." A few years ago Land Rover revealed a pair of Defender concepts that garnered something of a love or hate reaction among brand enthusiasts. No word yet whether or not the 2018 Defender will bear a resemblance to those concepts, but our gut feeling is that it won't. Chances are Land Rover has opted for an exterior design that's more true to the original, instead of the rounded and Evoque-like concepts. Expect the new Defender to have that tall, upright appearance of the original, only with modern styling cues. It probably won't have an entirely retro look but it needs to stand apart from the rest of the lineup. More clues to come when the first spy shots arrive.

Prince Harry driven in a mini Land Rover

Prince Harry gets taken round a track by five-year-old girl in a mini Land Rover ahead of the Invictus Games in Toronto.

Royal engagements are not all formal dinners and handshakes, as Prince Harry found out to his delight when he took a ride with a five-year-old girl in a mini

Land Rover. The royal, 33, smiled and cheered as Daimy Gommers ferried him around in the vintage model during the Land Rover Challenge - doing his best to appear amazed by her speed as she weaved around the children's track. Prince Harry is in Toronto for the opening of the Invictus Games, an event for disabled servicemen that he founded several years ago.



Land Rover Owners' Club of Gippsland, Minutes of Meeting Held on Monday 2nd of October 2017

Meeting started at Gippsland Land Rover Showrooms at 8.12pm.

Attending:

David, Krystal and Harley Murray, Brian Johnson, John Jennings, Craig Murray, Wayne Foon, Sharna Cole, Paul Whitehead, Alan Harlow, Jim Hood, Collette Parniak, Jan Parniak, Ron and Dorothy Prince, Shaun Johnson, Siobhan Walker, Ken and Susan Markham, Bob Mokee, Annette Fleming, Rod and Loris Catchpole, Terry and Barbara Heskey, John and Heather Kerr, Charlie Calafiore, Ian Blake, Lois Rose, Eric Shingles, and Alan MacRae.

Apologies:

Tonee Harlow, Jill Beck, Shirley and Ted Allchin, Greg Rose, Mal Trull, Don and Shirley Little and Helen MacRae.

Visitors:

Mark Forsyth, Brandon Rossiter and Guest speaker: Dianne Elliot and her sister Tess.

News from Travellers:

Bob and Annette safe return.

Greg and Mal: Alice Springs trip.

Minutes of Previous Meeting:

Moved: Jim Hood, Seconded: Shaun Johnson

Business Arising: Nil

Correspondence:

In: Track watch (Wayne Foon has an article inside), The Obsession

Out: Nil

Emails: Email of thanks to Marco Tripodi for chairing the LROCG AGM.

Treasurer's Report:

Moved: Alan MacRae, Seconded: Ken Markham

Publicity Officer's Report:

Unpaid fees were due 30.06.17. Reminders will be sent out. New Name badges available. New cars on show.

Editors Report:

Eric hopes you like the newsletter, and is always looking for more "stuff".

Webmasters Report: Alan Harlow

Technical Report:

Alan has had 5 flat tyres which he puts down to sharp rocks pointing upright.

Events Co-ordinator's Report:

Past Events:

September:

9-10: David Murray stated Donnelly's/ Toombon Trip postponed due to weather conditions.

24: Wild flowers trip also postponed due to weather conditions. See new date.

Future Events:

October:

Sunday 22nd October: Greg Rose Boronia galbraithiae sightseeing trip. If weather forecast unfavourable (Damaging winds)

Same arrangements as for postponed trip. Essential to contact Lois or Greg if wishing to attend.

November:

Thursday 2nd November – Thursday 9th November. Melbourne Cup Weekend Base Camp. Rod has secured 10 caravan sites and 2 cabins (already taken). Site fees are \$25.00 p/n. If interested please advise Rod as no deposit is sought from park; so, booking through Rod is preferred.

Monday 13th November: LROCG meeting. One week later due to Public Holiday.

Monday 20th November- Wednesday 22nd November: LROCG /Parks Victoria combined working days at Horseyards with accommodation at Surveyors Creek Camp. Currently 15 booked in - more welcome.

December:

Sunday 10th December: LROCG Christmas Meeting: Silvertop Park overlooking Thompson Dam. Transferred from Mt Erica. Wayne Foon organising.

2018

February:

February 17th February; Victorian 4x4 Show set up day. Lardner Park.

Sunday 18th February; Victorian 4x4 Show. Lardner Park. Showing off each of the Disco's from Disco 1 through to current model.

March:

March 16th; Dinner Plain – Charlie's gastronomic extravaganza.

March 30th - April 2nd; Land Rover's 70th Birthday Celebrations and Get Together in Cooma. Book for Gala Dinner/BBQ and Accommodation. It was discussed whether members stay longer and do a few 4x4 trips post Cooma.

Parks Victoria Dates for 2018

May 5th- May 6th: Venue to be decided early 2018. Wonnangatta, Kelly's Lane Huts and Mayford have all been mentioned so far.

July Sunday 22nd: BBQ lunch along the Wellington River campsites north of Licola and general tidy up of 14 campsites.

November Monday 19th- Wednesday 21st Talbotville revisited.

Four Wheel Drive Victoria Delegate's Report: Greg Rose

FWDV stickers on front desk for those who have not received them at a previous meeting.

As 4WD Victoria Regional Representative, Southern Alpine National park, on October 18th Greg Rose will accompany Wayne



Hevey CEO FWDV, several members of Parks Victoria and other management agencies on an inspection of Butcher Country Track. The northern end of the track is eroded and very poor condition. The onsite inspection will formulate some future plans for the track and surrounding fragile environment.

General Business:

Venue for Christmas /meeting will be held on Sunday 10th December at Silvertop – Picnic area above the Thompson Dam at 11am for lunch.

Victorian 4x4 Show Lardner Park, February 17th and 18th. Alan MacRae stated the site was just inside entrance.

Land Rover experience day. Greg and Lois attended their complementary Land Rover Experience day recently and highly recommend it to anyone who has the opportunity to attend. Held in the Yarra Ranges.

Club calendar for 2018 to be organised by Alan Harlow. Approx. 20 required.

Krystal Murray has attained her Learners Permit.

Wayne Foon informed the meeting there were currently 18 active fires at present. These fires were deliberately lit, either camp fires or out of control burn offs.

Alan MacRae asked if the members would be interested in watching footage of the Birdsville Mail Run next meeting. A chorus replied yes.

Guest speaker Dianne Elliot- Understanding Driving was thanked for her attendance.

Meeting Closed: 8.53 pm.

Guest Speaker Dianne continued until 9.33pm.

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Now at last you can have the comfort and ease of operation of
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- Have your Range Rover converted to 3-speed fully automatic transmission by Off Road Automatics.
- Retains 4 wheel drive, high & low ratio and diff lock.
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- All work done by experts, installed and tested in three days.
- We are the **ONLY** firm in Australia specialising in fitting automatic transmission to Range Rovers.



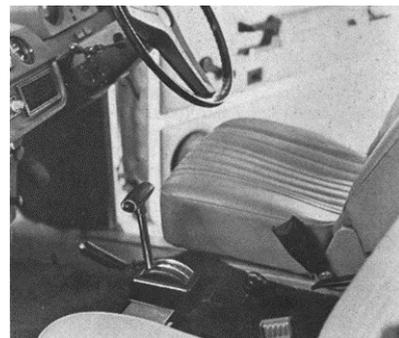
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Range Rover Automatic conversion with Off Road Automatics Pty

Off Road Automatics, Hornsby north of Sydney, NSW developed an Automatic conversion kit for Range Rover which they launched on the Australian market, at the end of 1977. As many of the Range Rover owner normally drives most of their time on motorways and in town, and not so often in the rough terrain, the need for a more relaxed driving like the automatic can offer, is obvious. In UK the first factory developed Range Rover Automatic were not available before August 1982 with the second limited edition "in Vogue". The installation took the original LT95 4-speed manual gearbox out of the car and replaced it with a modified heavy-duty Borg Warner Type 35 3-speed automatic gearbox. The Borg Warner auto gearbox is built in Australia, so replacement parts are easily available. The Borg Warner Type 35 work well together with engines up to the 3.5 litre as Range Rover have. It is also well suited because the gear ratios are well balanced to the vehicles characteristics. The bell house from the Leyland P76 were used with a 2:1 torque converter. The original Range Rover LT95 combined gearbox, transfer case and third differential were cut to remove the manual gearbox unit and via an adaptor plate bolted to the Borg Warner automatic gearbox together with the remaining LT95 transfer case and third differential. The transfer case was moved longer backward to give space for the automatic and 2 new drive shafts were manufactured. Two transmission oil coolers were fitted to hold the transmission oil temperature at a sufficient level. A protecting steel plate were mounted underneath to protect the automatic, torque converter and the sump. The auto changes are actually faster than on the manual gearbox. The T-bar shift lever arrangement was so nicely placed between the seats, the whole installation looks like a factory developed system. The driving with the Off Road Automatic conversion were soft and smooth under normal driving conditions on metallic road. Under hard acceleration there were some "clunk" occurred in the transmission system, especially between 2nd and 3rd gear change. For off road use the automatic is much more convenient to use than the manual with no gear changes and burnt clutches. Price for the finished installed Off Road Automatic conversion kit: \$ 1.950,- (January 1978) and was delivered with 12 months/20.000km warranty



Manual Transmission with integrated transfer case LT95:-

4 speed and transfer box, high (1.113) and low (3.32) ratio. Central differential lockable
 Gear ratios: 1st. 4.069; 2nd. 2.448; 3rd. 1.505; 4th. 1.0; R. 3.664 Diff ratio: 3.54:1

Automatic Borg Warner Type 35 with adapted transfer case from LT95 -

Off Road Automatics Pty offered:- 3 speed and transfer box, high (1.113) and low (3.32) ratio. Central differential lockable
 Gear ratios: 1st. 2.392:1; 2nd. 1.45:1; 3rd. 1.0:1; R. 2.09:1 Diff ratio: 3.54:1

Gearchange: T-Bar floor mounted