

LAND ROVER OWNERS' CLUB

OF GIPPSLAND
FEBRUARY 2018 NEWSLETTER



GIPPSLAND LAND ROVER

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LAND ROVER OWNERS' CLUB OF GIPPSLAND

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LROCG News February 2018.

Congratulations.

Congratulations to club members Sharna Cole and Wayne Foon. The happy couple were married on a perfect day in Bright on Saturday the 3rd of February. The club wishes them well for this new and exciting part of their lives together. No doubt they will have plenty of travel tales when they return from honeymooning in Vietnam.

Thanks.

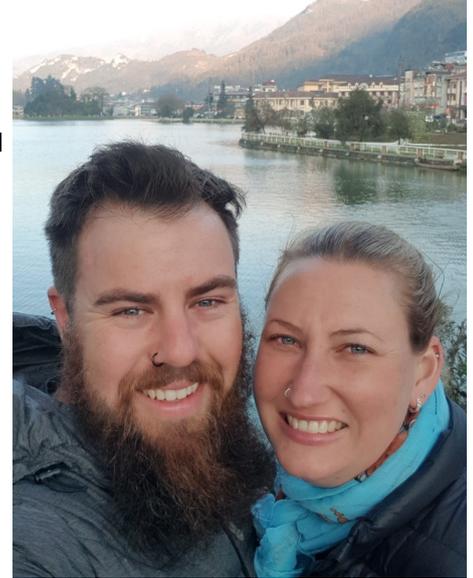
Thanks to Ian Blake for conducting the February meeting while Lois and I enjoyed ourselves in Bright for the wedding mentioned above!

Vehicle Set Up.

One club member has recently completed the touring set up of his Discovery 4. ARB bull bar, snorkel, UHF radio, very practical platform roof rack, awning, 18" Compomotive rims, Bridgestone tyres; looks very impressive and might give other D4 owners some inspiration for touring improvements for their vehicles.

Aussie Muscle Car Run.

Club member Mal Trull and his Alice Springs based son Mick, are taking part in the Leukaemia Foundations Aussie Muscle Car Run. The event is open to cars from the Golden Era of Bathurst, 1963 to 1977. As well as a passion for all things Land Rover Discovery, Mal has an R Series Valiant that he will use in the seven day event. The annual event has raised \$2.5 million to support Australians living with blood cancer. For more information or to make a donation talk to Mal at a club meeting.



AdBlue.

Thanks to Shaun Johnson for discussing and demonstrating AdBlue at the February meeting. AdBlue is the commercial name for a solution of urea and deionised water. The solution, injected into the exhaust system, converts harmful nitrogen oxide (NOx) into harmless nitrogen and steam. Widely used in truck engines and European passenger and light commercial vehicles AdBlue is a feature of current model Land Rovers. The vehicle will give plenty of warning before the AdBlue tank needs refilling.

Coming Events.

There are quite a few events to keep club members busy in the coming months.

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

February 18th. Victorian 4x4 Show, Lardner Park. This is the event that has been held at Wandin for many years.

March 5th. LROCG meeting at ARB Traralgon, 8:00 p.m. Doors open at 7:30.

March 10th. Aberfeldy walking tracks working bee. Contact Craig Murray for details.

March 10th, 11th and 12th. Centenary of the Wonnangatta Murders. Run by the Friends of Wonnangatta in conjunction with Parks Victoria. Supported by Four Wheel Drive Victoria and other groups. There will be displays, forums on Wonnangatta history, etc. based around the Wonnangatta homestead site over the Labour Day weekend. Contact Greg Rose for details.

March 29th to April 2nd. 70th Anniversary of Land Rover at Cooma. See event website for details.

May 5th and 6th. LROCG and Parks Victoria weekend. Accommodation at Surveyors Creek cabins. Working at Kelly Lane.

Greg Rose.

President LROCG

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

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	
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Editor	Eric Shingles	03 56232 501
Property Officer	Ross Howell	
4WD Vic Delegate	Greg Rose	0427 456 546
Webmaster	Alan Harlow	

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



Not to be outdone by Ross & Sue Howells new caravan Hoody's thinking of getting a motorhome

LIMITED-EDITION 297KW LAND ROVER DEFENDER WORKS V8 ANNOUNCED

While We Continue To Wait For The All-New Defender, Land Rover Has Announced A Limited-Run Of 150 Defender Works V8s as it continues to celebrate the brand's 70th anniversary. More than this, the V8-powered Defenders pay homage to the Series III Stage I V8 from 1979 and subsequent V8 Defenders, including the 50th anniversary variant.

The Defender Works V8 is the most powerful and fastest-ever Defender with a 5.0-litre naturally-aspirated V8 thumping out 297kW and 515Nm or torque up from the standard car's 90kW and 360Nm of torque. That's enough to see it hit 100km/h in just 5.6 seconds.

Tim Hannig, Jaguar Land Rover Classic Director, said: "It's fitting that we've been able to release the full potential of the iconic Defender, whose much-loved shape remains synonymous with Land Rover, 70 years since it was seen in public for the first time.

"The idea of reintroducing a V8 Defender was something we were discussing as far back as 2014, when we were still building the Defender in Solihull. We knew the demand was there for a powerful and fast Defender; the Land Rover authenticity is the ultimate finishing touch for discerning clients purchasing these collector's edition Defenders." Land Rover will mate the V8 engine to an eight-speed ZF automatic transmission with sport mode, beefed up brakes and "handling kit" which includes new springs, dampers and anti-roll bars. It'll ride on bespoke 18-inch diamond-turned Sawtooth alloy wheels and 265/65 R18 all-terrain tyres.

Eight standard body colours include two satin finishes – contrasting with a Santorini Black roof, wheel arches and front grille – finished with machined aluminium door handles, fuel filler cap and Defender bonnet lettering. A lighting upgrade includes bi-LED headlamps. Full Windsor Leather interior trim covers the dashboard, door panels, headlining and Recaro sports seats. Land Rover Classic's own Classic Infotainment System is also fitted. Both 90 and 110 wheelbase Defender Works V8 derivatives will be available to purchase direct from Land Rover Classic, with prices starting from £150,000 for a 90 in the UK, or AUD\$260,000. Practical Motoring spoke with Land Rover Australia and the only way you'll be able to get one of these things here is to buy one in the UK and privately import it here.



RESTORATION OF PRE-PRODUCTION 1948 LAND ROVER BEGINS

The Restoration Of One Of The Three Pre-Production Land Rovers Shown At The 1948 Amsterdam Motor Show Has Begun... LAND ROVER IS kicking off its 70th anniversary with the restoration of one of the pre-production Land Rovers that was shown at the 1948 Amsterdam Motor Show. Lost for years, the vehicle had been parked in a Welsh field for more than 20 years. Land Rover said, "Following its surprise discovery just a few miles outside of Solihull, UK – where the car was first built – the experts at Jaguar Land Rover Classic spent months researching in company archives to unravel its ownership history and confirm its provenance". The team behind Land Rover Series I Reborn will begin the year-long restoration of the pre-production vehicle, enabling it to be driven again. Tim Hannig, Jaguar Land Rover Classic Director, said: "This Land Rover is an irreplaceable piece of world automotive history and is as historically important as 'Huey', the first pre-production Land Rover. Beginning its sympathetic restoration here at Classic Works, where we can ensure it's put back together precisely as it's meant to be, is a fitting way to start Land Rover's 70th anniversary year. "There is something charming about the fact that exactly 70 years ago this vehicle would have been undergoing its final adjustments before being prepared for the 1948 Amsterdam Motor Show launch – where the world first saw the shape that's now immediately recog-



nised as a Land Rover." The pre-production Land Rovers were different to the vehicles that followed via mass production. They had thicker aluminium alloy body panels, a galvanised chassis and a removable rear tub – these elements will be restored. The patina of its components will be preserved, including the original Light Green paint applied in 1948.

Land Rover Discovery Goes Commercial with Cargo Variant

As a Land Rover, the Discovery is already a versatile package. It's capable on the street or in the dirt, it has a family-friendly three-row package, and it offers luxury appeal. But Land Rover also has been known to expand beyond the typical use case for the Discovery, first as a drone-equipped disaster relief vehicle, then as a food truck with a crockpot in the engine bay and a toaster in the center console. Now the Disco is grabbing a clipboard and prepping its GPS for delivery routes as it tackles another new job: commercial cargo van.

The Discovery Commercial, as it is officially known, is basically a rear-seat-delete package. The front cabin remains essentially the same as in the normal Discovery, but right behind the front seats is a partition cage. The second and third rows have been removed, opening up a useful cargo-hold area in back. The load area is 64.4 inches long, 37.0 inches high, and 55.6 inches wide. Land Rover claims it can swallow items as big as 39.3 inches by 28.9 inches. Unlike many cargo vehicles, which replace rear windows with metal panels, the Discovery keeps its windows but features privacy glass.

The Discovery Commercial comes with a choice of two diesel powertrains, a 240-hp 2.0-liter four-cylinder or a 258-hp 3.0-liter V-6. Both engines can be ordered in S, SE, or HSE trims, while four-wheel drive and an automatic transmission are standard equipment on all models. They also have a two-speed transfer case, an air-spring suspension, and Land Rover's Terrain Response system. Land Rover claims the Discovery Commercial can tow up to 7716 pounds, which is the legal limit in the U.K.

Just because it's a work vehicle doesn't mean this Land Rover is stripped of its niceties. It still has a host of technology, including the InControl Touch Pro infotainment system, a power two-piece liftgate, and hill-start assist. Safety remains a focus as well, with adaptive cruise control, automated emergency braking, and lane-departure warning all included.

In the U.K., the Discovery Commercial starts at the equivalent of about \$76,100 for the 2.0-liter or \$78,500 for the 3.0-liter. In the United States, the model is just an idle daydream for our delivery drivers.



Kahn Design teases Flying Huntsman 6x6 Soft Top

British tuning company Kahn Design has teased its next model, a drop-top version of its Flying Huntsman 6x6. Set to be the third variant of the Flying Huntsman family, the 6x6 Soft Top is – like its siblings – based on the Land Rover Defender. The new model looks to be a competitor for Mercedes-Maybach's G650 Landulet, which also fuses retro-off-roader styling with a soft-top rear roof, along with a plush interior. Despite its Land Rover origins, Kahn has swapped out the base car's 90kW/360Nm 2.2-litre turbo-diesel for a GM-sourced 6.2-litre 'LS3' V8 with a far more substantial 320kW. Power is sent to all six wheels through a six-speed automatic transmission. Going by the teaser images released this week, the convertible roof should be of the electric folding variety. Then again, that's probably to be expected of a vehicle priced in excess of £275,000 (\$490,000). Further details about the Flying Huntsman 6x6 Soft Top will be released "in the coming weeks and months", but don't expect to see many of these UK-produced off-roaders patrolling your local Woolies anytime soon.



Land Rover, Scared Of Chinese Clones, Will Skip Defender Concept And Show Production Car In 2018

The new Land Rover Defender will break cover in late 2018 in its final production form and not as a concept previewing the final product. Codenamed L663, the new Defender will be the centerpiece of Land Rover's 70th anniversary celebrations late this year. The company's decision to skip showing a concept prior to the real thing is because Land Rover is now wary of revealing concept cars in general for fear of their design being plagiarized, Autocar reports.

Back in 2011, Land Rover revealed the DC100 concept pictured here, but the negative reaction was so big that forced them to go back to the drawing board. The bigger reason however for delaying the introduction of a new Defender was the difficulty of building a viable business model for the new off-roader.

The old Defender never managed to sell more than 20,000 units per year towards the end of its career and Land Rover needs to sell as many as 100,000 units annually in order to make the new Defender a viable model. Land Rover is going to use a toughened-up version of the D7u architecture used in the Range Rover, Range Rover Sport and Discovery models. Petrol and diesel engines from the Ingenium family will be on offer, helping the new Defender not only achieve the necessary economy of scale in production but also making it eligible for sale in regions like the US and Canada. Land Rover wants the new Defender to become their most off-road capable model yet obviously and that's why it'll have a fully updated suite of technologies based on their latest Terrain Response II system offered in the Discovery.

Sales of the new Land Rover Defender are expected to start in 2019.



2019 LAND ROVER DEFENDER SPIED

UK Automotive Publication, Autocar, Has Published The First Images Of A Camouflaged 2019 Land Rover Defender. THE NEXT-GENERATION 2019 Land Rover Defender has been spied testing by Autocar in the UK. The camouflaged body in the main image is that of a cut-and-shut Range Rover. The new Defender is expected to be revealed late in 2018 before hitting dealerships in 2019.

According to reports, the new Defender's engineering has been largely approved (as has the design which is expected not to be retro-inspired) with on-road testing beginning last year. Indeed, way back when the Evoque was launched, Land Rover engineers said they'd already begun preliminary works on the Defender.

Land Rover boss, Ralph Speth confirmed last year that the new Defender would be built on the same aluminium platform as the Range Rover, Range Rover Sport and Discovery but that it will be much stronger and the off-road electronics more advanced than anything on a Land Rover or Range Rover to date. It's expected the new Defender will run a coil spring set-up like that of the Discovery 4.

It's expected the new Defender will be available with a range of petrol and diesel engines from the JLR Ingenium family and with both manual and automatic transmissions.

So, why the delay? Some suggest it's the low volumes the Defender sold in that made a business case for investment so tricky. Allegedly, Land Rover is targeting 50,000 unit sales to guarantee profitability of the project but, given the new Defender won't be built in the UK but rather at Land Rover's facility in Slovakia where it hopes to produce 150,000 vehicles a year... although how the UK's exit from Europe will affect that remains to be seen.



Here's what to expect from the 2019 Land Rover Defender

The original Land Rover Defender has been out of production for a couple years now, and Land Rover has been keeping a pretty tight lid on any news regarding its replacement, which is expected to be shown in late 2018 in production form and start rolling off the assembly line as a 2019 model. The company has plenty of reasons to keep the upcoming 4x4 under wraps until the very last minute: A Chinese automaker took a little too much inspiration from the Evoque and has started churning out its own version. Land Rover would like to delay that from happening to the Defender, which is why we haven't seen any hint of

the upcoming SUV's exterior or seen much in the way of specs. But Autocar has been able to glean a few details about the new model -- or at least as much as Land Rover has been willing to share.

The new Defender, code-named L663, will be shown during the company's 70th anniversary. It will be available in two body styles, in keeping with the 90 and 110 main models of the outgoing Defender, and both will be based on Jaguar Land Rover's aluminum architecture dubbed D7u, which currently underpins the Range Rover and Discovery models. Hardtop and soft-top body styles will be offered on both wheelbase choices and will be joined by pickup and other variants appearing a little later; all will use the Ingenium lineup of engines.

When it comes to design the Defender may not stay close to the DC100 concept unveiled earlier this decade; Land Rover was not enthused by the response the concept received and has decided to go in a different direction. What that direction may look like is still a secret, but clues offered by Land Rover design head Gerry McGovern suggest the Defender likely will not advertise its off-road capabilities through stereotypical off-road features such as rows of spotlights or snorkels.

The Defender will still be a premium product and will be "priced as such," according to Autocar. The magazine expects it to have a more understated and refined look, rather than featuring the blocky and overly caricaturish design of the DC100 concepts. This means it won't be a retro interpretation of the original design, and it will feature just a few nods to the original. It also won't be agricultural or particularly austere; quite to the contrary, it will be "the most high-tech Land Rover yet," according to Autocar, while keeping impressive ground clearance, as well as departure, approach and breakover angles.

All of this sounds like a tall order, but the good news is the new Defender will be sold in America; this is now an imperative as Land Rover will need all the sales it can get when the new model debuts, and the last one topped out at around 20,000 vehicles per year. Autocar says that Land Rover will need to sell around 100,000 a year this time around for the Defender to be worthwhile to build. Thankfully, there is nothing short of a complete SUV craze at the moment, so 100,000 units per year looks far more likely than it did at the beginning of the decade. That said, the competition hasn't been sitting still, and the new Defender will debut a year after the new Wrangler goes on sale -- not to mention capable and luxurious off-roaders from Team Japan. No, the Defender won't be a Wrangler competitor when it comes to price -- JLR has made it clear that it will be premium-priced -- but it still has to hit a sweet spot to make it an attractive purchase for its traditional audience. Add to that the fact there is now a project afoot to design and build a new version of a spartan and affordable old-style Defender, and the new model will face competition from a doppelganger of its old self to make matters more complicated. Finally, the Land Rover and Range Rover lineup isn't what it was in the heyday of the old Defender, so the new model will also face stiff competition from all the other Land Rover and Range Rover models as well. It's going to be a busy, busy Land Rover world out there.



FIRST ON-ROAD TESTS FOR SELF-DRIVING JAGUAR LAND ROVERS

Jaguar Land Rover is taking part in the UK's first road tests for autonomous and connected vehicles. Real-world testing takes Jaguar Land Rover another step closer to bringing an intelligent vehicle to reality. As part of the £20m UK Autodrive project, Jaguar Land Rover is testing a range of research technologies that will allow cars to talk to each other as well as roadside

infrastructure, such as traffic lights on the roads of Coventry. The trials will explore how future connected and autonomous vehicles can replicate human behaviour and reactions when driving. Jaguar Land Rover is developing both fully and semi-autonomous vehicle technologies to offer customers a choice of an engaged or autonomous drive, while maintaining an enjoyable and safe driving experience. The company's vision is to make the self-driving car viable in the widest range of real-life, on- and off-road driving environments and weather. "Testing this self-driving project on public roads is so exciting, as the complexity of the environment allows us to find robust ways to increase road safety in the future. By using inputs from multiple sensors, and finding intelligent ways to process this data, we are gaining accurate technical insight to pioneer the automotive application of these technologies. Jaguar Land Rover is proud to be a leader in collaborative research projects for autonomous and connected cars. We are supporting innovative research that will be integral to the infrastructure, technology and legal landscape needed to make intelligent, self-driving vehicles a reality within the next decade." Says Nick Rogers, Executive Director - Product Engineering. With the launch of the trials, Coventry joins just 12 other cities in conducting tests on public roads globally. UK Autodrive is the largest of three consortia launched to support the introduction of self-driving vehicles into the UK. It is helping to establish the UK as a global hub for research, development and integration of automated and connected vehicles into society. The consortium has already proven these research technologies in a closed track environment and the start of real-world testing is the next step to turning the research into reality.



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THE DUKE AND DUCHESS OF CAMBRIDGE VISIT JAGUAR LAND ROVER IN SOLIHULL

Jaguar Land Rover was today honoured to welcome The Duke and Duchess of Cambridge to its Solihull manufacturing plant. The Royal visitors witnessed first-hand the £2.5bn invested in the site which has seen production and employment more than double since 2008.

During a tour of the final assembly line, both The Duke and Duchess watched production associates complete the final checks on the latest models to be introduced at the plant – the Jaguar F-PACE and Range Rover Velar. The tour concluded with a look in to Jaguar Land Rover's electric future in the form of the Jaguar I-PACE Concept and Range Rover P400e (Plug-in Hybrid Electric Vehicle), both models form part of the company's commitment to be fully electrified from 2020 onwards.

"Showcasing the Solihull manufacturing plant to The Duke and Duchess of Cambridge was an honour. We are a proud British company with a passionate workforce and it was a privilege for everyone to be part of this very special visit." said Dr. Ralf Speth - JAGUAR LAND ROVER CEO.

The company also took the opportunity to celebrate setting a new record for volunteering with more than 10,000 employees dedicating 120,000 hours to help worthwhile causes during their working hours. Twenty Jaguar Land Rover volunteers met with The Duke and Duchess and explained how their skills had been used to support social, environmental and educational causes. The Duchess also met five children from Topcliffe Primary School in Birmingham who are the reigning champions of the Jaguar Primary Schools Challenge – a core education programme in which children are tasked to research, design, manufacture, test, promote and race the fastest car possible, driven by compact compressed air.

During the visit Jaguar Land Rover also furthered its commitment to emergency and disaster relief through a partnership with Mountain Rescue England and Wales. A team of mountain rescue volunteers were at Jaguar Land Rover's flagship manufacturing plant to familiarise themselves with the new Discovery, which will join its existing fleet of lifesaving vehicles. The handover was witnessed by The Duke, who is Patron of the charity and The Duchess, both of whom went on to drive the Land Rover Experience off-road course.



JAGUAR LAND ROVER SEALS PARTNERSHIP WITH MOUNTAIN RESCUE ENGLAND AND WALES

Mountain Rescue England and Wales (MREW) today took delivery of a capable new team member - a Land Rover Discovery, which will join its fleet of lifesaving vehicles. The handover was witnessed by a very special guest and Patron of the charity, The Duke of Cambridge accompanied by The Duchess of Cambridge who were visiting the Solihull manufacturing plant where the vehicle is built. This is the latest vehicle to be donated to emergency and disaster preparedness partnerships, helping to save lives and support communities around the world. The liveried Discovery was received by 10 volunteers from the Mountain Rescue team who were at Jaguar Land Rover's flagship manufacturing plant to familiarise themselves with the vehicle's all-terrain technology and get some expert off-road tuition on the purpose built Land Rover Experience Adventure Zone off-road track.



"Mountain rescue team members are on call 24 hours a day, 365 days a year to recover climbers from precipitous crags, reunite lost walkers with their pals and ensure injured and sick casualties are safely delivered into vital hospital care. Land Rover is a great partner for us and we are delighted to have a new Discovery on our fleet." Said Simon Thresher — Mountain Rescue Team.

Last year MREW were deployed to 1,812 callouts, helping 1,785 people using a total of 81,778 volunteer hours. In fact there were only 14 days in 2016 without a mountain rescue callout in England and Wales. The team's work also extends beyond mountains, regularly helping in the search for missing children and vulnerable adults, searching river banks and swift water, and wading chest-deep through flooded urban streets aiding swimmers, kayakers and devastated homeowners.

"Land Rover has a long and rich heritage of supporting projects in the most challenging and remote environments around the world. We are delighted therefore that this group of volunteers will be supported by Land Rover to continue their incredible work." said Mark Cameron - Land Rover Experiential Marketing Director.



JAGUAR LAND ROVER NAMES TOP TECHNICIAN AFTER SKILLS SHOOT-OUT

Jaguar Land Rover's top technicians from around the world gathered at the company's Learning Academy last week putting their skills to the test in the annual Global Technician of The Year event. The best of the best from retailers in 27 countries were put through a gruelling three-day challenge to see who could demonstrate the best technical knowledge, skill and customer service. Jan Olivier from Land Rover North Western, South Africa beat 45 of his fellow Jaguar Land Rover trained technicians to be crowned Global Technician of the Year 2017. He wins a trip for two to watch Panasonic Jaguar Racing compete in next year's New York round of the Formula E World Championship, plus a personalised Snap-on toolbox. The Global Technician of the Year award is open to Jaguar Land Rover technicians from across its network of 2,600 retailers in 130 countries. Technicians initially take part in regional competitions before being invited to compete in a weeklong event at the Learning Academy, the centre of the company's lifelong training programme. This year's event will take place from 22 to the 26 October 2018. Contact your local Jaguar Land Rover Training Academy for details.

"The training I have had in this company really helped me in this process, I used all my skills and learning but never imagined I would win against such tough competition." said Jan Olinier - Land Rover North Western, South Africa.



New Land Rover Defender to go electric

Land's Rover's all-new Defender to appear within a year; will be available with all-electric power.

Get ready for a revolution when Land Rover's first new Defender in a quarter of a century makes its world debut in final production form by this time next year. The British off-road brand has told Autocar it will reveal the all-new replacement for its most iconic model as the centerpiece of its 70th anniversary celebrations in late 2018, before it goes on sale globally in 2019. Much has been written about the new Land Rover icon, which replaces a model that went out of production almost two years ago – 67 years after the original 1948 Land Rover Series I it's derived from — but the company has been silent about it since it showed the polarising DC100 concepts more than five years ago in 2011.

Now, motoring.com.au can confirm the new Defender will be available for the first time with an all-electric powertrain.

That's right, apart from traditional combustion engines for conventional versions, Land Rover's most utilitarian and most off-road capable model will be offered with at least one electric motor backed by a powerful battery pack. No further details were provided by our senior Jaguar Land Rover source, but the ground-breaking news is consistent with JLR's commitment to electrify every model in its range from 2020. But the Defender will go beyond the mild-hybrid (MHEV) and plug-in hybrid (PHEV) powertrains to be offered in other JLR models by being a full battery-electric vehicle (BEV).

Electric pioneers

JLR revealed its first PHEV, the plug-in Range Rover Sport, just last month, but its first BEV will be next year's all-new Jaguar I-PACE — a dedicated pure-electric crossover that could provide clues to the Defender EV powertrain.

A direct rival for the upcoming Audi e-tron quattro and Mercedes-Benz EQ, the full-size electric SUV is claimed to deliver a 500km range thanks to a 150kW/350Nm electric motor for each axle, providing all-wheel drive and total outputs of around 300kW and 700Nm. Jaguar says the I-PACE's lithium-ion battery will take just two hours to fully charge via a 50kW fast-charging DC station, or 90 minutes to charge it to 80 per cent. Although the Defender EV represents a significant change of course for the hallowed off-road brand, Land Rover has tested battery-powered versions of the Defender for years and even showed a Defender EV prototype at the 2013 Geneva motor show. However, Land Rover's first EV is expected to be the all-new 'Road Rover' — a fourth sub-brand or "pillar" for the brand alongside Defender, Discovery and Range Rover. Due on sale by the end of the decade, the first in a family of Road Rover models is expected to offer Mercedes-Benz S-Class levels of luxury in a crossover body brandishing at least some off-road capability.

Whole EV family

Other pure-electric JLR models will follow, including Jaguar's next-generation XJ limousine and F-TYPE sports car, which will be produced exclusively with electric powertrains. Meantime, there will be mid-hybrid solutions for models like the second-

generation Evoque (codenamed L551), which is also due in 2019. The majority of Defender vehicles are expected to be powered conventional petrol and diesel engines from JLR's Ingenium line-up. However, the Defender EV — along with the Range Rover PHEV, Road Rover EV and Jaguar I-PACE, F-TYPE and XJ EVs — is aimed squarely at meeting stringent new Zero-Emission Vehicle (ZEV) sales targets in markets like California, which has called for 1.5 million electric or hydrogen fuel-cell vehicles on its roads by 2025.

According to Autocar, JLR will need to ensure that somewhere between 16 and 25 per cent of all its sales are of battery-electric cars by 2025 to meet ZEV targets, which are being adopted by at least nine other US states.

Advanced hardware

The new Defender won't be based on the same all-steel, front/all-wheel drive, transverse-engine D8 chassis architecture that underpins the next Evoque, Land Rover Discovery Sport and Jaguar's upcoming E-PACE small SUV, or even the steel/aluminium iQ-AI platform residing beneath the Jaguar XE, XF, (next) XJ and F-PACE, and the Range Rover Velar.

Instead, it will be based on another variation of the aluminium platform that underpins the Discovery, Range Rover and Range Sport, although it remains to be seen whether — like them and the original Land Rover — it wears aluminium body panels.

Codenamed L663, it will be most closely related to the new Discovery, but it's unclear whether it will be built alongside the Disco in Slovakia, alongside JLR's aluminium-bodied models in Solihull or Castle Bromwich (UK), or alongside the E-PACE by contractor Magna Steyr in Austria.

**NOBODY IS
PERFECT
BUT IF YOU
DRIVE A
LAND ROVER
YOU'RE PRETTY
DAMN CLOSE**