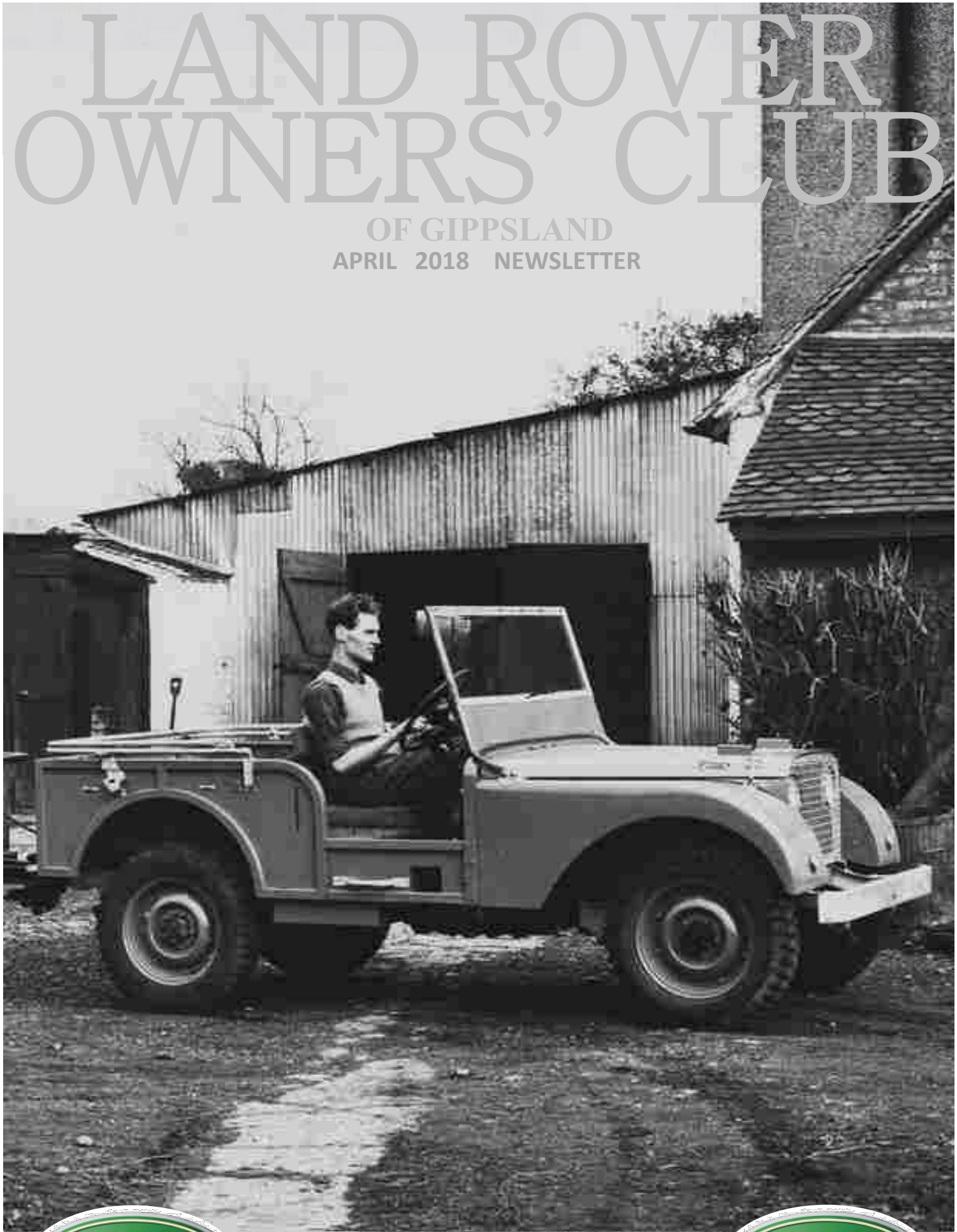


# LAND ROVER OWNERS' CLUB

OF GIPPSLAND  
APRIL 2018 NEWSLETTER



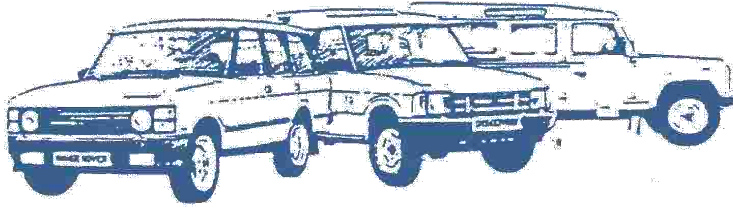
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# LAND ROVER OWNERS' CLUB OF GIPPSLAND

P.O. Box 3128 Gippsland Mail Centre 3841 Telephone (03) 51 341 422 Club website Irocg.jimdo.com

## LROCG News April 2018.

### Club Website.

The club website address is Irocg.jimdo.com or simply Google Irocg. Our webmaster, Alan Harlow, with tech support from Wayne Foon, took members through the features of the site at the April meeting. There are newsletters, photo albums and a calendar of events on the website plus regular competitions identifying photos. Alan is doing great things considering his handicap of using a Windows based machine instead of a Mac.

### Prize Winners.

The most recent website question winners were Lois Rose and Wayne Foon. Lucky Wayne, with some great knowledge of locations, took home a gift voucher for \$50 worth of ARB gear, donated by ARB Traralgon. While not actually club related, Mal Trull has won a prize for filling in an online Land Rover Service questionnaire. Perhaps it's worth doing those online surveys.

### Club Annual Fees.

The club annual fees will fall due while many members are away on extended trips this year. To help Alan MacRae it would be appreciated if those members paid their fees before leaving. It is much simpler to pay our annual affiliation to Four Wheel Drive Victoria in one payment than several over a period of months. Being fully financial ensures that you keep getting Trackwatch magazine and will be covered by FWDVs insurance if you want to participate in a club trip on returning from your adventures. The fee for the 2018/19 club year remains at \$75.

### Gippsland Land Rover.

There will be some noticeable changes at VSL/GLR soon. The new Latrobe Volkswagen showrooms and service facilities will be operational from April the 20<sup>th</sup>. Beau Missen will be located in that new facility as VW service manager. We will miss Beau with his great knowledge of Land Rover products and wish him well in his new role.

Steven Wrench will look after the current service workshop for Land Rover. Steven has worked in many roles within the Gippsland Motor Group and has been with VSL for several months. Matt Cunningham will be front desk for service as usual. Spare parts will remain as they are at present. Land Rover sales, with Charlie waiting to do a deal, will continue from the current showroom until the Land Rover/Jaguar facility is completed in the second half of the year.

Marco Tripoli will be busy travelling between sites continuing in his position as Dealer Principal.

Club meetings will be held at the current showroom and will move to the new showrooms on the Princes Highway Traralgon when they are open. It should be exciting to have our meetings in the company of, not only the latest Land Rovers, but Jaguars as well.

### DO 35 Hitch.

Do you have a DO 35 hitch on your caravan or camper trailer? These are regarded as the best off road hitches available. There is a very significant link to the history of Land Rover. DO 35 hitches were developed and are made by Vehicle Components Pty Ltd, a Brisbane Company. The company is most well known for development and sales of Cruisemaster caravan suspension. The company's founder and chief engineer, Arthur Goddard, was the chief engineer for the development of the Land Rover from 1947 to 1957. If you have an interest in Land Rover and engineering history read some of the online articles about Arthur Goddard.

### New Defender.

There are so many rumors circulating about the new Defender. Lots of discussion at Cooma over Easter. A couple of wheel bases, modular design, eight speed automatic with front and rear "e" differentials, hybrid engines; you add your own speculation, your guess will be as good as anyone else's. Reliable sources say there is a prototype or a mule on test in Australia at the moment. There is also a theory that Land Rover will announce the new model, "on a significant date" this year. What ever happens, Land Rover will be acutely aware that the new Defender has to not only please the die hard fans but hold its own in the highly competitive world market. It will be fascinating to see whose theories were correct when the vehicle finally breaks cover.

Note: I can remember talking to John Ayre, dealer principal at ULR in Malvern, in about 1993. John had just returned from visiting the Land Rover factory in the U.K. He was convinced that, following the success of Discovery, there would be a new, completely modernised restyled 90, 110 and new 100 inch wheelbase vehicle, within 12 months!

Greg Rose.

### This month's cover; Centre steer prototype Land Rover

#### Land Rover Owners Club of Gippsland 2017-- 2018 Committee

President	Greg Rose	0427 456 546
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Secretary	Tonee Harlow	
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Property Officer	Ross Howell	
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Webmaster	Alan Harlow	

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



**A new festival celebrating the Land Rover to be launched in Solihull**

The 70th anniversary of Land Rover will be celebrated in Solihull town centre. We have plenty of festivals to look forward to this year focusing on everything from motoring to food. But now a festival dedicated to the Land Rover is being launched to celebrate the iconic car's 70th anniversary. Land Rover Festival will be held in Solihull from June 22-24. As well as giving fans of the marque a chance to see vintage cars, there will also be an area for 4x4 enthusiasts. Other attractions will include off-road driving experiences an outdoor cinema and family entertainment.

The festival will also celebrate the millions of Land Rover cars being produced at the nearby Lode Lane plant.

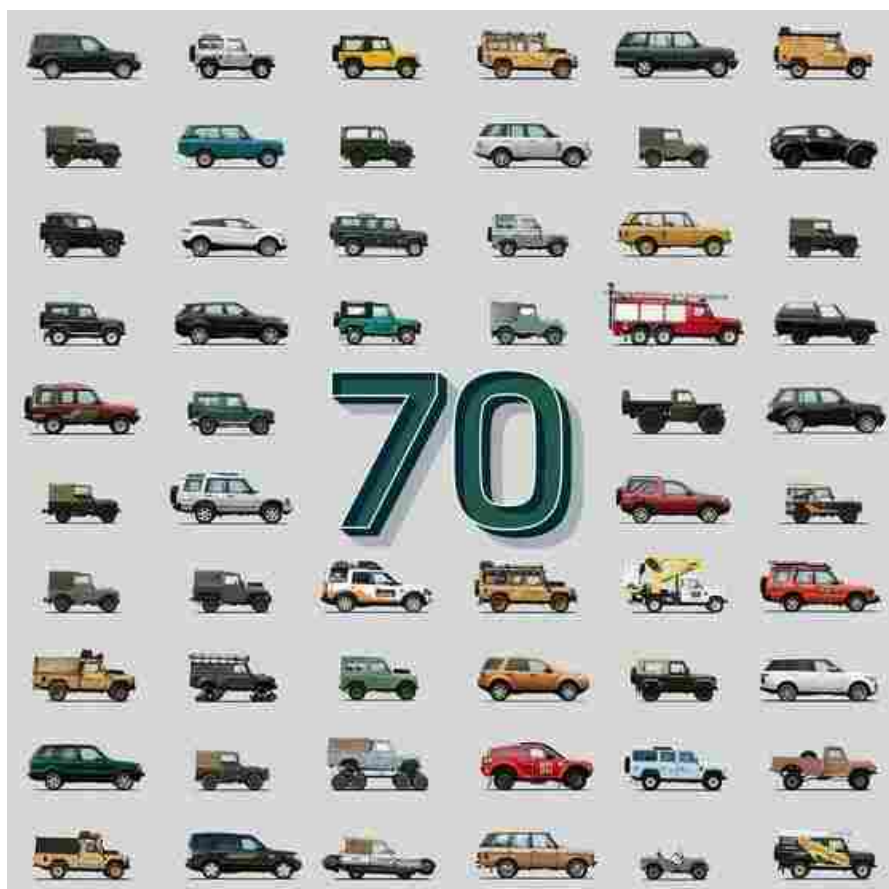
Solihull BID director Melanie Palmer said: "We are thrilled to be working with Jaguar Land Rover to bring an amazing community experience to the people of Solihull and beyond. "There will be lots of surprises and activities for everyone to enjoy, including off-road demonstrations for visitors to understand how these iconic vehicles handle challenging terrains." Land Rover was introduced by the Rover Company in 1948 and was granted a Royal Warrant by King George VI in 1951. Models have included the Defender, Discovery, Freelander and Range Rover. The last Defender rolled off the production lines in January, 2016 only for the company to announce in January 2018 that it was bringing it back with 150 limited edition V8 models for the 70th anniversary. Last year the versatility of a Land Rover Discovery was illustrated when a model for chef Jamie Oliver was fitted with its own kitchen, including a slow-cooker, bar-becue, ice cream maker and olive oil dispenser. More details about the Solihull LR Fest will be released over the coming weeks and months.



HUE 166, aka 'Huey' - the original Series I Land Rover will be on display at the first Land Rover Fest in Solihull



Queen Elizabeth II and the Duke of Edinburgh pass through long lines of schoolchildren at a youth rally to greet the royal couple in Sabina Park, Kingston, Jamaica, in 1953



The 70th anniversary poster for Land Rover

"Land Rover Cake" at the 10th birthday celebrations for the Land Rover at the Rover Motor Company, Solihull in 1958



## Range Rover SV Coupe to cost \$500K

Two-door SUV coupe to boast ultimate luxury, but it comes with towering price tag

Land Rover has launched a new two-door version of its full-size Range Rover at the Geneva motor show.

The Range Rover SV Coupe, revealed late last night, is said to pay tribute to the original pioneering British SUV that was launched as a two-door back in 1970.

For its 2018 reboot, not a single body panel is shared with the four-door version of the large Range Rover, Land Rover claims.

Featuring longer frameless doors, a more rakish rear C-pillar, and metallic side strakes milled from a single piece of metal, the two-door sits on huge 23-inch wheels – smaller 21- and 22-inch wheels are also available.

Measuring in at the same length as the four-door SUV, with exactly the same-length wheelbase, there's generous levels of legroom for rear passengers to stretch out.

According to the British car-maker the SV Coupe is hand-built on a different production line to that of the standard SUV.

As well as being designed as the most luxurious SUV ever -- thanks to its 416kW/700Nm supercharged 5.0-litre V8 – the SV Coupe is also the fastest full-size Range Rover ever.

Against the clock the two-door Range Rover takes just 5.3 seconds to hit 100km/h before topping out at 266km/h.

Created to offer a huge level of personalisation, just 999 SV Coupes will be made, with an unconfirmed number set to land in Australia. According to Jaguar Land Rover Australia, when it arrives Down Under later this year the SV Coupe will be priced at around \$500,000 on the road, making it a direct rival for cars like the Bentley Continental GT.



## Baby Land Rover and Range Rover on the way

British car-maker planning to grow volume with smaller version of Defender, Evoque and Disco Sport

Land Rover is readying entry-level SUVs that will sit beneath both the Discovery Sport and the Evoque to boost its volume in all global markets. According to Autocar, the British SUV brand is keen to introduce a SUV smaller than the original first-generation Freelander that will measure in at less than 4.2-metres long.

Set to be introduced in 2021, the baby SUV could even revive the original 'Freelander' nameplate says an insider speaking to the Brit mag.

Designed to attract a younger, less affluent buyers to the brand, Land Rover hopes such a model will help deliver a new audience and tempt them to upgrade to more expensive models as their salaries and families grow.

According to an insider, it's not the first time a baby Land Rover SUV has been considered. In the past these have been shelved twice over concerns regarding the smaller profit margins a cheaper 'Freelander' would attract.

The success of new rivals like Audi's Q2 (that has sold well and attracted new customers to the German brand) is said to have changed JLR execs' opinions.

Still yet to get the final sign-off, however, it's thought a baby Land Rover's development costs will be offset by spinning-off a smaller, more expensive Range Rover model to sit below the current Evoque.

If that's not enough to boost profit margins, Land Rover bosses are also considering a third model that will look like a shrunken version of the next-generation Defender.

Although, such a model, says Autocar, is only likely to share powertrains and electronic architecture as it's likely to sit on a tougher separate chassis rather than the other two car's more car-like monocoque.

Developed under the codename 'D10', to cut costs both the Freelander and mini-Evoque will be based on a shortened version of the Discovery Sport's D8 architecture.

All three will be built at the car maker's new Slovakian car plant that takes advantage of lower labour rates and greater efficiencies. The only fly-in-the-ointment for JLR bosses, is struggling to make a business case for a family of baby SUVs without a pure-electric version, or even a plug-in hybrid. Both are necessary to break the Chinese market but the use of the older D8 platform rules out electrified powertrains and the cost of re-engineering it is prohibitive.

Once that problem is solved, it's thought the baby Land Rover, Range Rover and mini Defender will be green-lit for production. Next year, Range Rover will break new ground when it launches its first pure-electric SUV.

The yet-to-be-named pure-electric crossover has been co-developed with Jaguar and is set to share its pure-electric powertrain and platform with the next 2019 Jaguar XJ.



## SVO plotting faster Range Rover SVR

Ceramic brakes and extreme weight-saving parts heading to fastest Range Rover

Jaguar Land Rover's Special Vehicle Operations (SVO) is plotting an even faster version of its newly-facelifted Range Rover Sport SVR. According to Ben Verrecchia, lead vehicle engineer for the Sport SVR program, the performance gains for a faster Range Rover will come from extensive weight-saving. The lightweighting program for the large British luxury SUV, which could lead to a Jaguar Project 8-style stripped-out interior that even sacrifices the rear bench seats, could include the option of powerful carbon-ceramic disc brakes. "I've already begun personally campaigning for the introduction of carbon-ceramic brake discs," Verrecchia told motoring.com.au. The savings are huge – up to 6kg per corner. The problem is we can't just bolt on the carbon-ceramic brakes and components from the F-TYPE.



We'd have to start from scratch and then also develop another two chassis tunes for the lighter brakes.” According to the SVO engineer, Range Rover Sport SVR mules are already running around with a prototype carbon-ceramic brake set-up that not only provides superior braking power but resists fade even at high track temperatures.

It's not just carbon-ceramic brakes being considered by JLR's skunkworks, confirms Verrecchia. According to the lead engineer his team has been inspired by the wild Jaguar XE-based Project 8.

“We have plenty of stripped-out Range Rover Sport SVR mules that have only two seats and a roll cage. I think those cars could provide the basis for an even faster, lighter SVR in the future,” said Verrecchia.

The latest high-performance flagship version of the Range Rover Sport underwent extensive testing with more than 30 prototypes built — within the last two years alone — to test durability and performance in real-world conditions at JLR's global facilities and at Germany's Nurburgring. To ensure the durability of the powerful 423kW supercharged 5.0-litre V8, Verrecchia said a Range Rover Sport SVO drove flat-out at its 280km/h top speed for days on end at the Nardo test facility. During testing the Sport SVR covered more than 30,000km at its maximum speed. The sole test vehicle consumed 100 sets of tyres, 50 sets of brake discs and burnt its way through €200,000-worth (\$A320,000) of fuel.



### Land Rover takes aim at X-Class

Could Jaguar Land Rover (JLR) be about to launch the perfect storm against Mercedes-X-Class and Volkswagen Amarok? Aussies love Land Rovers and they love utes and pick-ups. And the latest news from JLR is that it's planning to combine those Aussie love affairs confirmed it will launch a ute version of the next generation Land Rover Defender.

Expected to debut later this year as part of the marque's 70th anniversary celebrations, the new generation Land Rover Defender is expected to arrive in a number of configurations including long and short wheelbase models. And reports now circulating in the UK suggest that a ute/pick-up body in both single and dual-cab versions is confirmed to be one of the favoured debuts.

Land Rover is said to be watching the success of Mercedes-Benz X-Class closely. Local Land Rover connections say they're also keen to see how the Jeep Scrambler Wrangler-based pick-up fares to boot.

Previous generations of Land Rover Defender and 'Series' models have been offered in ute form, the most refined of which were the '130' (pictured) offered from the mid-1990s.



### Jaguar Land Rover cuts 1000 jobs in the UK – Slowing diesel sales force company to layoff staff in Solihull

Jaguar Land Rover (JLR) has cut 1000 jobs at its Solihull base this week, according to a new report out of the UK. Autocar reports the British manufacturer has restricted the layoffs to agency workers, with JLR citing a decline in diesel vehicle sales for the decision. In addition to the job cuts, JLR's Solihull facility will reduce production levels – the site currently produces models including the Jaguar XE and Land Rover Discovery.

The company released the following statement:

“In light of the continuing headwinds impacting the car industry, we are making some adjustments to our production schedules and the level of agency staff. We are however continuing to recruit large numbers of highly skilled engineers, graduates and apprentices as we are over-proportionally investing in new products and technologies.”

According to the British publication, Land Rover's sales have fallen by 20 per cent in the UK, while Jaguar is down by over 26 per cent. For the month of March market share for diesel vehicles dropped to 32.4 per cent, while petrol went up to 62.5 per cent. However, JLR says it will “remain committed” to its UK factories, which “we have invested more than £4bn (\$7.33bn) since 2010 to future proof manufacturing technologies to deliver new models”.

In Australia, Land Rover and Jaguar's sales were down 23.6 and 37 per cent respectively last month, with top-selling models Discovery Sport and F-Pace dropping significantly.

### 2018 Range Rover Vogue Si4 PHEV review

Not so long ago, the idea of a four-cylinder Range Rover would have seemed ridiculous. Paired with an electric motor though, it's actually a practical real-world combination. The 2018 Range Rover Vogue Si4 PHEV is, according to the British manufacturer, the next logical step in the flagship luxury SUV's evolution. Not only necessary to provide a window into the future and to illustrate that Land Rover is serious about hybrid technology, but also a model that makes complete sense within the portfolio of what I think is still the quintessential luxury SUV. If you read my original first drive behind the wheel of the Vogue PHEV on the back of the LA Motor Show in late 2017, you'll remember two things. Firstly, I consider the Range Rover Vogue to remain the standard bearer for exclusive, luxury SUV buyers. And secondly, I was a little dubious as to the ability of an Ingenium four-cylinder engine to deliver a 'Range Rover-worthy' drive experience.

Certainly, off-road the Vogue PHEV proved me wrong, and now at its proper launch in the Cotswolds, we get to see whether it can deliver the goods on-road in the British countryside. The cold, damp, misty weather is actually the perfect environment to be sweeping along tree-lined lanes and B-roads in the cosseted luxury of a Range Rover interior. Emerging from a long and unseasonably cold winter, there's still snow on the ground and the sweeping country roads provide the perfect backdrop for testing Land Rover's legendary off-roader.

A visit to Jaguar Land Rover Classic Works the day before reminds me of the heritage, history and legendary status of the Range Rover brand, and what it originally stood for. Off-road nous perfected with the Defender, but with luxury never before associated with off-road capability. Every vehicle to have worn the Range Rover badge since has had to be able to tackle the harsh stuff off-road, no matter whether potential buyers will point them that way or not.

Let's face it, though, you don't often see a \$200,000-plus Rangie getting hammered off-road in Australia, and that's where pricing for this Vogue PHEV starts – \$210,000 to be precise. The Vogue range starts from \$190,000 and in the 'regular' Vogue range (that is before you get to Autobiography specification), the Si4 PHEV sits smack bang in the middle of a six-model grade line-up. Interestingly, it is second only to the V8 Supercharged model in the 0–100km/h performance stakes, thanks in no small part to the hybrid technology. That number for the PHEV is a spritely 6.4 seconds. The 2.0-litre Ingenium petrol engine generates 221kW and 400Nm, but there is also the electric engine that adds 85kW into the mix. Land Rover quotes a combined total of 297kW and 640Nm, and there's an exceptional eight-speed ZF gearbox in play as well.

The Vogue PHEV utilises a 13.1kWh battery, which delivers a claimed 49km of electric-only range, and we got close to that on test too. A rapid charger set-up at home will charge it to full capacity in under three hours. The claimed fuel use is just 2.8L/100km, but that won't be the case once you deplete the EV ability, and we'll test that locally once we park one in the CarAdvice garage for a longer test period.

As expected, the minor issues we noticed with the pre-production vehicles in Los Angeles are long gone, and the finished Vogue PHEV product is, unsurprisingly, high quality. You can read our previous stories to go over the exterior and interior changes, but one Vogue strong point remains abundantly clear the minute you open the door – interior opulence.

The cabin is beautifully insulated, near silent (even when the petrol engine is working), comfortable and luxurious. In fact, it's this point (near silence) that actually makes the most sense in terms of a whisper-quiet electric drivetrain. If ever the cabin of a vehicle was suited to slinking along silently, it's the cabin of a Range Rover. The twin screens feel genuinely classy, the interactive driver's display feels high-end, and the switchgear, in terms of both design and layout, feels premium. While there's complexity to the various off-road drive modes, EV mode, high/low range and ride height controls, they are now laid out in such a way as to be even easier to use and understand. If you're switching between them often – as we did at launch on and off-road – you'll find the system easy to get your head around.

Straight into the off-road section of the drive programme and I'm once again impressed by the electric driveline's ability in the muddy, slippery conditions.

First up, the Vogue eases through a 700–800mm water crossing, and then it's onto the incredibly slippery forest mud. It's here where the electric system makes even more sense than you might have thought.

Into low range, with mud/ruts selected in the Terrain Response system, and the first thing you notice is the ease with which you can manipulate the throttle in full EV mode. The way it's been tuned makes low-speed crawling and precise throttle usage so easy it's hard to believe. There's no lurching, no shunting forward as the turbo comes on boost, for example, as you'd experience in a traditional engine configuration. You can make incredibly delicate progress in full EV mode. In fact, I'd say it's preferable. The eerie silence as you're working your way along the track is something you might struggle to get used to, however it's another bonus in terms of being able to hear what the tyres are doing, whether the body is going to touch down, or listen out for any of those telltale 'uh-oh' noises you get off-road. Full EV mode is actually way more intuitive off-road than I ever would have thought.

The Vogue PHEV experience off-road is otherwise typically Range Rover – that is, effortless. Remember also that there is EV power going to all four wheels. To think that you can tackle the nastiest of terrain in such luxury and comfort is hard to believe given the previous compromises with 4WDs that were this capable.

When you do use the petrol engine off-road, the gearbox





especially comes into its own and the various terrain-response modes do their bit along with the clever, traction-assisting electronics to make everything ridiculously easy. Owners might not ever take their expensive investment off-road, but they can rest assured that the Vogue PHEV will eat it up if they ever do.

It's the on-road drive that most interests me, though, this time around. Firstly, I'm happy to note that the eight-speed ZF is completely devoid of the few strange features it exhibited in the pre-production examples. This gearbox is an exceptional automatic – sharp, smooth and quick to shift either up or down the ratios.

You'd be entitled to think that a full-size SUV of this heft (2509kg) might feel cumbersome with only a four-cylinder under the bonnet, and yet it doesn't. Under hard acceleration from a standstill, the assistance of the electric engine gets the Range Rover cranking quickly, and it can maintain that acceleration right through the mid-range and beyond 110km/h.

The petrol engine takes over almost seamlessly too, so there's no loss of composure there. There is a little bit of harsh engine noise under full load; the result of a small four-cylinder working up near the outer reaches of its rev limits. At freeway speeds, it runs along effortlessly, though, and despite my trepidation, never feels underdone when called on to roll-on overtake either.

The brakes will feel a little different to conventional non-hybrid models, but such is the reality for a braking system that has to both retard speed and harvest power at the same time. They aren't quite as responsive as you might expect, but once you get used to the extra meat needed at the pedal point, you quickly feel at home. The brake pedal definitely felt more 'normal' than the pre-production vehicles we drove last year, though.

Another Vogue mainstay is the way it wafts along the road, seemingly unperturbed by the road surface beneath it. This PHEV variant lives up to that end of the bargain too, and delivers handsomely on what I'd call an internal part of the luxury SUV experience. There's no crashing through potholes or imperfections, and it merely floats along in comfort.

Range Rover's first foray into the hybrid future is indeed a solid one. Sure, the same plug-in hybrid caveats remain for any vehicle with limited electric-only range. If you live on the rural fringe or out in the country and you cover long distances, then a diesel still makes more sense. If, however, you live in the city, you have the provision to charge regularly and your commute is short, you could run into work and back each day and use little, if any, fuel.

The fact you get that capacity with the usual Range Rover lashings of quality and refinement, not to mention off-road chops, is something of a bonus. I'm now a (somewhat reluctant) convert to the idea of a full-size Range Rover with a four-cylinder engine under the bonnet. The Vogue PHEV is a fitting addition to the brand, and if you're a city dweller who can stretch the budget beyond the \$190K starting price, have a close look at the Vogue PHEV.



### **Range Rover Velar named most beautiful car in the world**

The Range Rover Velar has been judged the most beautifully designed vehicle on the planet, winning the World Car Design of the Year title at the 2018 World Car Awards. Bringing glamour, modernity and elegance to the Range Rover family, Velar offers a unique combination of design excellence and engineering integrity. Prof. Dr Ralf Speth, Jaguar Land Rover CEO, said: "The Range Rover Velar is an outstanding, superior SUV. Compelling modernity, eye-catching design, innovative Touch Pro Duo infotainment technology and a clear focus on sustainability -- what a combination. This product speaks for itself. "F-TYPE, Evoque, F-PACE and now the Range Rover Velar wins the World Car of the Year design award. This means a lot to us. I feel very honoured and I want to thank all jury members for their trust and support in encouraging the Land Rover team to continue on their unique path. "I also want to thank our Velar team for their passion and commitment, for going the extra mile to move boundaries for extraordinary solutions." The distinctive design of the Range Rover Velar features perfectly optimised proportions and a stunning silhouette. Its super-slim Matrix Laser-LED headlights, flush deployable door handles and sleek Touch Pro Duo infotainment are all hallmarks of Range Rover's reductionist design philosophy.

Gerry McGovern, Chief Design Officer, Land Rover, said: "The continued evolution of our design philosophy is driven by a relentless focus on creating highly desirable vehicles our customers will love for life. The Range Rover Velar brings a new dimension of modernity to the Range Rover family with an abundance of innovative technologies, all making this vehicle a joy to drive and be driven in. "We're honoured that the jury recognised the tireless endeavours of our designers and engineers in delivering a vehicle with compelling design, tailored technology and relevant innovation which come together to create a vehicle of instant desirability." The luxury SUV overcame the Volvo XC60 and the Lexus LC 500 to take the World Car Design of the Year award, as voted for by the World Car Awards jury, comprising 82 influential motoring journalists from 24 countries.

Velar's success follows the 2017 double win for the Jaguar F-PACE. Launched last year and named after the codename for the original concept Range Rovers of the late 1960s, the Velar fills the space between the Range Rover Evoque and Range Rover Sport. It is available with a choice of six powertrains,



ranging from the clean and responsive 180PS 2.0-litre Ingenium diesel to the potent 380PS supercharged 3.0-litre V6 petrol engine. Designed, engineered and manufactured in the UK, the Velar delivers the practicality, connectivity and capability expected from the Range Rover family. With the latest technology and the inclusion of more sustainable materials, this luxury SUV is designed to go Above and Beyond.

## Queen's 10-year-old grandson seen driving family Land Rover at Windsor Castle

The 10-year-old son of Prince Edward ended his Easter weekend in style as he was spotted driving his family's Land Rover around the gardens of Windsor Castle. The Queen's youngest grandchild, James, Viscount Severn, was driving around the private grounds of Windsor Castle while his older sister, Lady Louise Windsor, 14, joined her mother as she drove a carriage. The family had been seen on Sunday attending an Easter service where James appeared visibly upset.

But onlookers told the *Mail Online* that James seemed to be in good spirits on Monday as he drove "reasonably fast" while taking the 4x4 for a spin around the grounds. The 10-year-old was sitting on an adult's lap as he drove the vehicle.

James' family spent the morning outdoors with Prince Edward, 53, seen riding a horse along a wooded path. James joined the Queen and other members of the royal family including the Duke and Duchess of Cambridge on Sunday at the Easter Mattins Service at St George's Chapel, Windsor Castle - where Prince Harry will marry Meghan Markle in May.

Prince Andrew and his daughters Princess Beatrice and Princess Eugenie also attended the Easter service, along with Eugenie's fiance Jack Brooksbank.

Under the law, motorists do not need a provisional licence to drive a car on private land - however, insurance companies would refused to pay out in the event of an accident. Most offences under the Road Traffic Act 1988 require the conduct complained of to be on a "road or public place". It is for the Crown to prove that the location in question is covered by the legislation.



## LAND ROVER ANNOUNCES 70TH ANNIVERSARY CELEBRATIONS WITH WORLD'S MOST REMOTE DEFENDER OUTLINE

Giant 250m wide Defender outline drawn in the snow at 2,700m in the French Alps to mark Land Rover's 70th anniversary Tribute to the Wilks brothers' first sketch of the original Land Rover shape in the sand of Red Wharf Bay, Anglesey, UK Land Rover announces World Land Rover Day: 30 April 2018 marks 70 years since its debut at the 1948 Amsterdam Motor Show.

Celebration broadcast on World Land Rover Day will pay tribute to the original Land Rover, as well as the luxurious Range Rover and versatile Discovery families

**La Plagne, France, 10 April 2018** – After 70 years of all-terrain adventures and global expeditions, Land Rover has once again taken the Defender to new heights. Stretching over 250 metres, the most remote Defender outline was imprinted on the side of a mountain in the French Alps. The unique snow art was created to announce World Land Rover Day on 30 April, exactly 70 years since the original Land Rover was first shown to the world at the 1948 Amsterdam Motor Show.

The unique image is a tribute to the moment when the engineering director of Rover, Maurice Wilks, first sketched the shape for the original Land Rover in the sand of Red Wharf Bay and proposed the idea to his brother Spencer, Rover's managing director. The forward-thinking design was christened the 'Land Rover', the outline of which we now recognise as the Defender. Jaguar Land Rover CEO, Prof Dr Ralf Speth, said: "Land Rover is an iconic brand around the world and the outline of the Defender is instantly recognisable. To reach the landmark of 70 years is truly special and we will mark it with a year of celebrations that represents Land Rover's 'Above and Beyond' spirit and honours the people behind the world's favourite SUVs."

Land Rover is inviting fans to join the celebrations in a World Land Rover Day online broadcast. It stars the people who helped create the world's most-loved 4x4s and Land Rover's pioneering technologies, from its Series Land Rover and Defender origins, to the introduction of the Range Rover in 1970 and Discovery in 1989.

Snow artist Simon Beck, who specialises in creating geometric outlines on foot, braved sub-zero temperatures to start the celebrations by creating the Defender outline 2,700m up at La Plagne in the French Alps.

To produce the high-altitude Defender, Beck walked 20,894 steps and 16.5km (10.2 miles) through the French Alps. He said: "Making my snow art requires endurance, accuracy and strength – all attributes shared with the Defender. Its iconic shape is so simple and recognised across the world; this must be the most recognisable piece of art I've ever made."

World Land Rover Day is on 30 April. To watch the broadcast and take part in the celebrations, go to [www.youtube.com/landrover](http://www.youtube.com/landrover) at 20:00 BST and use the hashtag #LandRover70Years

## 70 YEARS OF LAND ROVER

### TIMELINE

Land Rover Series I launched at the Amsterdam Motor Show

**1953** Long Wheelbase version of the Series I is introduced

**1956** Oxford and Cambridge teams complete on London to Singapore expedition in Series I

**1958** Land Rover Series II unveiled with more refined design

**1970** Original two-door Range Rover (the Classic) goes on sale





- 1971 Land Rover Series III launched
- 1972 Range Rover crosses Darien Gap on 18,000-mile Trans-America expedition
- 1976 1,000,000th Land Rover built
- 1979 A Range Rover wins the inaugural Paris-Dakar rally (and again in 1981)
- 1981 Land Rover begins legendary partnership with Camel Trophy
- 1981 Four-door Range Rover released
- 1989 Land Rover Discovery, the third Land Rover model, goes on sale
- 1990 Original 'Landie' relaunched and renamed Defender
- 1994 Second generation Range Rover launched
- 1997 All-new Freelander is unveiled with innovative new technology: Hill Descent Control
- 2001 Third-generation Range Rover with all-round independent air suspension revealed
- 2003 Inaugural G4 challenge sees 16 teams traverse USA, South Africa and Australia
- 2004 Range Stormer Concept previews performance Range Rover and three-door body
- 2004 Discovery 3/LR3, the third-generation Discovery, launched at New York Motor Show
- 2005 All-new Range Rover Sport unveiled
- 2006 Freelander 2/LR2 launched. The first Land Rover to be manufactured at Halewood
- 2007 LRX concept car previews design language of a new luxury compact SUV
- 2009 Fourth generation of the Land Rover Discovery introduced
- 2010 Range Rover Evoque, the world's first luxury compact SUV, makes global debut
- 2012 Fourth-generation Range Rover introduced – the first all-aluminium SUV
- 2013 New generation of Range Rover Sport unveiled at New York Motor Show
- 2014 Special Vehicle Operations (SVO) division is officially launched
- 2014 Range Rover Sport SVR debuts, the fastest, most agile, most powerful Land Rover
- 2014 Discovery Vision Concept previews design vision for new family of Discovery vehicles
- 2014 Launch of Discovery Sport, a new premium compact SUV with 5+2 seating
- 2015 Trio of end-of-line Defender editions revealed with biggest sand drawing in UK
- 2015 Exclusive Range Rover SVAutobiography long wheelbase launched in New York
- 2015 Evoque Convertible becomes world's first luxury compact SUV convertible
- 2015 One-of-a-kind Land Rover 'Defender 2,000,000' sells for £400,000 at charity auction
- 2016 Last Defender rolls off the production line
- 2016 All-new Discovery with world-first remote Intelligent Seat Fold technology launched
- 2017 Land Rover launches the fourth Range Rover, the Velar
- 2018 Limited Edition Range Rover SV Coupé debuts at Geneva Motor Show

### JAGUAR LAND ROVER REPORTS RISE IN FISCAL YEAR SALES

Jaguar Land Rover, the UK's largest automotive manufacturer, today reported retail sales of 614,309 vehicles for the financial year ended 31 March 2018, up 1.7% on the prior year.

New models including the Range Rover Velar (Winner of the 2018 World Car Design of the Year Award) and the all new Land Rover Discovery drove the increase, while the more recently launched 18 Model Year Range Rover and Range Rover Sport and the Jaguar E-PACE are still ramping up.

Retail sales for the financial year were up year-on-year in China (19.9%), North America (4.7%) and in Overseas markets (3.4%) but down in the UK (12.8%) and in Europe (5.3%), primarily driven by continuing uncertainty over diesel.

Retail sales for March were 83,732 and for the fourth quarter were 172,709 vehicles, down 7.8% and 3.8%, respectively, primarily due to lower UK sales and to a lesser extent lower sales in Europe. UK industry sales were down 15.7% in March and 12.4% in the Quarter, more than explained by lower diesel sales, although March 2017 was an all-time industry record with increased sales in advance of an increase in vehicle taxes in April 2017.

"Weaker market conditions in the UK and Europe, driven by lack of consumer confidence and lower demand for diesels, are impacting our growth. But even against this backdrop it's good to see that we have closed our financial year with record retail sales. New models such as the award-winning Range Rover Velar continue to drive our growth. Sales of the completely refreshed 18 Model Year Range Rover and Range Rover Sport, including our PHEV option, are still ramping up. For Jaguar, sales of the new E-PACE are gathering momentum. The I-PACE, our first battery electric vehicle, is just going on sale. It is the world's smartest five seater sports car and will entice even more customers to our showrooms." says Felix Brautigam, Jaguar Land Rover Chief Commercial Officer.

Jaguar retail sales were up 1.0%, to 174,560 vehicles in the financial year thanks to the introduction of the E-PACE, continuing solid sales of F-PACE and the long wheel base XFL in our China market. This success was partially offset by lower sales of XE and XJ. Jaguar retails in the Fourth Quarter were 49,931 vehicles, down 7.5% compared to the same quarter last year, and were 24,300 units in the month of March, down 12.7% compared to March 2017. Land Rover retailed 439,749 vehicles this financial year, up 2.0% compared to the last financial year due to the introduction of the Range Rover Velar and the all new Land Rover Discovery. This was partially offset by lower sales of the Discovery Sport and Evoque whilst Range Rover and Range Rover Sport retails were lower on account of the model year change over, including our first Plug in Hybrid models, during the third and fourth quarter. Retail sales for Land Rover for the Fourth Quarter were 122,778 vehicles, down 2.2% from quarter four last year, and retails in March were 59,432 vehicles, down 5.7% compared to March 2017.



**Kate and William drive royal baby home in new £60,000 Land Rover Discovery – and it's got space for three kids**

With an extra kid in the family now, Kate and William have upgraded to the big seven-seat SUV. PRINCE WILLIAM has upgraded his royal motor to make space for his new Prince. The royal was spotted leaving the Lindo Wing with Kate in a brand spanking new Land Rover Discovery. With another baby in the gang, the Duke and Duchess of Cambridge have upgraded to the £60,000 seven-seater. The Discovery is one of the newest members of the Land Rover family having only launched last year. Fitting then that William should choose it as the navy blue model to take his new arrival back to the palace. William carefully put the as-yet-unnamed baby into the back in a child seat as he waved to the crowds outside the hospital.

Legroom inside the Discovery is fit for a king and queen while George and Charlotte will be kept busy thanks to TV screens in the headrests. Tech also includes a huge surround sound system and an app that means William will be able to configure the seating arrangement from his phone. The royal cargo will be safe, too, as the Discovery is fitted with emergency braking, lane keep assist, blind spot detection and parking assist.

The Duke of Cambridge took his previous two children home from St Mary's Hospital in Paddington, London in a Range Rover SE Vogue. But the luxury V8, which costs over £70,000, is only available with five seats - not enough when you've got a family of five and a security detail. Despite an upgrade in size, William has actually downgraded his engine with the Discovery only fitted with a 3.0-litre V6 diesel. William will have to make do with less power in this car. That's probably still plenty big enough for the school run, though.

The Range Rover, which had been given to the Duke and Duchess by Land Rover's VIP department for their personal use, hasn't been ditched entirely. It was spotted in the security escort group that headed away from the hospital.



Whether it's Her Majesty behind the steering wheel in Balmoral or the Duchess of Cambridge parking up at the polo, the royals just can't be without their beloved Land Rovers. Here's the proof...



The Duchess of Cambridge at Cirencester Park Polo Club, 2014



The Duke of Cambridge at St Mary's Hospital, 2015



The Princess Royal, Peter Phillips, Zara Phillips and the Duke of Edinburgh at the Windsor Horse Show, 1985



The Princess Royal and Zara Phillips at the Windsor Horse Show, 1985



Zara Phillips at the Windsor Horse Show, 2013



## When a Range Rover gave Top Gear the Bullet

More than three decades ago, while Jeremy Clarkson was still paying his dues writing road tests of family cars for small newspapers in the north of England, Top Gear presenter Chris Goffey set a precedent for the future with his scathing review of the first turbodiesel-powered Range Rover. The Range Rover, introduced in 1970, made its name, of course, on the performance and refinement of its Buick 3.5-litre petrol V8; in 1986, however, Land Rover introduced a companion model powered by an Italian-made VM 2.4-litre turbodiesel four. Compared to the V8, it was as rough as a bear's backside, but that wasn't the big problem. The test car that was sent to Top Gear (one of the first off the line) showed signs of having been assembled in a hurry, and presented some mechanical issues about which Goffey was justifiably uncomplimentary. But when the Range Rover got back to Solihull, it was discovered that this particular car had not been sent to the famous Land Rover press garage, where media test cars are primed and fettled to Rolls-Royce standards before British journos get their grubby paws on them. Worse still, it had never even been through a regular pre-delivery inspection!

### 'Beaver Bullet'

Needless to say, the engineers responsible for the Range Rover VM project were very disappointed by the negative media coverage, and one of their managers who was also a motorsport enthusiast came up with the idea of attempting a string of endurance records for diesel-powered vehicles, to prove how tough and powerful the VM-powered Rangie really was.

So they built two very special Turbo D Range Rovers, each with a full roll cage, just one seat, full radio coms, quick-release bonnet catches and two racing-spec fuel fillers in the tail-gate to make pit-stops quicker and safer.

In August 1986 the entirely amateur team of volunteers took them to the 4.53 kilometre banked oval of the Motor Industry Research Association at Nuneaton in Warwickshire, where they broke no less than 27 world sprint and endurance records, all in answer to Chris Goffey's comments on Top Gear - and not even Clarkson can boast that a major motor manufacturer has built a special model just to prove him wrong!

The four-cylinder Turbo D Range Rover was never a big seller in the UK - partly due to Goffey's comments - but it went on to become a huge success in Europe, which was pro-diesel and where most countries imposed punitive taxes on cars with engines bigger than 2.5 litres, especially after the original 2.4 VM was replaced by a much improved 2.5 in 1989.

Surprisingly, one of them - B378 TAC, nicknamed the Beaver Bullet - still survives, exactly as it was at the end of the record marathon, and it will be reunited with some of the original team members at the Land Rover Legends show at the Bicester Heritage Centre in May, as a heartwarming reminder of the days when it was possible to build a special model just to one-up Top Gear!



The Beaver Bullet drivers (from left): Mike Smith, John Faulkner, Colin Parkes, Jon Ward, John Woodward, and Pip Archer.



The Beaver Bullet on the banking at MIRA in August 1986, when Land Rover claimed 27 sprint and endurance records.



The millionth Land Rover comes off the assembly line at Solihull in June 1976. David Kemp (left) built the vehicles since production started in 1948 and Tom Barton, known in the factory as Mr Land Rover, helped with the original design.



An Automobile Association Land Rover in a blizzard helping another motorist in difficulties, in 1963.

## The Land Rover Centre Steer Prototype

The Centre Steer is the name given by enthusiasts to the prototype of the Land Rover 4x4 automobile. Being a prototype, only one example was built and the production vehicle differed significantly in many ways. Developed in late 1947 by the Rover Motor Co., the Land Rover was intended to be an agricultural vehicle based on the successful wartime Willys Jeep.

### Design and build

Raw materials for car building were allocated by the government based on the company's export performance (as this earned much-needed trade revenue for post-war Britain). Because of this the Land Rover was designed from the outset to be exported to the British Empire and Commonwealth. Rover viewed this 4x4 as a stopgap to get production running and so the company could return to building luxury cars. The Land Rover had to be developed and produced with minimal outlay. The prototype was produced in September 1947. Its most distinctive feature was the centrally-mounted steering wheel, with passenger seats on either side. This was done for three reasons:

the Land Rover was designed as an agricultural vehicle capable of performing jobs also done by tractors. Tractors had centrally mounted steering and this system would be familiar to farmers; with the drive in the centre of the vehicle, the space on either side could be used as additional storage space for cargo if the passenger seats were removed. The space could also be used for mounting equipment such as a generator or pump powered by the vehicle's Power Take Off (PTO) system from the main gearbox, which was under the seats; the centre-steer layout removed the need to produce the vehicle in both right- and left-hand drive versions, saving money in production.

The vehicle shared the Jeep's 80 inch wheelbase that would be carried over to the final production vehicle. It had more complex body panels, with a more curved front end and a Jeep-like rear body tub (the production vehicle used generally squarer, flatter panels for ease of production).

The Centre Steer used a Rover 1.6 litre 4-cylinder petrol engine of 50 horsepower (37 kW). This was coupled to a 4-speed manual gearbox from the Rover P3 saloon. This unit was coupled to a Willys/Ford 2-speed transfer gearbox taken from a Jeep. This not only allowed the selection of a lower set of 'crawler' gears but controlled the selection of drive to the front axle as well. The production 1948 Land Rover used the P3 gearbox, but an entirely different transfer box, designed and built by Rover, was fitted. This incorporated a Rover 'freewheel' mechanism to provide a permanent 4-wheel-drive system. The freewheel could be locked out to ensure full traction at both axles when off-road.

The Centre Steer was used as a concept of the basic design and mechanical elements and was used for promotional photographs for the first Sales Brochure, however these pictures were heavily airbrushed to resemble a normal early Land Rover. The pre-production vehicles quickly developed, without the central steering and complex body panels. The design team felt the centre steering was somewhat awkward to use and impractical in certain circumstances. The concept stayed in initial development drawings of the 'Land Rover' program in October 1947. However, by December 1947 the normal Land Rover had developed on the drawing board to be a conventional right- and left-hand drive vehicle.

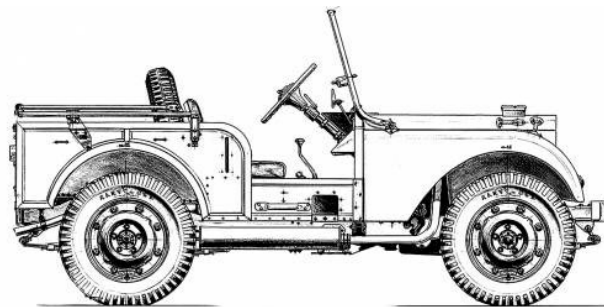
The centre-steer vehicle was used off-road in and around Rover's Solihull works. Pictures exist of the vehicle seen ploughing and driving a threshing machine on a farm, though most of these photos are static publicity photographs.

Research in 2011 turned up some drawings of the Land Rover design between the Centre Steer and the normal Land Rover.

An article on this vehicle, the 1947 Land Rover mockup, was in the Land Rover Register 1948 to 53 April 2011 Bulletin and shows that the Land Rover Mockup was initially drawn up with central steering.

### Present day status

It is not known if the Centre Steer prototype still exists. Many people, including most of the original design team believe it was broken up shortly after production of the final Series I design started in 1948. Others say it was rescued and remains in some isolated farmyard barn waiting to be discovered. The discovery of the Centre Steer remains a 'Holy Grail' to many Land Rover enthusiasts. New research has revealed that the final Land Rover design was well advanced by early December 1947 leaving the Centre Steer for use in publicity photographs that were used in the first sales brochure, though heavily air brushed to look like the production vehicle.





In 2004/5, a Land Rover enthusiast in the United Kingdom, Mr. Bill Hayfield, constructed a replica centre-steer vehicle after much study of remaining photographs of the original. The fully working vehicle demonstrated both the practicalities and drawbacks to the novel design. The replica used exactly the same engine and gearbox, and the necessities of building such a vehicle in a home workshop also pointed towards ways the Rover company would have built their vehicle without complex pressing and cutting machinery- such as the creation of curves on the bodywork by cutting slots in a straight sheet, applying pressure to the metal, allowing it to bend at an angle allowed by the expansion slots, then welding up the slots to form a solid, strong body panel. Many previously speculated on the feasibility of constructing a centrally-mounted steering system. Mr. Hayfield simply ran a chain drive from the steering column in the centre to the steering relay mounted under the left-hand wing, as used on the Jeep. The rest of the steering system was also the Jeep's re-circulating ball/trackrod system. From the internet.





## Some interesting Land Rovers that have recently been sold in England

Rare Rolls-Royce Engined 1950 Land Rover 81" Prototype  
Registration no. TAB 767  
Chassis no. RO61 04618  
Engine no. 596  
Sold for £ 51,750 (AU\$ 94,536) inc. premium

Inspired by the wartime Jeep, the first Land Rover inherited its 80" wheelbase from the American 4x4 but the early example offered here has a wheelbase of 81", the 'stretch' being necessary to accommodate a 2.8-litre Rolls-Royce B40 engine. This unusual Land Rover variant resulted from the Army's need to evaluate alternative designs of 4x4 vehicle alongside what would become known as the Austin Champ. The latter used the B40 engine and Rover was asked to provide Land Rovers fitted with this power unit for testing together with standard 1,595cc models. Rover commissioned Hudson Motors Ltd to perform the conversion and approximately 34 B40-engined Land Rovers were completed. As well as the 1" increase in wheelbase, achieved by moving the rear spring mounts, the transplant involved extensive modifications to the chassis, transmission and cooling system. It was also found necessary to raise the bonnet slightly and cut a hole in the front to clear the radiator cap. In the event, the B40-engined Land Rover did not enter series production and of the 34-or-so made only that offered here and one other are known to survive with the Rolls-Royce engine still installed. Chassis number 'RO61 04618' was constructed in January 1950 and in 1953 was sold by the Ministry of Defence to renowned compressor manufacturers Belliss & Morcom (still in existence today) for use at their factory in Birmingham. In 1957 the vehicle was bought by a Birmingham garage owner and given the Worcestershire registration 'TAB 767'. Used very little, it next changed hands in 1977, passing to Ian Sparks of Birmingham who painstakingly restored it over the next year-or-so. At this time a total of only 5,756 miles was recorded on the odometer. Over the next two years 'TAB 767' won numerous concours awards and was the subject of two articles written by Tony Hutchings (East Hampshire Post and Off Road and 4 Wheel Driver, copies on file). It was acquired by the renowned Patrick Collection in 1985 and placed on long term display, with occasional visits to rallies and shows. It was acquired by the present owner – a serious Land/Range Rover Collector – in 2012, when Bonhams dispersed a selection of motor cars for the Patrick Collection. The car was then re-commissioned for road use. At the time of acquisition, a total of 6,905 miles was displayed on the odometer, and it has seen minimal since. Accompanying documentation consists of the aforementioned press cuttings, sundry invoices, a quantity of expired MoTs and Swansea V5 document.



1971 Range Rover A Suffix 4X4 Estate Project  
Registration no. PJT 507K  
Chassis no. 35501436A  
Sold for £ 23,000 inc.premium,(AU\$ 42,016)

An outstanding landmark design that almost single-handedly created the booming market in dual-purpose 4x4s, the Range Rover was greeted with universal acclaim on its arrival in 1970 and has remained the class leader, despite ever increasing foreign and domestic competition, ever since. The idea of a more road-biased 4x4 had been around since the Land Rover's arrival in the late 1940s, but it would be some two decades before the concept crystallised in what would end up as the Range Rover. Spen King and Gordon Bashford were responsible for the initial conception, with final detailing entrusted to David Bache. A separate, Land Rover type chassis was employed to carry the enclosed aluminium body, while long-travel coil-sprung suspension ensured that the ride would be more saloon car than utility. Rover already possessed an ideal power unit in the form of its 3.5-litre light alloy V8. The Range Rover was greeted enthusiastically by both press and public on its arrival in 1970, offering comfortable cruising at 90mph and a greater off-road capability than most of its customers would ever need. The fact that the original lasted in production for an amazing 24 years before being replaced in 1994 only serves to illustrate the soundness of the original concept. Indeed, the 'old' Range Rover - evocatively renamed 'Range Rover Classic' - did not disappear immediately but continued to be built for another year alongside the new version. Retaining many original features, this early Range Rover (the rare and much desired 'Suffix A' model) is finished in its believed original Sandglow Gold livery. Sporting the desirable palomino vinyl interior trim this early Range Rover is complete and requires sympathetic restoration. Representing a rare opportunity to acquire a great project 'Suffix A' of the iconic Range Rover in its earliest and purest form. Offered with a history file and Swansea V5C, sold strictly as viewed.





## Land Rover Owners' Club of Gippsland, Minutes of Meeting Held On Monday the 9<sup>th</sup> of April 2018.

Meeting started at Gippsland Land Rover showrooms at 8.01

### Attending:

David Murray, Krystal Murray, Harley Murray, Susan Markham, Ken Markham, Paul Whitehead, Don Little, Shirley Little, Brian Johnson, John Jennings, John Kerr, Heather Kerr, Ted Allchin, Shirley Allchin, Wayne Foon, Sharna Foon, Ross Howell, Sue Howell, Ron Prince, Dorothy Prince, Eric Shingles, Annette Fleming, Bob McKee, Ian Blake, Jan Parniak, Colette Parniak, Lois Rose, Greg Rose, Alan MacRae, Charlie Calafiore, Alan Harlow, Tonee Harlow, Shaun Johnson

Visitors: Nil

### Apologies:

Jim Hood, Jill Beck, Rod Catchpole, Loris Catchpole, Helen MacRae, Ian Webb, Mal Trull.

Mal Trull is driving buses for competitors at Commonwealth Games on the Gold Coast.

Other members are on extended trips back from the 70<sup>th</sup> Anniversary of Land Rover event in Cooma.

### Minutes of Previous Meeting

Moved: Alan Harlow, Seconded: Ian Blake

Business Arising: Nil

### Correspondence:

In:

LROCV Review magazine. Note: Greg's photos and in the "From The President" section Fred de Gooyer thanked the Land Rover Owners Club of Gippsland for helping with the program folding.

Trackwatch magazine. Update on Horseyard Flat contractor work.

Out: Nil

Emails:

In:

Thanks from Daniel Riken, ARB Traralgon, for the club having it's March meeting at ARB showrooms.

Email from Bruce Coulter.

Out:

Thanks to ARB Traralgon for hospitality.

Thanks to Marco Tripodi for his sponsorship of the club travel photo competition.

### Treasurer's Report

Moved: Alan MacRae, Seconded: Bob McKee

NB: membership currently stands at 39 which is as good as its been.

For those heading off prior to the winter setting in, Alan is happy to receive payment of \$75.00 per family for next year's memberships before they go, at the next meeting.

### Publicity Officer's Report

By next meeting Latrobe Volkswagen will be open on the Traralgon site, so only Land Rover will be on the current site. The new site for Jaguar / Land Rover will be opening in Spring.

Wayne and Greg advised that there is an article on our clubs work in the Newsletter put out by the Parks groups which manage the Alps in N.S.W., A.C.T. and Victoria. It is in the April 2018 edition and is available online via the News From The Alps website.

### Editor's Report

Eric hopes everyone liked the newsletter and has many, many, many photos for the next (and possibly future) edition(s) thanks to Greg's diligent photographic endeavors at Cooma, but is always looking for more stuff.

### Webmaster's Report

With Wayne Foon's help, Alan used the big screen to demonstrate the websites features.

The web competitions prizes were awarded; knives to Lois Rose and Wayne Foon. Wayne was also the recipient of the \$50.00 ARB voucher.

### Technical Report

Greg Rose has fitted several items from APT OFFROAD, to his Discovery 4. APT OFFROAD specialize in protection gear: sump and transmission protection plates, compressor guards, rock sliders, springs, winch bars, etc. for Defenders and Discoverys. Ben Woodgate is currently developing protection accessories for All New Discovery, not a bull bar or winch mount at this stage due to monocoque construction of the vehicle.

Bob McKee was able to confirm the vulnerability of the compressor, explaining his is now very noisy due to bracket damage.

Bob McKee also reported that a recent grinding noise being experienced, especially when turning, has been put down to a RH rear wheel bearing. Controller in the transfer case was the issue and it's an expensive fix.

Wayne Foon advised the club that ARB have now made available a much more user friendly and safer hydraulic replacement for the high lift jack. In the past HiLift jacks have proven to be potentially dangerous. However the new hi lift jack is expensive (\$995.00) and not generally suitable for Land Rovers unless fitted with an ARB bulbar and rear bar. Greg will bring one of the new jacks to the June meeting.

### Events Co-coordinator's report.

#### Past Events:

Friday 9<sup>th</sup>, Saturday the 10<sup>th</sup> and Sunday the 11<sup>th</sup>. Centenary of the



Daylight savings has ended, so it was a busy night at Stone Henge as workers move all the stones back one hour

Wonnangatta Murders. Major gathering at Wonnangatta Valley hosted by the Friends of Wonnangatta. Greg Rose attended as Four Wheel Drive Victoria Regional Representative, Southern Alpine National Park. A highly successful event. See Greg's report in the March Club Newsletter.

Friday 16th - Sunday 18th.

Charlie Calafiore's Dinner Plain Trip. Alpine National Park - Mayford and Blue Rag Range. Six vehicles, 7 couples attended. See Ian Webb's report in the March Club Newsletter.

Easter Friday the 30<sup>th</sup> of March to Monday the 2<sup>nd</sup> of April.

Land Rover's 70<sup>th</sup> Birthday Celebrations and Get Together at Cooma. Reports and photos in April Newsletter. Slideshow of Cooma photos followed meeting.

Dave and Shaun spoke on Craig's trip to Cooma, via Licola, Wonnangatta and Mt Murray. Separate report in the newsletter.

Future Events.

LAND ROVER ANNIVERSARY TRIP, Sunday 29<sup>th</sup> April, Dave will lead a day trip from Moe. Meet at Moe Kmart car park at 9.30am. Bring a picnic lunch, chairs, all the usual...

PARKS VICTORIA, Saturday the 5<sup>th</sup> and Sunday 6<sup>th</sup> May.

Venue, Kelly Lane, fencing and site works at Kelly Hut. Wayne Foon, Parks Victoria Ranger, Heyfield, details plans for the weekend. If the Dingo Hill/Caledonia River fires are still an issue, the planned accommodation arrangements will be required by the fire fighters, meaning alternative camping arrangements will be situated at Thomastown camp ground. Conditions could be much colder if this is the case.

July. Sunday the 22<sup>nd</sup>.

Bar-b-que lunch along the Wellington River campsites north of Licola and general tidy up of the 14 campsites.

November. Monday the 19<sup>th</sup>, Tuesday the 20<sup>th</sup> and Wednesday the 21<sup>st</sup>. Talbotville revisited? Location and work to be finalized by Parks Victoria in the next month or two.

Four Wheel Drive Victoria Delegate's Report.

Trackwatch. Members should have the March 2018 issue by now. Please let Alan MacRae know if you are not receiving Trackwatch.

Excellent communication between Parks Victoria and Four Wheel Drive Victoria over track closures and work on tracks as part of the Dingo Hill/Caledonia River fire. This network of tracks is currently in great condition.

General Business.

Land Rover Owners Club of Gippsland 2018 Travel Photo Competition. Greg thought, as there are many people travelling on adventures large and small in their Land Rovers this year, it was time for a club photo competition. The last one was about twenty years ago.

Simple rules:

Open to club members, two photographs per member (four per couple).

A photograph of YOUR LAND ROVER in an interesting location.

No 'photoshopping'.

The photograph has to be taken between 1<sup>st</sup> of March and September 21<sup>st</sup> this year.

Entries close at midnight Friday September 21<sup>st</sup>.

Entries to be full sized jpeg files.

Entries sent to Greg Rose, [gro13624@bigpond.net.au](mailto:gro13624@bigpond.net.au)

Greg will collate the photos, which will be judged by Marco Tripodi, Dealer Principal, Gippsland Land Rover. Neither Greg nor Marco will be entering!

The winner will be announced at the October meeting. There will be a slide show of all the entries at the meeting.

The prize is Land Rover apparel, from GLR Spare Parts Division, to be chosen by the winner, to the value of \$250.

Vote of thanks to Marco Tripodi and Gippsland Land Rover for the generous photo competition prize.

Alan MacRae still has 3 2018 club calendars left. Please consider purchasing one of these. Some great club photos included...

Eric attended the Corowa Swim In and Military Vehicle gathering in a mammoth effort, between milkings! Report in newsletter

John and Heather Kerr attended the Land Rover Experience day near Yarra Glen with Shaun and Siobhan as Instructors, and spoke of what a great day it was.

Alan MacRae attended a scout camp over the Easter break and spoke of his adventures winching a tree out of a river, involving a short sling, snatch string, drag chain, and his Defender. The Land Cruiser owner bowed out...

Charlie advised the East Gippsland Field Days in Bairnsdale are on 27<sup>th</sup>, 28<sup>th</sup> April. Land Rover will be in attendance.

Talk of JSA's and safety obligations pursued.

Meeting Closed: 9.46pm

Screen show of Cooma photos commenced.

Next Meeting: Monday May 7<sup>th</sup> at 8.00pm at Gippsland Land Rover, Princes Highway Morwell



Be sure to drop in to Gippsland Land Rover and see the showroom display put together by Charlie



## LROCG Land Rover Birthday Picnic

On the 30th April 1948 The Land Rover was released as a stop gap. 70 years later we will celebrate this milestone with lunch at Donnelly creek picnic ground.

DATE; Sunday the 29th of April 2018

MEETING PLACE: K mart Moe car park

TIME; 9;30 am

STANDARD; easy

EQUIPMENT; lunch, chair, camera, appropriate clothing and foot wear for weather,

ALL LAND ROVERS WELCOME NO MATTER HOW NEW OR OLD !

CONTACT: David Murray 0438369110

## Working with Parks Victoria, 2018.

### Saturday the 5<sup>th</sup> and Sunday the 6<sup>th</sup> of May.

Work area will be Kelly Lane, off Tamboritha Road in the Alpine National Park north of Licola. There will be a variety of tasks but the main objectives are to erect a fence at McMichaels Hut and improve the drainage around McMichaels Hut and Kelly's Hut.

We will be accommodated in cabins at Surveyors Creek Camp.

Meeting at Licola Store, 9:00 a.m. Saturday the 5<sup>th</sup> of May.

You will need to be formally booked in for this weekend if you wish to attend. Contact Greg Rose for details.

### Sunday the 22<sup>nd</sup> of July.

A bar-b-que day at one of the camping areas along the Wellington River north of Licola. We will do some basic cleanup tasks at the fourteen camping areas and have a social bar-b-que lunch.

Meeting at Licola Store, 9:30 a.m. contact Greg Rose to book in and for details.

### Monday the 19<sup>th</sup>, Tuesday the 20<sup>th</sup> and Wednesday the 21<sup>st</sup> of November.

Work will most likely be at Eaglevale, on the banks of the Wonnangatta River, off the Wonnangatta Road. This is on the Dargo side of the Alpine National Park. This is a popular camping area near the bottom of Billy Goat Bluff Track and at the start of the track up to Cynthia Range. The main focus will be the construction of some concrete fire rings and assembly of table and set sets. Similar to the work we have undertaken successfully at Talbotville and Horseyard Flat.

We will camp at Eaglevale. There are already some basic facilities including a toilet.

Meeting times, etc. will be decided once final approval for the work is obtained by Parks Victoria.

You will need to be formally booked in for this activity if you wish to attend. Contact Greg Rose for details.

## 39th Annual Corowa Swim-In & Military Vehicle Gathering

In March, I attended the Corowa Swim-In & Military Vehicle Gathering, with my Land Rover Perentie & Number 5 trailer. This event has been held annually since 1980 on the banks of the Murray River in the wonderful country town of Corowa, in NSW. It was a quick trip "between milkings", I was away from home for 23 hours, did 920 km's, and averaged 29 mpg. For the 2018 event there were 270 vehicles in attendance, the theme being the Year of the Land Rover. There were 111 military Land Rovers in attendance. This set a new record of vehicles attending the event, previous record was set in 2010 at Year of the Jeep with 266 vehicles in total attending. Corowa has become the largest military vehicle rally in Australia and is attended by guests and participants from all over the world. The main reason I went to Corowa was to join in a tour of the Military Vehicle Museum at Bandiana. The Army Museum Bandiana has on display numerous uniforms including WW1, WW2 and present day, 150 weapons including machine guns and pistols and a historic vehicle display of 150 plus military vehicles including bikes, cars, trucks, heavy equipment and armoured vehicles.

There will be some pictures from the Museum in the next newsletter. Eric Shingles





Some pictures from the Corowa Swim-In & Military Vehicle Gathering





Some pictures from the Corowa Swim-In & Military Vehicle Gathering



Very nice restoration of a series 2A Gunbuggy



There even were these 2 fake Perenties





## LAND ROVER'S 70TH BIRTHDAY IN AUSTRALIA

COOMA SHOW GROUND, NSW.  
Friday 30th March to Monday 2nd April, 2018

**70th Anniversary of Land Rover at Cooma.**  
(Rivet Counters' Heaven.)

By Greg Rose and Graeme Walsh.

On the 30th April 1948, the Land Rover marque was publicly launched at the Amsterdam Motor Show. In Australia a tradition has developed, starting with the 40th Anniversary, of celebrating the birth of Land Rover every ten years, at Cooma in southern New South Wales.

2018 is the 70th year of Land Rover and this Easter over 1,600 enthusiasts descended on Cooma to be part of the 70th Anniversary of Land Rover event.

The Land Rover Owners Club of Gippsland had a sizable contingent travel to Cooma. Shaun and Siobahn were prominent as part of the Land Rover Experience team. Shaun was driving excited people over the Experience course; the downward slope on the Terrapod seemed very steep at Cooma. Siobahn was very busy with Land Rover merchandise.

The Murrays were there in force having been on an adventure trek, in company with others, to reach Cooma. Terry and Barb managed to tow "The Old Girl" to Cooma and enter her in the parade. I have to make it clear that the old girl in question is the Series 1. Hoodie and Jill did us proud in the parade along with Ross and Sue, Mal and his grandson, David and family, Craig and Vivian and Shaun and Siobahn. Loris and Rod Catchpole, Peter Johnson and son and Ian Blake were lurking about in Cooma too. Lois tried to curtail Greg's purchasing of more shiny things for his, or is it her, D4. Greg also managed to take 1500 photos over the event. A record even for Greg.

Cooma is regarded as the gateway to the Snowy Mountains. The town is an obvious choice for the Land Rover anniversaries as it was the main base for the construction of the impressive Snowy Mountains Hydro Scheme. Land Rover was the backbone vehicle in transporting initially surveyors and engineers, then construction workers, over the difficult terrain in sometimes appalling weather conditions. From 1949 to 1966 the Snowy Scheme had a 1,000 vehicle fleet with 715 being Land Rovers, with some 300 at any one time. Cooma and Land Rover therefore have had a long association.

The 70th event had the very enthusiastic Mark Richards as Coordinator. Mark did a great job, backed up by a team made up of members from the four organising clubs; the Land Rover Owners Club of Victoria, the Range Rover Club of NSW, the Land Rover Club of the ACT and the Land Rover Club of Sydney.

Additional to the clubs, the Cooma Tourism Centre, capably led by Donna Smith, provided immense service in handling bookings, accommodation and advice. They were brilliant at what they did. The Snowy Monaro Regional Council, the local government authority, were also very supportive of the event.

The Cooma Monaro Historic Car Club (locally known as the Cooma Mafia!) provided some 80+ volunteers supporting anything and everything around the event. The car club even rounded up numerous other local community organisations to help out. Without this local support the 60th and the 70th Anniversary events just would not have happened they way they did. These locals worked wonders over the weekend. The event was estimated to have injected over one million dollars into the local economy over the four days.

The 70th event had a range of features for the enthusiasts,  
\* Five tag-a-long tours of three to five hours duration travelled to some out-of-the-way places, some of which were Management Vehicles only areas. Each trip was well patronised.

\* A Retro Navigation Event (organised by LROCVs John & Eunice Brooke) was conducted around nearby farm roads.

\* A Trials event (organised by LROCVs Richard Groom) where 62 competitors completed some easy off-road courses on a private farm



Some Snowy Scheme Land Rovers





- \* An easy Motorkhana (organised by LROCVs Chris Brain) tested driver's skills in negotiating several courses without hitting anything
- \* A Saturday night family BBQ with 920 people in attendance. It was a very good social event where everyone mixed and mingled. A comedy stunt motorcyclist and a band added to the fun of the night.
- \* A Grand Parade of 620 vehicles along the main street of Cooma. This was a main highlight of the weekend. It took over 90 minutes for the whole cavalcade to pass a given point.
- \* A huge display of all the Land Rovers on the Showgrounds oval. This is where the rivet counters were beside themselves as they drooled over all the vehicles, comparing one vehicle against another. Quite an impressive display.
- \* A Sunday night Gala Dinner with various guest speakers and 31 awards before an audience of 620 people seated for a two course meal. The night was mostly run by Michael Bishop from the LROCV as the Master of Ceremonies with the Event Organizer Mark Richards assisting.
- \* The Land Rover Terrapod driving display conducted by the Land Rover Experience Team with LROCV and LROCGs Shaun Johnson being one of the demonstrators.
- \* A Land Rover Swap Meet which had a quite a range of bits for restorers.
- \* Numerous Land Rover trade displays with products catering for Land Rovers from Series One through to the all new Discovery.
- \* A Farewell Breakfast on the oval on the last day put on by KLR Automotive



"Clean underwear?.....  
Mum, If I **were** in an accident, I'd probably shit my pants anyway."

As stated above, a high point of the 70th event was the running of the Grand Parade. 620 Land Rovers paraded along two kilometres of Sharp Street, Cooma's main street, which was closed off for several hours. The Parade was very well organised by the Cooma Car Club with their Marshalls everywhere. These volunteers were even there well before dawn marking out the various streets where groups had to assemble. The Parade had the Land Rover Experience vehicles in the lead followed by Series Ones and then groups of vehicles arranged by model and age.

The usual Land Rover foibles were evident; starter motors not working so push or rolling starts were required, flat batteries requiring jump starts, leaking diesel fuel under numerous Perenties, and a fine oil trail in places along the route. There was talk that the Council might need to enlist a sand truck to follow the event!

Once the Parade was under way, from a vantage point on the main street hill, a fine blue smoky haze could be seen in the morning sunlight as the vehicles proceeded up the hill. From this point it was a really spectacular sight.

It was interesting to hear the announcer on the PA addressing the crowd when the Countys came into view, he announced them as "Land Rover Countries"!

There were many more Land Rover enthusiasts in Cooma than the official numbers of registered people indicate. As well as folk from every State and Territory in Australia there were a few international Land Rover fans attending. A large number of people chose routes to and from Cooma that included some of the best four wheel driving that the High Country has to offer, using their Land Rovers in conditions the first ones, shown in Amsterdam 70 years ago had been designed for.

Walking around the huge number of vehicles in the Cooma Showgrounds after the parade the main difference from the 60th Anniversary event was the large number of Perentie vehicles. The ex-military vehicles have attracted many more people to Land Rover ownership.

It was commented on many times over the weekend that there is a strong contingent of young Land Rover enthusiasts keen on owning and restoring the 'Best 4x4 By Far'. This is great news for continuation of events like Cooma and the preservation of the vehicles.

There is talk that maybe the next event could be either the 75th or maybe the 80th Anniversary in Cooma. There will no doubt be a debrief after this year's event discussing areas that could be improved in the future. Hopefully some of the key personnel from this year could be involved in any future events. Let's watch for a future announcement with interest!

Specific details -

- > Over 1,600 people registered with event
- > Over 900 Land Rovers registered with event
- > 620 vehicles in Grand Parade along the main street of Cooma
- > 920 people at Saturday BBQ
- > 620 people seated at the Arthur Goddard Gala Dinner
- > 31 different prizes awarded
- > Over 4,000 people lined streets for Grand Parade (from a population of 6,000)
- > Event brought in well over one million dollars to town over the four days
- > Cooma Car Club provided over 80 members as officials, marshals, workers

Some of the LROCG members headed straight home while others took more leisurely scenic routes over several days. There is a rumor that Rod and Loris were scouting out a location for this year's Melbourne Cup Weekend Base Camp.

There are now some Cooma photos on the Land Rover Owners Club of Gippsland website at [www.lrocg.jimdo.com](http://www.lrocg.jimdo.com)

There are some videos on youtube as well;

[https://www.youtube.com/watch?v=Hzc0H\\_pyqDs](https://www.youtube.com/watch?v=Hzc0H_pyqDs) (short video of average quality)

<https://www.youtube.com/watch?v=tLns3vce6Mk> (45 minutes of the Grand Parade - better quality)

There are also other videos about the Parade at the end of these two links and in the columns at the right

Some pictures from Cooma 2018





Some pictures from Cooma 2018



Now and then, 2018, Harley Murray with the 5/8 scale 80" Land Rover, and in 2008 Harley seated in the same Land Rover



Some pictures from Cooma 2018





## Reliving and living Land Rover history – 1947 to 2017. Part 2.

While Kellie went off and explored Coventry my afternoon consisted of visiting the British Motor Museum in nearby Gaydon. One of the first exhibits you see when entering is HUE166 – it was surreal for me (even though I had seen Huey before) that in the space of two hours I was able to see the first and last ever Land Rover made covering 68 years of production history. Soon after there was an announcement that a guided tour of the Collections Centre was about to begin. Housed in a separate building adjacent to the actual museum it contained around 250 cars from the reserve collections of the British Motor Industry Heritage Trust and the Jaguar Heritage Trust. Our guide had worked for a components supplier to the car industry and gave a very detailed history of the Jaguar cars on display - from an example of the initial 1928 Swallow motorbike sidecar business up until a 2014 Jaguar race car. What interested me though was what resided up stairs - all the Land Rovers that cannot be displayed in the Museum proper. While the cars were parked cheek by jowl there was usually enough space to take photos and examine closely. Everything from a 1955 Road Rover prototype to the Queen's 1966 Series IIA fitted with a six-cylinder engine (a year ahead of production models) to the one millionth Land Rover made. My favourite though was the 40th anniversary 1987 Land Rover Ninety soft-top which never made production due to industrial action at Solihull. Everywhere you looked was another attention-grabbing piece of Land Rover history. All told there were about 35 special Land Rovers including a number of first/last off the line examples, including Discovery 2/Freelander/RRS. This eclectic assortment was an amazing highlight, equal to that in JLR's own collection.

The layout of the museum not only tells the history of the British car industry (including nods towards current players Toyota and Honda) but also displays many stars of Solihull. A 1949 Tickford-bodied 80" station wagon is seen poking out from under an artificial outcrop with a convoy ascending overhead. Lead by the first ever pre-production Range Rover, a Land Rover APB (all-purpose bicycle) from 1995, a Pink Panther military Series IIA, one of the Darian Gap Range Rovers with a tracked Series IIA truck cab bringing up the rear. There were two regal Rovers in stunning Royal Claret on display – the first ever bespoke 86" from 1953 and glorious 1974 Range Rover with the fuel filler beautifully removed from display. It was so cunningly hidden from view I couldn't detect where the fuel tank was!



1953 86" Royal ceremonial vehicle: The first custom built Royal Land Rover that toured Australia and the Commonwealth in 1954



1974 Range Rover Royal ceremonial vehicle. Built to replace the twenty year old Royal Land Rover 86"



1949 80" Tickford station wagon - one of 641 made, with less than 200 remaining. Rare because they were twice the price of a regular Land Rover due to Purchase Tax.

Rounding off the display was the 1999 Defender SVX Concept displayed at that years' Frankfurt Motor Show, the stunning 2004 Range Stormer (which Land Rover insist was their first ever concept car) and a Forward Control 101 with a PTO-powered trailer effectively giving 6x6 drive. All too soon over the PA system an announcement came indicating the museum was closing in half an hour. Even though I had previously seen a lot of the other displays, I had spent way too much time scrutinising the Land Rovers so rushed through the remaining exhibits. Heading towards the exit I met a couple of movies stars – the famous futuristic Land Rover City Cab from the Judge Dredd movie set in the 2080's, Lara Croft's V8-powered Defender 110 HCPU and finally the bruised and battered Defender 110 Double Cab driven by Eve Money-penny and co-piloted by James Bond in Skyfall.



The beaten up 2012 Defender 110 double cab from the James Bond movie Skyfall



Leaving the museum after it had officially closed I ended up talking to a young New Zealand couple visiting on their honeymoon. They were quite noticeable in the museum earlier as the husband was crawling all over the first Rangie and pointing out features to his wife. He was asking the museum staff about factory tours but they indicated that they had no connection with them. I told him that I was booked the next day for a Solihull factory tour, including the new Velar, but generally these are booked out months in advance. He was not dismayed, but you could see him planning a return. Leaving Gaydon I was on the lookout to spy the New Defender, as JLR's advanced engineering centre is based here, but all I saw was a disguised Evoque of some description.

The next day saw Kellie and I arrive early at Solihull – it was our second factory tour here since 2010. The biggest initial difference from then to now was seeing hundreds and hundreds of gleaming new full fat Range Rovers and Sports and Disco's waiting to be shipped around the globe but no new Defenders. Hopefully this will change next time. Shortly after meeting our guide at the Experience centre we departed for our tour in a Discovery 5. It was to take in the Velar manufacturing line, which also assembles the closely related Jaguar F-PACE as well as being flexible enough to make the RR Sport. Our guide, Geoff, never directly worked for Land Rover prior to leading tours, but is an enthusiast with a fantastic knowledge of the manufacturing process. So much so that I struggled to remember all the facts he told. The production line is currently running at near full capacity five and a half days a week – the limiting factor is the paint shop. It was interesting to see stand up desks have now also established themselves in the car making business – every morning the various area supervisors and section leaders meet at a small round table on the floor to iron out any problems that may have developed from the previous shift. The plant is designed as such so that no toilet is located any more than three minutes from any worker. Where aluminium body panels make contact with metal frames the sealant is electrically charged to speed up curing time. The way the tour panned out was not in logical assembly order, so the early stages saw a semi-assembled vehicle before we saw the already stamped bare alloy panels being picked by robots and fed into line robots. At this stage the only way to pick the difference between Velar and F-PACE was in the design of the tail light cut out and the swept up rear window line of the F-PACE. If anyone has ever had the pleasure of trying to feed a new relatively basic wiring loom in a SWB Series chassis imagine how it's done on today's computer controlled Wi-Fi enabled faux-wheel drives. Well, Land Rover have suspension sub-assembly locating set screws being fixed to the body frame by long extending robotic finger sockets was oddly hypnotic solved this with nine looms at a time being fed into an autoclave and heated up for 15 minutes to soften it and help feed it through the various nooks and crevices of a modern body. As the tour continued we saw the various major components come together and slowly resemble a finished product. Freshly painted bodies coming down the assembly line were precisely matched with the powertrain in a process described as marriage. Pausing and observing over a number of cycles the rear-. Continuing on and seeing a giant robotic arm insert the entire fully furnished dashboard through the passenger side opening in one precise movement it's easy to see why anything to do with replacing parts behind or underneath it years after is so expensive. With glass, trim and seats already installed the previously painted doors are retrieved from a holding area and then affixed. It's not long before trim pieces like bumpers, grilles and badges are fitted before the stunning array of alloy wheels and tyres are and with a top up of fuel and final quality tests the finished vehicle is driven off the line. The whole process is fascinating and intriguing, at least to my mind.

The factory tour may have been over, but it was not yet time to leave. In another building not far from the manufacturing plant was a historic display titled The Range Rover Story Exhibition.



1972 Darian Gap Expedition Range Rover leading a Cuthbertson tracked Series IIA at the British Motor Museum, Gaydon



The 2004 Ranger Stormer concept in front of a military 109" Series IIA nicknamed "Pink Panther" due to its desert camouflage paint scheme



The 1,000,000th LR produced in 1976: Series III 88" station wagon in unique metallic green



Amphibious 1988 Land Rover Ninety launched at Cowes Week, 1989 and restored in 2003





The original style Velar badging used on the prototype Range Rover in 1969.



The fully driveable 1970 cutaway Range Rover engineering model designed to show the inner workings.



The immaculate 1970 Range Rover in Davos White showing off the classic lines.



The last ever Range Rover Classic, a 25th Anniversary Final Edition made in February 1996. Number 315,615 off the line.



The full size clay replica showing two different styling proposals for the 1970 Range Rover

This tells through fifty years and four generations of development of what is the epitome of off-road design and engineering. Starting in the late swinging sixties the story begins with fantastic period photographs and music of the era. Black and white photos of early mules of the 100-inch Wagon as it was first known show one parked in between a SWB Series IIA and a Jeep Wagoneer with a Rover saloon, Mini and VW Kombi as contemporary references. There are original engineer notebooks, with details such as the part numbers required for the letters off the Rover P6 name-badge that were modified to make the fictitious Velar marque bonnet badge to disguise the early prototypes. All brilliant stuff for a rivet counter like me!

On display was a replica of the sans bodywork driveable 1970 engineering cutaway vehicle that gave a view of all the major components. Sitting in this gave a sense of the prowess that enabled the first generation to last until 1996. Also on display was a replica full-size clay model used to evaluate the final styling proposals. The next room showed one of the January 1970 pre-production examples in immaculate Davos White. As we continued through the exhibition there was a photo montage highlighting the Range Rover's royal pedigree over the decades, displays surrounding the early efforts of the mid-90's Autobiography personalisation programme and finishing with the current SVO operations where the customer's ultimate desires are met. Or perhaps not. It seems unlike some of their competitors (our host was too polite to drop names) Land Rover decline customer requests for a customised Hot Pink version. We do have standards here, guv'nor. The conclusion to the Exhibition is revealed in a darkened room. As the lights are switched on a gleaming First Edition Velar is on show to look at, sit in and drool over. The exquisite details, including the technologically advanced dashboard and minimalism interior is all on show. Sitting inside it's impossible to think it could (should) venture off, but the proportions and features show that the DNA from the original Velar resides in the new one. Do you think they'd take a well used County Station Wagon as a trade in? Rob Weigl. (While the author may lust after a new Velar, the Minister of Finance has firmly, but politely said "No".) Rob Weigl is a member of the LROCV.

# LAND ROVER OWNERS CLUB OF GIPPSLAND

## 2018 TRAVEL PHOTO COMPETITION

WE ARE HAVING A CLUB PHOTO COMPETITION THIS YEAR.

THE RULES ARE SIMPLE.

A PHOTOGRAPH OF YOUR LAND ROVER IN  
AN INTERESTING LOCATION.

THE PHOTOGRAPH MUST BE TAKEN BETWEEN THE 1<sup>ST</sup> OF MARCH AND SEP-  
TEMBER THE 21<sup>ST</sup> THIS YEAR.

A MAXIMUM OF TWO ENTRIES PER CLUB MEMBER – SO WAIT TO NEAR THE  
END DATE BEFORE SUBMITTING IN CASE YOU GET A BETTER PHOTOGRAPH.

ENTRIES ARE TO BE FULL SIZED JPEG FILES SENT TO THE FOLLOWING  
EMAIL ADDRESS.

[gro13624@bigpond.net.au](mailto:gro13624@bigpond.net.au)

ENTRIES CLOSE AT MIDNIGHT  
FRIDAY SEPTEMBER THE 21<sup>ST</sup>.

WINNER, AS JUDGED BY GIPPSLAND LAND ROVER DEALER PRINCIPAL  
MARCO TRIPODI, WILL BE ANNOUNCED AT THE OCTOBER LROCG MEETING.

**WINNER'S PRIZE:**

**LAND ROVER APPAREL, FROM GIPPSLAND LAND ROVER, CHOSEN BY THE  
WINNER, TO THE VALUE OF \$250.**



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*Proud sponsors of the Land Rover Owners Club of Gippsland*



Ian Blake's series 2A Land Rover tray at the Longwarry Heritage Truck Display.



This series 2A LWB ex army Land Rover the only LR at the Harden Historic Truck and Tractor Club Show.