

LAND ROVER OWNERS' CLUB

OF GIPPSLAND
JULY 2018 NEWSLETTER



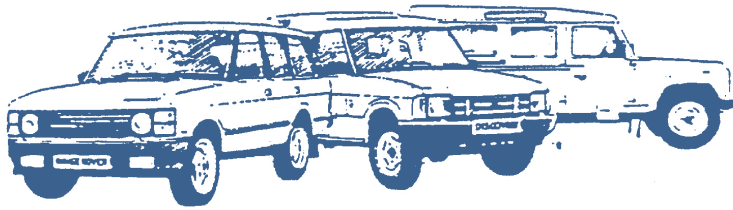
GIPPSLAND LAND ROVER

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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 lrocg.jimdo.com

LROCG News July 2018.

Club Fees.

There are still a few members who have not renewed their \$75 annual membership. If you intend to maintain your membership could you please do so as soon as possible. Cheques or cash to Charlie Calafiore at Gippsland Land Rover, post cheques to the address below or use the banking details below. If you use the direct banking method please send our treasurer an email to let him know you have paid.

If you are not a financial member you cannot take part in club trips due to our insurance. That includes any ventures with Parks Victoria.

The coming club year will be an exciting one with some excellent trips already on offer, joint ventures with Parks Victoria and a new meeting venue when the Gippsland Jaguar / Land Rover showroom opens.

For bank transfers.

BSB : 083-785

Account Number: 63-114-8781

Account Name: Land Rover Owners Club of Gippsland Incorporated

Transfer Reference: "Membership, Your Surname".

Treasurer's email address: ahmacrae@bigpond.com

For cheques.

The Treasurer

Land Rover Owners Club of Gippsland Inc.

PO Box 554

Traralgon Vic 3844

Club Photo Competition.

How are the "My Land Rover in an Interesting Place" photographs going? The competition closes on September the 21st. We now have a second prize, a selection of ARB products donated by Daniel Rikken at ARB Traralgon. Thanks ARB. All the details about the competition are in the newsletter.

Gippsland Land Rover.

It seems that work is finally about to begin on the new showroom and service facility.

The last prediction I heard was "in by Christmas".

December Meeting and Christmas Picnic.

At the August meeting we will decide on a venue for the December meeting and traditional end of year picnic lunch. If you have a great idea tell us at the meeting or email your suggestions before the meeting. The date is set at Sunday the 2nd of December. At the December meeting we will award the Club Person of the Year prize and certificates acknowledging good achievements or perhaps just being notable for all the wrong reasons.

Wonnangatta / Bright Trip.

Wayne Foon's Wonnangatta and Bright Trip, scheduled for March 2019, will now be in the second week of December this year. Wayne will give us details, dates, etc. at the next meeting.

You will need to book in with Wayne as numbers will be limited.

Annual General Meeting.

The AGM for our club will take place on Monday the 3rd of September at 8:00. All committee positions will be declared vacant and nominations taken for them. The minutes of the previous AGM are in this newsletter.

November Meeting.

Due to the Melbourne Cup long weekend the November meeting will be held on **Monday the 12th of November.**

This month's cover; Series 3 Half Ton seen at Cooma, aka Lightweight / Airportable

Trackwatch magazine.

The June issue of Four Wheel Drive Victoria's Trackwatch magazine is out now. Please let Alan MacRae or myself know if you have not received a copy. There is plenty to read in the current issue with a report and photos of the Cooma 70 Years of Land Rover event, even the cover photo is Cooma. There are articles on what our club has been doing with Parks Victoria, see if you can spot yourself in one of the photos, and other news from our part of the world.

Win a 25 litre jerry can.

Brian Johnson has kindly donated a new 25 litre green plastic jerry can to the club as a competition prize. At the August meeting there will be a mystery Land Rover part. To win the prize you will have a chance to look at the part and then write your guess and name on a slip of paper. The first correct entry drawn will win the prize.

Greg Rose. LROCG President.

Land Rover Owners Club of Gippsland 2017-- 2018 Committee

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

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

NEW ENGINE CHOICES AND LATEST SAFETY TECHNOLOGY FOR AWARD-WINNING RANGE ROVER VELAR

Land Rover's mid-size luxury SUV offers broader choice with additional 3.0-litre V6 petrol and diesel options
Adaptive Cruise Control with Steering Assist joins existing suite of driver assistance features
Enhanced option flexibility enables customers to specify the perfect car for them
Velar crowned 2018 World Car Design of the Year at the New York International Auto Show in March
All engines now equipped with particulate filters to further reduce emissions*

Land Rover has announced a host of enhancements to the award-winning Range Rover Velar including a broader engine choice, the latest intelligent safety technology and more features such as air suspension and adaptive dynamics now available as options.

The luxury SUV crowned World Car Design of the Year at the recent World Car Awards.

The Velar now has two new power outputs that give customers even greater choice.

The D275 is a 275PS 3.0-litre V6 diesel, producing 625Nm of torque, delivering effortless acceleration whilst the new P340 is powered by a 340PS 3.0-litre V6 Supercharged petrol engine producing 450Nm of torque.

Finbar McFall, Global Product Marketing Director, Jaguar Land Rover, said: "We've given Range Rover Velar customers more choice with the addition of new petrol and diesel engine options, even more scope for personalisation and the latest safety technology. Creating the perfect Range Rover Velar is now easier than ever."

For 2019 model year, customers have a greater breadth of choice when specifying their vehicle.

This includes the Kvadrat premium textile seat available more widely across the range.

Joining the suite of driver assistance systems, Adaptive Cruise Control with Steering Assist operates between 0-180km/h and uses the existing Adaptive Cruise Control functionality with Lane Centring to steer the vehicle within its lane as it maintains a set distance from the vehicle in front.

Other features include Adaptive Cruise Control with Stop & Go that allows the driver to follow a vehicle to a smooth stop and resume from stationary when the driver prompts the system by tapping the accelerator pedal.

The radar-based High-Speed Emergency Braking enables enhanced forward collision detection. The system works between 10-160km/h and is able to detect an imminent collision, alerting the driver and applying the brakes if the driver fails to respond.

Now fitted as standard, all customers will benefit from a Rear Camera, Front and Rear Parking Aids, Driver Condition Monitor, Emergency Braking and Lane Keep Assist.

Adaptive Dynamics is now optionally available on a number of models throughout the range. By monitoring wheel movement 500 times per second, and body movements 100 times per second, the system continuously varies the damping forces at all four corners of vehicle. This ensures that suspension stiffness is optimised for the driving conditions, improving ride comfort and handling – there's even a specific calibration for off-road driving.

Velar is offered with coil springs as standard with four-corner air suspension now an option on all models with V6 engines, the four-cylinder 240PS diesel and 300PS petrol. This system delivers truly outstanding comfort and significantly increased off-road capability. Customer convenience is boosted by a larger 82-litre fuel (up from 63-litres) tank fitted to a number of petrol models, delivering greater range. The models benefiting from the increase in tank capacity are the 380PS 3.0-litre V6 supercharged, new 340PS 3.0-litre V6 supercharged, 300PS 2.0-litre Ingenium and the 250PS 2.0-litre Ingenium engine.

All petrol engines are now equipped with particulate filters to make them even cleaner.* The highly efficient, close-coupled filters are neatly integrated into the aftertreatment system and trap ultrafine particles as the exhaust gas passes through them. Under normal driving conditions, the trapped particles will be oxidised into CO₂ and the filter regenerated whenever the driver lifts off the accelerator.

*Please check with your local market for engine availability and optional feature availability

Vehicle specifications and engines vary by market and are subject to availability

Emissions and fuel economy data based on New European Cycle Drive Equivalent where applicable



NEW LANDMARK FOR CHART-TOPPING DISCOVERY SPORT

Discovery Sport topped Land Rover sales chart in 2017, selling 126,078 units
Record-breaking single-year sales for any Land Rover in the past 70 years
Special edition celebrates success of Land Rover's fastest-selling SUV
Landmark edition priced from £40,400 (UK OTR) and available to order now from www.landrover.com
All engines now fitted with particulate filters to further reduce emissions

Land Rover has enhanced its record-breaking Discovery Sport range with a new special edition. The new Landmark Edition salutes Discovery Sport's success as the fastest-selling Land Rover of all time – coinciding with the brand's year-long 70th anniversary celebrations. Available with either the Td4 180PS diesel or Si4 240PS petrol 2.0-litre Ingenium engine, Landmark offers customers the best of the Discovery Sport range with a unique colour and trim combination.

Finbar McFall, Global Product Marketing Director, said: "The Discovery Sport is loved by customers because it demonstrates the breadth of Land Rover's ability, offering unrivalled all-terrain capability with the versatility for up to seven people and a premium interior. We have sold more than 350,000 Discovery Sports globally since its introduction in 2014, with 126,078 models sold in 2017 – the best single-model annual sales in Land Rover's 70-year history."

The first model to be built on Land Rover's 70th birthday on 30 April was a Discovery Sport, at Land Rover's Halewood plant in Merseyside. This vehicle will be used to support a number of projects in 2018, starting with a community resilience project in Scotland which will be announced in June.

The Discovery Sport Landmark is available in three colours: Narvik Black, Corris Grey and Yulong White, all crowned with a Carpathian Grey contrast roof. It features a sporty and dynamic front bumper, with Graphite Atlas exterior accents and 19in Style 521 'Mantis' wheels in Gloss Dark Grey. The interior features Ebony grained leather seats and an Ebony headliner, complemented by dark grey aluminium finishers around the centre stack.

Diesel and petrol engine refinement

The Discovery Sport Landmark is available with Land Rover's clean and efficient 2.0-litre EU6 Ingenium engines in two variants: Td4 180PS diesel or Si4 240PS petrol. As part of the continual enhancement of Land Rover vehicle lines, all Discovery Sport powertrains are

now equipped with particulate filters to make them even cleaner. The efficient, close-coupled filters are neatly integrated into the after treatment system and trap soot as the exhaust gas passes through them. Under normal driving conditions, the trapped soot will be oxidised into CO₂ and the filter regenerated whenever the driver lifts off the accelerator.

LAND ROVER DISCOVERY PRODUCTION MOVING TO SLOVAKIA FROM 2019

Jaguar Land Rover (JLR) will move production of its Discovery SUV to Slovakia from early next year, the company has confirmed this week, in a bid to prepare its Solihull, UK, facility for a new generation of electric vehicles (EVs).

In an email sent to Bloomberg, the British marque said: "This significant investment and technology upgrade in Solihull in order to accommodate our next-generation of flagship Land Rover models, and the refit of our Halewood plant for the next Evoque, is proof that we remain committed both to the U.K. and to transformation and growth".

"The decision to move the Land Rover Discovery to Slovakia and the potential losses of some agency employed staff in the U.K. is a tough one but forms part of our long-term manufacturing strategy as we transform our business globally."

Job losses as a result of the shifting of Discovery production to Slovakia is another hit for British employees, after the company announced it would cut around 1000 agency-based positions in Solihull citing declining diesel sales as the cause. According to a report by the UK's Autocar, Land Rover's UK sales fell by around 20 per cent in the year to March 2018, while overall diesel sales in the region continue to decline.

Last year, the company confirmed that all its new models will be electrified to some extent from the year 2020, meaning it will shift to hybrid and electric offerings only.

Currently, JLR offers the all-electric I-Pace SUV – due to arrive in Australia in October – while the Range Rover and Range Rover Sport are available in plug-in hybrid variations.



Opinion: Jaguar Land Rover is not bailing out of Britain

Business reporter Enda Mullen says the Discovery Slovakia switch is about the Coventry car maker planning for the future. Jaguar Land Rover's decision to switch production of its Discovery model from Solihull to Slovakia caused shockwaves in the UK automotive industry this week but should it come as a big surprise? The simple answer is probably not. It is worth stressing that the decision should not be seen as an insignificant one and the human impact must also be remembered - with many agency staff set to lose their jobs as a result of the move. However, it is essentially about the Coventry car maker planning for the future.

Spiritual home

The Solihull factory in Lode Lane, the spiritual home of Land Rover and where the Discovery currently rolls off the production lines, is a huge site - almost like a small city. But it is also at breaking point. It's located slap-bang in the middle of Solihull suburbia and expansion is limited as a result. There is little room, if any, to create something new in terms of manufacturing facilities. And already production on the site is a fluid business. Originally Lode Lane was home to production of the Land Rover, later named the Defender. The iconic Land Rover which got the ball rolling was produced there for almost 70 years and put together in a remarkably old-fashioned way using aluminium panels and rivets. Defender production ceased some time back, making way for newer models like the Jaguar F-Pace and later the Range Rover Velar.



Interestingly the F-Pace was not the first Jaguar built there, that accolade applied to the XE saloon. The XE was built there for a time but production was later moved to Castle Bromwich. Since the 1970s the Range Rover has been produced there and in its wake the Discovery (in its different guises) and the Range Rover Sport. Throughout the history of the plant during its time as part of British Leyland, cars like the Rover SD1 and Triumph TR7 were also built there. So, in terms of the models made there it has been a case of constant change.

Also, people baulked at the idea of Land Rover vehicles being made elsewhere, but the car maker started making vehicles in Halewood, Merseyside, and now the Evoque and Discovery Sport models are built there.

Since then Jaguar Land Rover has also built new factories in far-flung corners of the world, namely China, India and Brazil. The Slovakia factory is the most recent and is a huge facility.

Bosses at the firm always made it clear that the Discovery would be built there but the impression was that it would be produced in both Solihull and Slovakia. Put simply Jaguar Land Rover is striving to be a truly global player and as such needs to have a global presence. Can makers like BMW and Mercedes-Benz have factories in different countries and so do many other major manufacturers. In announcing the Discovery move Jaguar Land Rover also said it would free-up space at Solihull for the production of electric vehicles.

The company is currently making a determined effort to up its presence in the growing electric vehicle (EV) market. Its first all-electric vehicle the Jaguar I-Pace is being made under contract by Magna Steyr at Graz in Austria. That could well be a stop-gap and perhaps its production could be relocated to Solihull. Jaguar Land Rover has also said it wants 'electrified' versions of all its vehicles by 2020. Is Solihull going to become the centre of EV production?

Could Coventry have an EV manufacturing site, as has been mooted by Jaguar Land Rover CEO Ralf Speth? These are all questions that have yet to be fully answered but this week's Discovery announcement should not be seen as bad news or Jaguar Land Rover bailing out of Britain because of Brexit uncertainty, as some have suggested.

While the company will no doubt expand its global manufacturing footprint (the Slovakian factory in Nitra is huge and capable of producing a lot of cars) it has pledged its commitment to the UK. That is no empty promise and is a pledge that should be taken seriously. As well as news of the Discovery switch the car maker announced it would be investing heavily in its Halewood facility to build the all-new Evoque (the vehicle which did much to spur Jaguar Land Rover's growth).

And the news that space at Solihull will be given over to electric vehicle production is testament to the firm's long-term plans and hopefully a bright future.

Jaguar Land Rover Is Dependent on Diesel. It Wants to Change That

Jaguar Land Rover is raising investment by about a quarter over the next three years as part of a plan by the diesel-dependent automaker to be able to offer electric versions of all its models.

Britain's biggest carmaker, owned by India's Tata Motors Ltd, will invest a total of 13.5 billion pounds (\$18 billion) worldwide during the period, according to a presentation to investors Monday. That's a 26 percent increase from 10.7 billion pounds over the three previous years through March 2018.

The higher spending comes even as the automaker said sales and revenue in the year to March "did not grow as much as we planned" because of customers' wariness about buying diesel-fueled vehicles in the U.K. and Europe. The company said margins and profitability were "well below" internal targets and led to negative cash flow after investment.

JLR is increasing spending to be able to produce by 2025 three versions of all its models, including those powered by fossil fuels, electric batteries or a combination of both, according to the presentation. The company will only offer fully electric versions if there is enough customer demand, a spokesman said. Diesel vehicles accounted for about 87 percent of the company's sales in the U.K. and Europe in the fourth quarter of 2018, a high level in light of the unfolding scandal about emissions that erupted in 2015 at Volkswagen AG and has cooled customer demand.

All six of JLR's U.K. manufacturing platforms at plants in the West Midlands and in Halewood, Merseyside will be retooled to produce vehicles with the new engines, the spokesman said. The carmaker has previously said every vehicle it launches from 2020 will have an electrified element, though this may mean hybrid cars rather than fully electric ones in some cases.

The company also said it plans to open a software, information technology and engineering center in Manchester, northern England, to work on connected-car technology.

New camouflaged Range Rover Evoque spotted near Coventry

The car, wrapped in dazzle patterns to disguise new lines and features, was seen on the A46. This heavily camouflaged car is thought to be Land Rover's second generation Evoque. It was filmed on a dashcam driving along the A46 between Coventry and Warwick on Wednesday, June 13. The model is currently undergoing testing ahead of its launch next year. Car manufacturers often wrap new models in dazzle patterns before their launch to disguise new features and changes to the body shape. From next year the Evoque will only be available as a five-door model after Jaguar Land Rover decided to ditch the slow-selling three-door version. It is thought the new model has taken some design features from the Range Rover Velar, including lights and extending door handles. A Land Rover spokesman said: "From the 2019 model year, Land Rover has rationalised its Range Rover Evoque bodystyle offering to concentrate on the five-door model and convertible, which account for the majority of sales."



Hundreds of Land Rovers create spectacular display at the vehicle's North Wales birthplace

Enthusiasts gathered to mark the famous all-terrain vehicle's 70th anniversary. Hundreds of Land Rovers made their way to Anglesey for an emotional return to the vehicle's birthplace on its 70th anniversary. It is said that Maurice Wilks, the designer of the famous all-terrain vehicle, first drew the outline of the design in the sand at Red Wharf Bay, where he owned a farm. His dream was to build a vehicle which would work for all of the nation's farmers - and little did he know how successful he would be. This weekend, Land Rover enthusiasts, including some from abroad, made the pilgrimage to Anglesey to celebrate the anniversary of the Land Rover's first production run.

Amateur photographer Tony Starczewski, 67, captured the event with his drone in these stunning aerial shots, which show the Land Rovers gathering to form the outline of the famous vehicle. He said: "I actually flew my drone from a friend's house which was quite close to the beach. "We were flabbergasted by the amount of vehicles. They were coming from everywhere. "It became quite clear they wanted to copy the shape of the Land Rover." Mr Starczewski, a former consultant physician at Ysbyty Gwynedd, said he guessed it was the original Land Rover that was being copied. He added: "I think it was the Land Rover series one. It was a spectacular sight and all the roads to Red Wharf Bay were blocked."

The Wilks family hailed from the Midlands but had strong links with Anglesey and owned two farms near Newborough. Before moving in, they stayed at a hotel in Llanddona near Beaumaris. Although Mr Wilks is said to have made the first drawing in the sand in 1947, it was not until the following year that it went into an initial production run of 48 vehicles.



Jaguar-Land Rover starts building engines in India

- To build the Ingenium series of 2.0-litre engines to start with
- Might build larger 3.0-litre diesel engines as well
- Local production is expected to reduce import costs and duties

Tata Motors-owned Jaguar-Land Rover has begun expanding its India-footprint with the beginning of their engine-assembly line. To start with, the new 2.0-litre Ingenium series of four-cylinder turbocharged petrol and diesel engines will be built in India.

The 2.0-litre Ingenium mills power the entry-level and mid-level luxury cars from the JLR portfolio including the Jaguar XE and XF, the Land Rover Discovery Sport and the Range Rover Evoque. With increased localisation, the cost of importing assembled engines and the related import duties will be saved which should result in sizeable cost savings.

The competition in entry-level luxury car market is quite stiff given that Mercedes, BMW and Audi build almost the entire car in India. While Jaguar has always positioned itself at a premium, the lower input costs will allow the car maker to choose between going for a price offensive or a feature offensive. In either of these cases, the buyers will get a bigger bang for their bucks and this should result in higher volumes for the Indian subsidiary.

While we do not have any word on it yet, the larger 3.0-litre diesels, if built locally, will also help the Range Rovers and the Discovery become a little more affordable.

Land Rover fest kicks off with 15-strong classic car cavalcade

A cavalcade of 15 classic Land Rover vehicles made its way from the car maker's Lode Lane factory to Solihull town centre to mark a very special anniversary and kick-off the first ever festival in the marque's honour. Land Rover Fest is being held in Solihull town centre this weekend, with the Coventry-based car maker taking over the town centre and Tudor Grange Park nearby. The occasion is one of a host of celebrations marking Land Rover's 70th anniversary. It is 70 years since the original iconic Land Rover first rolled off the production lines in Lode Lane. Designed by Maurice Wilks, whose brother Spencer was the boss of the Rover Company, the famed go-anywhere vehicle was created to help get British manufacturing started again.

It was also designed to help the UK farming community, with boosting food production at the top of the government's agenda. The vehicle became a global hit and production continued in Solihull for 68 years until January 2016. Originally just called the Land Rover, it later became known as Series 1, Series II and Series III, before being renamed the Defender. Solihull has been synonymous with Land Rover throughout the firm's history, even though production of vehicles now takes place at a number of sites both in the UK and abroad.

Roger Crathorne, who drove the first Land Rover produced with the registration HUE 166 at the head of the celebratory cavalcade, said the firm had always had strong links with the local community. He said: "Initially it meant employment for local people. "There has always been a great relationship, because of the people we have employed and what we have brought to the region. "The local community has really integrated into what the factory has tried to do here and continues to do."

Roger, who joined as an apprentice engineer in 1963, went on to work across many departments in Land Rover, acquiring an in-depth knowledge of the marque which eventually saw him dubbed 'Mr Land Rover'. Although he retired a few years ago he continues to be an ambassador for the brand.

He said the convoy would even pass the place where he was born - the former Solihull maternity hospital in Lode Lane.

Jaguar Land Rover CEO Dr Ralf Speth travelled with Roger in HUE 166 and addressed assembled guests before the convoy set off. CoventryLive reporter Enda Mullen was asked to join the celebrations and travelled in one of the vehicles - a Defender 110 V8 - chauffeured by Stuart Davison. CoventryLive streamed the cavalcade's journey live on Facebook.

Dr Speth said: "It is an honour for me to be here today. "We have experienced a lot of power and passion and that power and passion comes from the brand. "For more than 70 years we have had the honour to work at Solihull. "I would really like to take this opportunity to say thank you. "Thank you for your support and thank you to the employees who have recreated and transformed the business." The convoy ended in Mell Square, with the vehicles being displayed all over the weekend.

There Dr Speth met former employee Fred Bostock, who worked on the original Land Rover HUE 166 and went on to enjoy a long career at Lode Lane. Now 96, Fred worked on the roofs for open-top Land Rovers and the upholstery. He said: "This new vehicle came along, they wanted a cover over the top, so I made a cover. "From then on the Land Rover started." Fred told how he even worked on some very special Land Rovers for Her Majesty Queen Elizabeth, a renowned Land Rover fan. He said: "She had special seating material, specially made for her. "One time a Land Rover went out and a week later they brought it back. "They said 'she doesn't like the centre seat - take it out'. "Basically she wanted a box that her corgis could sit on when she went round her big estate."

Land Rover Fest continues tomorrow (Sunday) in Solihull town centre and Tudor Grange Park, with vehicle displays, an off-road driving experience, mini Land Rover driving for children, an outdoor cinema, food stalls and bars.



More than 600 cars set new record for largest parade of Land Rovers and Range Rovers

Jaguar Land Rover Deutschland GmbH has set a new record for the Largest parade of Land Rover/Range Rover vehicles in Bad Kissingen, Bavaria, Germany. The parade consisted of 632 Land Rover and Range Rover vehicles, over 80% of which were Land Rover Defenders. Jaguar Land Rover Deutschland attempted the record, with the help of volunteers, to commemorate the 70th anniversary of the original Land Rover's unveiling, which took place on 30 April 1948. Participants in the parade were volunteers and Land Rover or Range Rover owners who travelled from far and wide to take part. Two keen participants drove their Land Rover Defenders all the way from Siberia to take part in the parade - an epic eight-day journey! The record was attempted during Abenteuer Allrad, the world's largest cross-country vehicle exhibition, which is held annually in Bad Kissingen.

For the attempt, the vehicles followed a 7.4 km (4.6 mile) track which was located on a large area of farmland near the Abenteuer Allrad event venue. There a variety of Land Rover and Range Rover models within the parade, with the vehicles varying in age. The vehicles had to stay a maximum of two cars' length away from the vehicle in front in order for their participation to qualify as a valid attempt. Any gaps that were longer than the length of two cars meant the car following was disqualified from the total number. The vehicles had one practice run before the official record attempt, which lasted just under one hour. Stewards supervised the event and were spaced out at 1km intervals along the 7.4km track, looking for any large gaps in the circuit. Guinness World Records' adjudicator, Sofia Greenacre, along with two witnesses, counted and verified the number of vehicles taking part. Once the record was confirmed, Sofia took to the stage to award Jaguar Land Rover Deutschland their Guinness World Records certificate, and to confirm that all the participants were now Officially Amazing™!



Next-generation Land Rover Defender to be launched in 2020

- Is not expected to stray away from original formula
- Will sport a mix of modern Land Rover looks and classic Defender lines
- Likely to have a hybrid engine setup

Land Rover has confirmed that the next generation Defender will be launched in 2020. This will be the third generation for the British automaker's iconic SUV and is expected to be the biggest generation change the vehicle has gone through since its launch nearly four decades ago.

There's little to go about right now but we know this much that the car will sport a mix of the classic Defender lines as well as the latest design philosophy from Land Rover. We believe that it will be the same story on the inside with a mix of old school design and new Land Rover tech.

What will be quite new will be a possible hybrid setup for the SUV as it will get some form of hybrid technology to improve efficiency and give it the ability to operate with ease at the bottom end of the scale. Will it come to India? We would like to believe so but in limited numbers and via the CBU route.

We will continue our growth journey by adding new nameplates and expanding our powertrain offering



Fiscal 2019



19 product actions
13 nameplates

Fiscal 2020 - 2021



Defender

38 product actions
15 nameplates

Fiscal 2022 - 2024



42 product actions
16 nameplates

LAND ROVER TOGETHER WITH THE INDIAN COMPANY CREATED A SPECIAL CROSSOVER

The company Tata Motors in collaboration with Land Rover is preparing to enter the Indian market with a new crossover. The car will be built on the basis of the Discovery Sport official license, but own design, writes the Chronicle.info with reference to AvtoDream.

In addition to the platform of the famous SUV, the car will use conceptual design solutions submitted in the 2017 prototype H5X.

Now in the network appeared the first photos of a test prototype in heavy camouflage, which hides many of the details. However, the expert failed to consider some of the features.

Unfortunately, the dimensions of the new device, however, the concept H5X has dimensions of: length equal to 4 575 mm, width – 1 960 mm, height – 1 686 mm, the wheelbase is about 2 740 mm. Dimensions Discovery Sport: 589/2 4 069/1 724 mm, distance between axes – 2741 mm.

As the power unit will be installed turbodiesel engine with a displacement of 2.0-liter Fiat Multijet II with a capacity of 140 or 170 HP in Addition, customers will be able to choose between front and all-wheel drive and will also be available as five and seven-seater salon. It is expected that the sale of the car will have to begin in the first half of 2019. While the cost of the crossover remains unknown.



70 YEARS OF LAND ROVER MATERIAL INNOVATION AT THE LONDON DESIGN MUSEUM

London, UK, – Land Rover and the Design Museum are inviting visitors to take a seat to commemorate 70 years of the Land Rover brand. The atrium seating at the London museum has been re-upholstered with 18 original materials used in Land Rovers from 1948 to 2018 for the Material Innovation installation.

They include the original fabric from the first Land Rover (1948), the cloth designed with Sir Paul Smith for his special edition Land Rover Defender (2015) and an innovative, sustainable textile developed by Kvadrat for the Range Rover Velar (2017) as a premium alternative to leather.

Visitors are invited to discover and experience the different qualities of these authentic fabrics – a change from the usual ‘don’t touch’ rule at museums.

Deyan Sudjic, Director of the Design Museum, said: “The Land Rover is one of the great design success stories. This installation is a great opportunity for our visitors to see seven decades of new thinking about textiles in the context of vehicle design. And this is one part of the museum where we are definitely saying please touch.”

Gerry McGovern, Land Rover Chief Design Officer, said: “Land Rover materials and fabrics are rigorously tested to meet the exacting standards of our customers. This installation reflects the history of our seating from cloth to leather and includes our latest technical materials from Kvadrat in the new Range Rover Velar.”



LAND ROVER JOINS THE PRINCE'S COUNTRYSIDE PARADE TO MARK HRH THE PRINCE OF WALES' CONTRIBUTION TO THE ENVIRONMENT AND RURAL COMMUNITIES

Land Rover joined The Prince's Countryside Parade, hosted at the Royal Cornwall Show on Thursday 7th June, to celebrate HRH The Prince of Wales' passionate support for countryside issues throughout his lifetime.

The Parade was a special celebration of HRH The Prince of Wales' contribution to causes dedicated to the environment, sustainable agriculture and help for rural communities. In total, around 60 patronages came together in a unique and colourful parade highlighting their work and achievements to date.

Land Rover was proud to support the parade which had more than 450 people taking part from around 60 different charities based all over the United Kingdom. The parade also featured over 40 animals including horses, cows and sheep.

At the event, HRH The Prince of Wales met the five winners of this year's The Prince's Countryside Fund Land Rover Bursary – an initiative which has been running for five years. As part of his tour of the show, HRH congratulated the recipients of the 2018 Bursary, which sees five rural entrepreneurs win the use of a Land Rover Discovery Commercial or Sport for a year, to help them further their rural business. HRH also met one of the 2017 winners, Jenny Dunstan, to hear about her experience of the bursary.

Open to 21 to 35-year-old rural entrepreneurs, the lucky winners have been selected from over 70 applications to win a 12-month loan of either a Land Rover Discovery Sport or Discovery Commercial. The new Discovery Commercial, which went on sale in December 2017, offers 1,856 litres of flexible load space accessed by a powered tailgate. Together with a 3.5 tonne towing capacity, the Discovery Commercial can haul loads over any terrain in all conditions. Later this summer Land Rover will invite them to a special training day at one of the Land Rover Experience centres to familiarise them with the vehicles and teach them valuable, rural driving techniques.



Land Rover Twisted Defender review: Full of surprises

By JEREMY CLARKSON

I've never been a fan of the Land Rover Defender and cannot understand the dewy-eyed sentimentality of bearded men who shed beery tears when it went out of production in 2016. It may have been very clever when Land Rover copied the war-era Willys Jeep, but even the army gave up on the Defender. Still, at real ale festivals and murderer conventions in the heathery bits of Britain, people with muddy fingernails wailed and gnashed their teeth when the life support was finally turned off. It was, to me, the red phone box of cars. It worked only because it had always been around. But the truth is that it's better to make a call from an iPhone than from inside a draughty red box that smells of a tramp's underpants. And it's better, if you work in the countryside, to drive a pick-up than a badly made, slow, evil-handling Defender.

Anyway, I came to work last week and outside the office was exactly the sort of thing that would cause a member of the Campaign for Real Ale to walk into a door. It was, or it had once been, a Defender 110, but someone had fitted fat tyres, massive wheels, flared arches, a light bar with the power of a collapsing sun and, to judge by the twin exhausts, some kind of weird million-horsepower engine as well. Further investigation revealed this to be so as, under the bonnet, instead of a wheezing boiler that ran on an unholy mixture of cider and coal, there was the unmistakable bulk of an LS3 V8 from a Chevrolet Corvette. Not a bad engine, actually. It was even called a Twisted, only with the "s" written backwards. Unfortunately, it turned out to be my car for the week. And to make matters worse, the brochure from the UK refit company Twisted was accompanied by a letter from the daughter of the man who owns it. "Dear Jeremy," it said. "This is my favourite Twisted Defender. I hope you like it too. Please look after it for my Daddy. Love from Molly, age seven and three-quarters."

"Harrumph," I said. "I shall not be swayed by this emotional blackmail." Especially as I'd noticed the price of this top-spec version: more than £150,000. "This may have been made in North Yorkshire," I thought, "but I can't imagine they'll sell many there."

The next day, as I set off for my cottage in the country, there was no sign of what lay on the other side of the Chilterns. We all occasionally say "I've never seen rain like it" but I really had not. It was like driving under a fire plane. And there's no other way of saying this: I could not imagine a better car in those conditions than the Twisted. It punched through the lakes in every dip and rivers on every slope. Yes, its roof-mounted lights caused a whiteout every time we went through really deep water, and the spray plumed as if a nuclear sub had exploded beneath the surface, but the tyres and the way this thing was set up made even the Mercedes G-Wagen look like a market-stall toy.

There's more. Apart from the lack of shoulder room, it was a beautiful place to sit. Even the sat nav and control system were sensible and not full of features no one needs.

The next day the rain had gone and I had a closer look at the beast. In the boot was a big, nicely made chest for sloe gin, King's Ginger liqueur and all the aiming juice the nation's pheasant-slayers need. There were even slots for your guns, although those aren't included in the price. What is included is a turn of speed that beggars belief. The soundtrack tells you there's a bit of poke under your right foot but your head is saying it'd need to be a lot to move such a cumbersome old tank around at anything more than a trot. Your head is wrong, because when you mash the throttle into the firewall, the automatic gearbox drops a cog or two, the engine bellows and it takes off with acceleration that makes you burst out laughing. And you don't have to slow down much for the bends. Obviously, with those knobbly Cooper tyres, it doesn't have the grip levels of, say, Bambi, but thanks to its reworked suspension and Recaro seats you can make serious progress. The only annoying thing was the way people in Defenders gave me a little wave as I tore by. "We have nothing in common," I wanted to shout.

Except now we do. I shoot, and I'm aware it's important to have the right car. A simple Range Rover is not enough. So I'd love to turn up in this monstrous Twisted, knowing it would get deeper into the woods and home faster than anything anyone else had. So, Molly, all is well. Even though it started out as a Land Rover, I did like your dad's car. And if I hadn't just bought one of the aforementioned Range Rovers, I'd be sorely tempted by it. Especially the drinks cabinet.

Land Rover's years-long love affair with the two-door

Would you buy a two-door SUV? History records the answer to that question as a resounding "No". From Isuzu VehiCROSS through early Toyota RAV4s to Suzuki X-90s, SUVs with fewer than four passenger doors have struggled at best and at worst gone down as some of motoring's biggest flops.

The reason is always the same: the most practical and user-friendly cars on the road are always more practical and user-friendly when the people heading for the back seats don't have to climb in past the front seats. Obvious really, especially these days when SUV increasingly stands for luxury and comfort. All of which makes Land Rover's predilection for two doors a bit of a mystery. It's been an itch they just can't stop scratching, despite seeing the error of their ways each time they do one. Concept cars are often shown in two-door form – they are sexier looking – but by the time they reach production the manufacturers always see sense and revert to a four-door body. All except Land Rover that is.

The first Range Rover in 1970 was famously available only as a two-door. As a work of art to grace the Louvre in Paris, sublime.



Range Stormer concept

As a capacious family hauler, less than ideal. The two-door Classic shape still lasted 11 years before Land Rover got round to adding the back doors – something aftermarket body customisers had been doing for years prior because owners wanted it.

The first Freelander was launched as a five-door – and a three-door. The three-door was also a convertible. Two reasons for not wanting it then. When the Range Rover Evoque concept came out everyone said wow, what a looker – knowing full well that by the time it reached production those looks would inevitably come second to practicality and it would sprout a full set of doors. But it didn't. Both three- and five-door versions (and both fine looking, it has to be said) were launched. Even then Land Rover couldn't help itself, adding a strict two-door version in the form of the Evoque convertible.

History says don't do it. Its customers say don't do it. Its rivals don't do it. But despite all this Land Rover has been a company blinded in love by the two-door. And we are secretly very glad they are.

We also have a very strong feeling that, as the company continues to chase the SUV market into ever more upmarket and hitherto undreamed-of corners, it's a love affair that's far from over yet...



Land Rover Defender: Does it matter if it's built abroad?

Business writer Enda Mullen looks at the ramifications of making the Land Rover Defender in Slovakia.

It has been suggested Coventry car maker Land Rover might make its all-new Defender model in Slovakia rather than its spiritual home of Solihull. Speculation comes in the wake of a recent announcement that Land Rover will be shifting production of its latest Discovery model from Lode Lane to Nitra, its new factory in Slovakia.

Even that caught some people by surprise.

Though it was always anticipated that the Discovery would be built in Nitra, there was an expectation the model would be built in two plants - home and abroad. Is it a surprise? Should the move come as a surprise? In truth probably not.

The Nitra facility is huge and has an initial capacity to produce around 150,000 vehicles a year, with the potential to double that to 300,000 in the long-term. But why make the Defender there too?

Although Land Rover has not yet said so, it is highly likely the Discovery and forthcoming Defender share the same platform. If so then making both models in the same place makes perfect sense.

The Solihull factory currently makes both the Jaguar F-Pace and Range Rover Velar and they are based on the same platform. Put simply it is a far more efficient way to go about manufacturing.

New Defender will be more sophisticated.

In addition the new Defender is likely to be far more sophisticated than the old one, whose design changed little over almost 70 years.

Why the new Land Rover Defender could be built in Slovakia.

The model was produced on a decidedly old-fashioned production line, a throwback to the way car making used to be done.

To purists the idea of making a Defender anywhere other than Solihull might be nothing short of sacrilege but it wouldn't be the first time. But does it really matter where it's made? Car makers operate globally these days, be it BMW, Mercedes-Benz or Jaguar Land Rover and it should be stressed Land Rovers have been made under licence in a variety of countries over the decades, including Germany, Belgium, Spain and Turkey. The Defender, which was originally just the Land Rover and thereafter the Series I, II and III, might be synonymous with Solihull.

A remarkable history.

Unveiled in 1948 as a rough, tough vehicle to help kick-start British car making at the Rover Company after the Second World War, it was also intended to help the farming community. No one at the time would have imagined it would become the global sensation it did. Its capacity to reach places other vehicles couldn't meant that for many people in remote corners of the world it was the first vehicle they ever saw. There are a great many die-hard Defender/Land Rover enthusiasts all over the world who wouldn't dream of ever owning anything else.

An automotive icon.

The word icon is frequently over-used but the Defender is most definitely an automotive one. It continued in production at Lode Lane for 68 years, manufacturing finally coming to an end in January 2016. It proved a poignant moment for the company when it came to say goodbye. Of course there's also question of whether the new Defender will satisfy the purists.

In truth it probably won't. It will have an element of ruggedness but it is unlikely to be the utilitarian workhorse its predecessor was. What might happen at Lode Lane? So, what will happen in Solihull?

Land Rover says it wants to use spare capacity at the Lode Lane site to produce electric vehicles. The car maker has pledged to have electrified versions of all its vehicles by 2020 and clearly sees that as the way forward. The Jaguar I-Pace, the company's first all-electric vehicle, is currently built under contract by Magna Steyr in Austria. Freeing-up capacity in Solihull could see that and other electric vehicles built in Solihull.

Coventry car production.

The firm has also hinted at the possibility of car production in Coventry. It has certainly made no secret of the fact it wants to put the city at the heart of its electric vehicle production plans - though that could involve producing batteries and electric motors rather than vehicles. Only time will tell.

However, one thing is for sure, we shouldn't have long to wait until the unveiling of the new Defender. With this being L and Rover's 70th anniversary year it surely has to lift the lid on such an important model before the year is out.

The smart money is on it being revealed for the first time at the Paris Motor Show in early October.

Wherever it is going to be built, I expect that unveiling, whether it's in Paris or elsewhere, will cause quite a stir.



Some pictures from Cooma 2018



Some pictures from Cooma 2018



JAGUAR E-PACE AND RANGE ROVER VELAR HELP DRIVE JUNE SALES GROWTH

Whitley, UK, 9 July, 2018 – Jaguar Land Rover today reported total retail sales of 52,049 vehicles in June 2018, up 0.9% year on year, primarily reflecting the introduction of the Range Rover Velar and the Jaguar E-PACE.

Retail sales for June were up year-on-year in our Overseas markets (16.7%), in North America (7.4%) and in the UK (0.9%) China was down 9.5% as the reduction in import duties on passenger vehicles, starting 1 July, continued to result in deferred purchases as well as increased incentives in advance of the 1 July effective date. Europe was also down slightly (- 3.8%).

Jaguar retail sales were up 6.4% in June to 16,328 thanks to the introduction of the E-PACE, partially offset by lower sales of F-PACE and other models.

Land Rover retailed 35,721 vehicles in June, down 1.5% year on year as the introduction of Velar and increased sales of the refreshed Range Rover Sport were offset by lower sales of Evoque, Discovery Sport and other models.

Jaguar Land Rover total retail sales for Q1 FY19 were 145,510, up 5.9% year on year, and retails for the first six months of 2018 calendar year were 318,219, up 0.4% compared to the same period a year ago.

Land Rover Owners' Club of Gippsland, Minutes of Meeting Held On Monday the 2nd of July 2018.

Meeting started at Gippsland Land Rover showrooms at 8pm.

Greg welcomed everyone to the cold July meeting of the LROCG.

Attending: David Murray, Harley Murray, Peter Johnson, Rod and Loris Catchpole, Ted and Shirley Alchin, Brian Johnson, Ken and Susan Markham, Don and Shirley Little, Eric Shingles, Ian Blake, Annette Fleming, Bob McKee, Mal Trull, Lois Rose, Greg Rose, Jim Hood, Jill Beck, Alan MacRae, Helen MacRae, Charlie Calafiore

Visitors: Tom Stoitse

Apologies: Sue Howell, Ross Howell, Heather Kerr, John Kerr, Alan Harlow, Tonee Harlow, Jan Parniac, Collette Parniac, Mick Hammett, Ian Webb

News From Travellers: Sue and Ross were heading north.

Russell and Carol Hodgson were at Barmah on a trial run before going to the Flinders Ranges in 6 weeks.

Minutes of Previous Meeting: Moved: Ken Markham, Seconded: Jim Hood
Business Arising: Nil

Correspondence:

In: Obsession

Out: Nil

Emails:

In: Nil

Out: Thanks to Mal Trull for hosting club members at his home on June the 24th.

Treasurer's Report: Moved: Alan MacRae, Seconded: Brian Johnson

Reminder that club fees of \$75 are due.

Publicity Officer's Report:

Visitors continue to show interest in the older vehicles so it has been a positive move putting them on display.

Earthworks for the new building have commenced.

LR will have 19 models and an SD V6 engine. The TD4 180kw engine will be dropped, and replaced with a 2L twin turbo or a V6 twin Turbo.

Editor's Report: Hope you liked the Newsletter. Always looking for more stuff.

Charlie acknowledged that sponsorship from Gippsland Land Rover keeps us afloat and enables us to continue to print our outstanding Newsletter

Webmaster's Report:

Webmaster's last report was from Kununurra, W.A. They were about to head to El Questro, Bungle Bungles and Wolf Creek. Statistics for June are; 48 site visitors, 167 page views. The most popular pages remain the photo galleries.

Technical Report:

*List of Land Rover repairers Australia wide. Greg has some printed copies available or will email the PDF if you would prefer. The list is now a few years old. New dealerships have been added and some independent repairers may no longer be in business or not appear on the list.

*Soft shackles. Greg had some soft shackles to show and talk about as an alternative to steel shackles. Used by the boating fraternity for some time. Cost approximately \$50. They tend to drop rather than fly when they give way.

*Ian has an inductor light that he bought at the Cooma trash and treasure which he is unable to use. For sale for \$10.

*Bob and Annette were heading away for the winter when confronted by a cloud of steam, and then some smoke, near Gisborne. Due to the difficulty of getting off the road they had to travel further than was desirable before stopping: approximately 1500 metres. The plastic coolant manifold had split, in an explosive manner, without warning, and leaked water everywhere. After spending a week in Gisborne and discussions with 2 sets of repairers, and some repairs made, they were able to travel home slowly. On the evening of the meeting they were awaiting evaluation and discussions with GLR.

Events Co-coordinator's report:

Past Events:



*June. Friday the 15th. Parks Victoria held a thank-you to volunteers morning tea at Heyfield Wetland Centre, from 10:30am. It was attended by Alan MacRae, Mal Trull, Lois Rose and Greg Rose. It was valuable to be able to network with other volunteer groups.

*June. Sunday the 24th. Visit to the Gippsland Vehicle Collection to view current Mopar/Chrysler display as a follow up to Mal Trull's having his R Series Valiant at the last meeting. Bar-b-que lunch at Mal's Stratford home and a look at his Austin 7s. 16 club members attended. Rod Catchpole, seconded by Jim Hood, moved that we give a vote of thanks to Mal for opening his home and to Lois and Greg the food.

*June. Saturday the 30th was the Aberfeldy working bee. Craig, Viv, David and Harley attended and completed valuable work by widening the walking track.

Future Events:

*July. Sunday the 22nd.

Bar-b-que lunch along the Wellington River campsites north of Licola and general tidy up of the 14 campsites. Meet at Licola Store at 9:30am. Contact Greg Rose or Wayne Foon for details. We will need numbers for catering so please let us know in advance.

*August: Drouin Girl Guides are holding a working bee at Burnett Park and they request assistance from LROCG

*September. Monday the 3rd. Annual General Meeting of the Land Rover Owners Club of Gippsland 8:00 p.m. Normal meeting to follow.

*October. Note the trip Greg planned for the Avon River area has been cancelled at this stage due to a clash of dates.

*November. 1st to the 8th. The traditional Melbourne Cup weekend base camp. This year it is at Moruya on the New South Wales South Coast. Trip Leader Rod Catchpole. Details in newsletter.

*November. Monday the 12th of November. LROCG meeting. Note this change from the normal first Monday of the month due to the Melbourne Cup "long weekend" taken by many members.

*November. Monday the 19th, Tuesday the 20th and Wednesday the 21st. Preliminary talks are well underway. Preferred site from Parks Victoria seems to be Eaglevale on the banks of the Wonnangatta River. Contact Greg Rose or Wayne Foon for details. Details in newsletter. You will need to book in so that we can assess the number and scale of tasks to be undertaken. As of 27th May 12 members are booked in. Some will go on the Sunday in preparation for the Monday.

Greg and Lois will do a survey trip planning for this event with Vicki Jones, Parks Victoria Ranger Dargo, on Friday the 6th of July. Having determined what will be done they will then check the heritage overlay to determine that tasks do not impinge on important sites.

*December. Sunday the 2nd. LROCG December meeting and Christmas picnic. Venue to be decided. 2019.

*February. Saturday the 16th, set up day. Sunday the 17th show day. Victorian 4x4 Show Lardner Park. Details later.

*March. Wonnangatta Safari, mid week. Wonnangatta via Cynthia Range and Wombat Spur, camp one night. Out via Myrtleford. Camp two nights at Bright, local tracks, evening meals at local eateries. Home via Mt Hotham, Dinner Plain Track, Birregun Range to Dargo. Details, dates and booking later. Trip leaders Wayne and Sharna Foon. **Please note that Wayne Foon's Wonnangatta and Bright Trip, scheduled for March 2019, will now be in the second week of December this year. Wayne will give us details, dates, etc. at the next meeting.**

*March. Friday the 15th to Sunday the 17th Charlie's Dinner Plain weekend. Mayford and Blue Rag Range trips. Full accommodation at High Plains Lodge Dinner Plain. This trip will be run if there are sufficient members interested. Trip leader Charlie Calafiore.

Four Wheel Drive Victoria Delegate's Report.

Trackwatch magazine has been delayed. At the printer now and should be out soon.

General Business.

Christmas picnic and December meeting. Sunday the 2nd of December. A venue is to be chosen. Ideas at the next meeting. Greg reminded members about the Club photo competition. It must be a photo of your Land Rover, somewhere, this year. The winner will receive \$250 to spend on apparel. 2nd prize is from ARB.

Greg gave a prize to Jim Hood for identifying the mystery object at the June meeting.

Brian Johnson donated a 25 L jerry can which will be used as a prize at the next meeting.

LR apparel magazines and CPR cards were made available for those interested.

Meeting closed.



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 1st of March and September the 21st 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

Entries close at midnight, Friday September the 21st.

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.

2nd prize is from ARB Traralgon..

Land Rover Owners' Club of Gippsland. Minutes of the Annual General Meeting.

Meeting held Monday the 4th of September 2017.

Meeting opened at 8:00.

Attending:

David Murray, Don Little, Shirley Little, Ken Markham, Susan Markham, John Jennings, Terry Hesky, Sharna Cole, Wayne Foon, Rod Catchpole, Loris Catchpole, Paul Whitehead, Lois Rose, Greg Rose, Mal Trull, Helen MacRae, Alan MacRae, Ray Massaro, Charlie Calafiore, Ian Blake, Eric Shingles.

Visitors:

Brodie Jarvis, Marco Tripodi

Apologies:

Barb Heskey, Shaun Johnson, Siobahn Walker, Jim Hood, Jill Beck, Shirley Allchin, Ted Allchin, Brian Johnson, Bruce Coulter, Bob McKee, Annette Fleming, Sue Howell, Ross Howell, Tonee Harlow, Alan Harlow, Jan Parniac, Collette Parniac, John Kerr, Heather Kerr, Ian Webb, Chris Lee.

Greg Rose opened the meeting.

Moved that the minutes of the 2016 AGM be accepted, by Lois Rose, Seconded by Rod Catchpole.

Carried.

Treasurer's Annual Report presented by Alan MacRae.

Moved that they be accepted by Alan MacRae, seconded by Ken Markham.

Carried.

Moved by Alan MacRae, that the annual subscription (membership fees) for the Land Rover Owners Club of Gippsland be increased to \$75.

Business arising: Nil.

Greg read the President's report, which highlighted a successful year for the club. The President's Annual Report will appear in the newsletter.

All positions were declared vacant.

Marco Tripodi, Dealer Principal, VSL (Gippsland Land Rover) took the chair for the election of the new committee.

Marco thanked the outgoing committee and began the elections.

Nominations for President.

Charlie Calafiore nominated Greg Rose. Ray Massaro seconded the nomination. Greg Rose accepted the nomination. There were no other nominations and Greg Rose was declared President.

Nominations for Vice President.

Lois Rose nominated Ian Blake. Seconded by Rod catchpole. Ian Blake accepted the nomination. As there were no other nominations Ian Blake was declared Vice President.

Nominations for Treasurer.

Greg Rose nominated Alan MacRae. Seconded by Ian Blake. Alan MacRae accepted the nomination. As there were no other nominations Alan MacRae was declared Treasurer.

Nominations for Minutes Secretary.

Greg Rose nominated Tonee Harlow. Seconded by Shirley Little Tonee Harlow had indicated that she would accept nomination before going away. As there were no further nominations Tonee Harlow was declared Minutes Secretary.

Nominations for Publicity Officer and Public Officer/Secretary.

Lois Rose nominated Charlie Calafiore. Seconded by Paul Whitehead. Charlie Calafiore accepted the nomination. As there were no other nominations Charlie Calafiore was declared Public Officer/Secretary.

Nominations for Events Co-ordinator.

Lois Rose nominated David Murray. Seconded by Ray Massaro. David Murray accepted the nomination. As there were no other nominations David Murray was declared Events Co-ordinator.

Nominations for Property Officer.

Ian Blake nominated Ross Howell. Seconded by Eric Shingles. Ross is currently away and as there were no other nominations the position is declared for Ross Howell pending his acceptance.

Nominations for Editor.

Charlie Calafiore nominated Eric Shingles. Seconded by Greg Rose. Eric Shingles accepted the nomination. As there were no other nominations Eric Shingles was declared Editor.

Delegate to Four Wheel Drive Victoria.

Ian Blake nominated Greg Rose. Seconded by Wayne Foon. Greg Rose accepted the nomination. As there were no other nominations Greg Rose was declared Delegate to Four Wheel Drive Victoria.

Marco Tripodi congratulated the committee members.

AGM closed at 8:18.



Visit To Maffra And Stratford.

Sunday June 24th.

Attending.

Don Little, Rod Catchpole, Loris Catchpole, Jim Hood, Jill Beck, Sue Howell, Ross Howell, Alan MacRae, Helen MacRae, Ted Allchin, Shirley Allchin, Lois Rose, Greg Rose, Mal Trull.

Mal Trull had invited club members to visit the Gippsland Vehicle Collection in Maffra and then travel to Stratford for a bar-b-que lunch. Several members met up with Mal at the museum in Maffra and enjoyed looking at the unique vehicles on display.

Around lunchtime those members plus others who had not visited the "Maffra Shed" arrived at Mal's home in Stratford. The home was easy to find with a prominent garden ornament, a faded red Land Rover tray that was a Briagolong CFA vehicle a long time ago. It was a cold day so a mug of Greg's steaming hot home made vegetable soup handed out to everyone was very welcome.

Mal's visitors enjoyed looking around his very impressive shed complete with a very tall hoist and best of all a mini museum with two Austin 7s and various pieces of Austin and Valiant memorabilia.

Back in the warmth of the house everyone enjoyed a bar-b-que lunch with salads, etc provided by Mal. There were cakes and slices brought along by various people for dessert. No one was going home hungry.

Everyone enjoyed a good long social chat over tea and coffee, and more cake, before heading into the cold and home. A highlight of leaving was the sound of Ross's V8 Rover saloon burbling up the long gravel driveway.

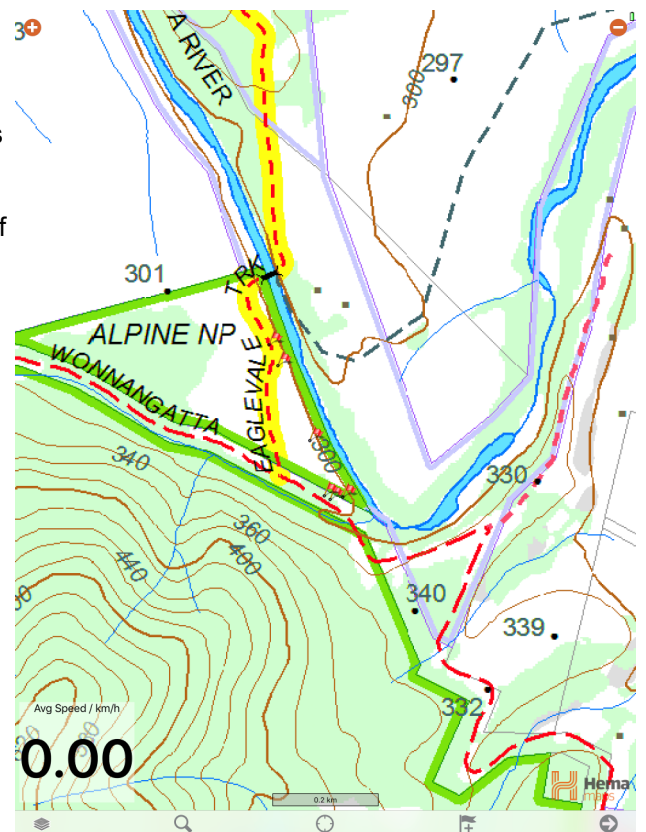
Thanks to Mal for hosting a great winter social day out.
Lois Rose.



Eaglevale Survey.

The thought that I had was, "how much rain can you get on an iPad before it stops working?" Lois and I had accompanied Vicki Jones, Parks Victoria Ranger, Dargo, to do a pre work survey at Eaglevale. The site is a large grassy flat beside the Wonnangatta River, easily accessed from Wonnangatta Road. It is about an hours drive from Dargo.

We had met up with Vicki at the Parks Victoria office in Dargo and set off in increasing rain, over freshly graded roads. By the time we arrived at Eaglevale the Parks Hilux was quite mud spattered, the wind was cold and the rain heavier. Undaunted, in wet weather gear and warm hats, we plotted the likely sites for four concrete fire rings and table and seat sets.



The plotting is where the wet iPad thoughts surfaced. Using my iPad running VicMap 25k East mapping on the Hema platform, I set marks and read off the coordinates in UTM reference points to Vicki. Vicki will use those coordinates as part of the planning application, checking with heritage overlays to make sure we do not disturb any sites of cultural significance.

We have decided to space the new assets along the length of the flat. The volunteer work we undertake will be similar to the asset building and improvement work the club has completed with Parks Victoria at Talbotville and Horseyard Flat. The next steps in the process are to work out the materials needed, have the table and seat sets made up in flat pack form, get the large quantity of sand and gravel needed on site and then plan the logistics of the actual work days.

Eaglevale will be a great site for us to set up camp for the work. If it is hot weather the river has some tempting swimming holes. There is a very good long drop toilet at the site. There is plenty of shade from tall eucalypts. Large grassy areas are perfect to set up tents or park a camper trailer.

Vicki plans to take us to some sites of historic and scenic interest while we are there. Harry Smith's Hut will be one of the places we visit. The hut, which is on private land, used to be accessible to the public but the gates are now kept locked.

We already have twelve club members booked in for this event. The dates are Monday the 19th of November, Tuesday the 20th and Wednesday the 21st. Most people plan to be at Eaglevale on Sunday 18th for three nights camping.

If you would like to come along talk to myself or Wayne Foon at a club meeting or give me a call. For new members who have not joined one of our joint working ventures with Parks Victoria, they are highly recommended; it's not all work.

And, yes, iPads do keep working in heavy rain.

Greg Rose.

Working with Parks Victoria, 2018.

Sunday the 22nd 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 19th, Tuesday the 20th and Wednesday the 21st 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.

Avon River Area Trip

Date: Sunday the 14th of October 2018.

Meeting Time: 10:00.

Meeting Place: Heyfield Apex Park, on main Traralgon/Heyfield/Maffra Road, near the roundabout and Timberline Service Station. There are toilets at this park.

The plan.

We will drive some of the tracks in the Avon / Mt Hedrick Scenic Reserve and adjacent State Forests. These tracks and roads are not subject to Seasonal Closure. Spring wildflowers should be out, good scenic spots and some interesting tracks. Beginning at Heyfield we will drive for a while, stop for morning tea, drive some more and find a nice lunch spot, do some more driving and end up at Briagolong. The actual route will depend on weather conditions.

Trip standard.

Easy to Medium. Depending on route there will be some low range use and possibly water crossings that will not be too deep. Most of the tracks have a good rocky base. This is a sight seeing easy paced trip.

Vehicle.

Vehicle in road worthy mechanically sound condition. Tyres with good tread, including spare. Jack, snatch strap and shackles, (normal basic recovery gear), UHF radio, fire extinguisher and first aid kit. The trip will not be very long so full fuel tank from Traralgon or Heyfield will be plenty.

What you will need.

Morning tea, drinks, lunch, snacks. Camera. Clothing suitable for the weather. Footwear suitable for some short walks on uneven ground. Chairs. Personal Details form for each vehicle occupant.

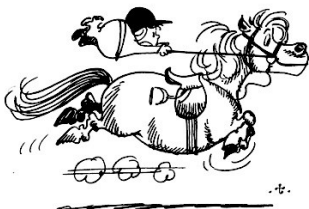
Maps.

Hema's High Country West map covers the trip area.

Trip Limit.

There will be a limit of eight vehicles on this trip so book in with Trip Leader Greg Rose.

Note. I will need trip participants contact details. Due to the nature of the forest country we will be travelling in, the trip will not be run if there is to be high rainfall or high winds.



Melbourne Cup Weekend Trip

The Melbourne Cup trip this year will be at the Riverbreeze Holiday Park, Moruya on the south coast of N.S.W.

See Riverbreeze.com.au for park details and booking.

Mention L.R.O.C.G to get the special deal.

Contact Rod if you intend joining us. More details to follow.

This Old Land Rover Is the Best Road-Trip Truck

Sure, it's brutal on the highway and mechanically unreliable, but that only adds to the sense of adventure, right? Why do we get excited when we hear the words "road trip"? For me, it's not the prospect of sitting in traffic or logging long hours on boring highways that's exciting—it's the adventure. Which means that, in my humble opinion, the best adventure-mobile is my old Land Rover Discovery.

There are only three Land Rovers that matter in this realm: The boxy Defender is more fashionable than my Disco, but it has the road manners of a particularly unrefined tractor. The Range Rover is luxurious, but its plush air suspension is fragile. The first-generation Discovery, on the other hand, managed to combine most of the off-road capability of the Defender with most of the refinement of the Range Rover.

Describe the perfect formula for a truck and you'll probably end up with something that has a short wheelbase, four doors, a fuel-injected V8 engine, solid axles, and coil springs on all four corners. The Discovery's 100-inch wheelbase is nearly as short as that of a two-door Jeep Wrangler, but in a body that actually has space inside for people and gear. Based on an old Buick motor punched out to 4.0 liters, Land Rover's all-aluminum V8 is both light and, for the time, powerful. Its solid axles maximize articulation, allowing you to keep all four wheels on the ground through truly gnarly terrain, but unlike most similar designs, it handles well on the road too, thanks to the coil springs.

On top of that solid stock platform, my Disco has been lifted onto large tires and fitted with steel bumpers and rock rails. Together, those modifications give it the angles, clearance, and protection necessary to clear pretty much any obstacle you find off-road.

Underneath, Land Rover's unique full-time four-wheel-drive system has been augmented by locking differentials, front and rear.

If you've taken the time to learn how four-wheel drive works, you'll know that it's only with those components that you can truly lock the speed of all four wheels together, achieving maximum traction. All together, those changes work with the merits of the stock platform to create a vehicle that's not only unstoppable off-road, but actually pretty decent on it, too.

What that means for road trips is that I never have to sleep in a motel or a group campground. Instead, once the day starts waning, I just look for a patch of public land (the green stuff) on Google Maps and find a dirt road that winds up into it. There, I can camp anywhere I please, away from other people, and often as deep into unspoiled nature as you'd get on a backpacking trip. Every single night.

In those national forests and on that BLM land, with no real planning or effort required, I've had some of my best nights outdoors. Once, in Oregon, I sat by the campfire with my dog, listening to wolves howl. One night in California, a Native American woman on an LSD trip wandered into camp and slept by my fire. In the morning, she gave me a fan she'd made from turkey and pheasant feathers before walking back into the woods. If I have the right license and it's the right time of year, I might put an arrow in a rabbit and cook it over the fire for dinner. Sounds better than a night at a Motel, right?

Of course, road trips are as much about meeting new people as they are about seeing new places. As you can see, the Land Rover really helps there, too. It's classy enough that valets park it out front at the fancy hotels I occasionally book on the way home from a really big adventure. But it's oily enough that I don't get shaken down for bribes south of the border. This thing is kryptonite for 5-0 back here in the United States. I've never gotten a ticket in it, and not just because it's slow. Maybe it's the shovel, or the winch, or the big dog sticking his head out the window, but if I pull up in a small town, the local sheriff will inevitably swing by to say hi and speak to me like an old friend. This is generally the opposite reaction I get when I'm driving something newer and fancier.

Those newer, nicer vehicles cover miles easily, but there's just no sense of occasion in them. Where they're just appliances, getting me where I want to go with efficient ease, my Land Rover feels like an old, cantankerous friend who's along for the journey. Its heavy driveshafts thrum harmoniously as the landscape rolls by outside its greasy fingerprint-stained windows, giving even the most mundane trip a sense of grand occasion.

Bogged down in the day-to-day reality of buying our first house and moving to Montana, I had actually resolved to sell the Land Rover back to the guy I bought it from. It's too tall to fit in our new garage, and the roads up there get heavily salted in winter—a potential death sentence for older vehicles. But you know what? After writing this, I've decided it's worth solving those two problems just so I can still take this thing on summer road trips. I'm going to keep this truck forever.



Two Bureau Of Meteorology workers were leaving the office when one said to the other, "make sure you close the window, just in case it rains..... "

Hoody Says ;

At dinner I always have seconds, damn acid reflux.

Forget the health food. I need all the preservatives I can get.

Despite the cost of living, have you noticed how it remains so popular?

Light travels faster than sound. This is why some people appear bright until you hear them speak.

Nothing is fool-proof to a sufficiently talented fool.

It is hard to understand how a cemetery raised its burial cost and blamed it on the cost of living.

He who laughs last, thinks slowest.

A parking meter is a device that enables you to do two hours shopping in one.

Talk is cheap because supply exceeds demand.

Sign seen in our veterinarian's office: "All children left unattended will be given a free kitten."

A careful study of economics usually reveals that the best time to buy anything is last year.

Driven! Our favourites from the Dunsfold Land Rover Collection

The V8 Land Rover test mule, a record-breaking Range Rover Classic, the first ever Range Rover CSK and the famous Maestro van Freelander mule – all in a day's work!

'Shy bairns get nout', is something my grandmother taught me. For those unfamiliar with Irish twang, basically you don't get anything if you don't ask. So, with those words in mind, I made a bee-line for a collection of Land Rovers proudly sat outside the hangars adjacent to the AutoClassics office.

Phillip Bashall of the Dunsfold Land Rover Collection was on site, loading up the exhibits from Land Rover Legends onto sporadically-timed transporters headed for home. Having shared the task of judging the winners from Bicester Heritage's first Landy event, he shook my hand upon approach and agreed to let me drive the remaining specimens.

Yet there was a catch; it couldn't be for long. If I took one of the selection, it would need to be returned immediately upon sight of the next transporter. Time was tight, with a stint allowing four vehicles to be enjoyed, armed only with the camera phone. And Meryl Streep's character in *Sophie's Choice* thought she had it tough...

Land Rover Series IIA V8 88in Test Mule

When approaching any 1960s Series Land Rover, certain things are expected. A symbolic heater for starters, alongside the stopping power of a paper bag and acceleration of a glacier. What you don't assume is that V8 power will be lurking under the bonnet. Especially not a factory fitted unit capable of 0-60mph in under 17 seconds. You may guffaw, but an old Landys' speed sprint can usually be measured on a sun dial. My bog-standard Series III 88" breaches 60mph after an exhausting 35 seconds...

Yet, that's exactly what this 1967 Series IIA has to offer. The burble omitted from the exhaust sounds like a hysterical Brian Blessed lapping down large pints of ale, with added loud-speaker attachments. Peering through the split windscreen and over the curved-off wings, there is temptation to try a standing start. But that would be silly, as this thing needs to be treated with kid gloves – it's a complete one-off.

Powered by a prototype V8 Buick engine fitted by Land Rover engineers, this was one of three test-beds constructed for mileage testing with Rover's Buick-adopted V8 prior to fitment in a certain 'Velar' project vehicle. Unlike the privately modified examples out there, this Series still retains the original crash gearbox but uses high-ratio differentials. Brakes are larger all-round while radial tyres offer high-speed safety. As if that's not enough, Dunsfold have sympathetically restored it from the ground up.

As Phillip watches the Land Rover disappear around the nearest building and onto Bicester Heritage's long tarmac straight, my urge to plant the accelerator returns. So I do, Brian Blessed morphing into an out-and-out enraged dinosaur. The rumble is intoxicating. The acceleration flows with a remarkably smooth and direct posture, as does the temperature gauge. This thing gets hot rather quickly.

Backing off and working down through the gearbox for a wide, sweeping corner demonstrates that the trademark gaudy yet vague handling is present and correct, but with one large difference; there's enough muscle to get you back to speed again very quickly. That's also enough to get you into serious trouble should you underestimate the terrain.

As the transporter arrives to take the first batch of Dunsfold vehicles back home, rather reluctantly I turn back, but not before one more blast down the straight. Even though the classic gearbox offers little in the way of ease for fast yet commanding changes, the sheer charisma of the Series IIA V8 leaves all the day's cares behind.

As a tonic for modern dejection, nothing comes close. Calling it 'special' is a bit like deeming Jesus Christ a mere 'celebrity', although Mr Christ may be miffed upon discovering that the Series IIA has taken his place for bedside prayer.

Range Rover 'Beaver Bullet'

By this point in time, the industry of Great Britain was ruled by history. The engineers at Land Rover bucked the trend, forming a new vehicle out of philosophy, flying in the face of everything the brand had been so far. They didn't let what had already been established challenge their beliefs and boundaries, rather what they could achieve. The result? A diesel-powered luxury car with the off-road prowess of a steroid-fed Mountain Goat.

Yet, it didn't start off very well. Chris Goffey took the keys to his Top Gear test vehicle and promptly ripped the drivetrain to shreds. Instead of being put through a rigorous inspection before the motoring journalist whisked it away, it slipped through the net; the resulting rough and sloppy mechanicals prompted a savage televisual beating. The managing director of Land Rover was livid. Sales appeared doomed.

However, not to be defeated by such press, the engineers hatched a



plan. Although management gave no budget and explained any time spent would have to be their own, a team of volunteers counteracted the diesel Rangey's negative publicity by breaking not just one world record, but rather 27 of them. Screaming around test tracks they successfully cracked 100mph for 24 hours straight. This was a first for any diesel.

The record was soon forgotten though, and it wasn't until the Dunsfold Land Rover Collection purchased one of two VM-powered diesel examples employed for the venture that interest spiked. Naturally, given the keys at Bicester, I was a tad more sympathetic than dear old Chris Goffey.

As soon as it fires, the high idle speed raising that oh-so retro revcounter past 2000rpm, you can feel the power-plant's pulsing vibrations through the chunky controls. The cabin is still the plush job expected from such a vehicle, but the added internal roll bar and lack of rear seats point to a darker motive.

Blipping the throttle rocks the foundations, and dipping the clutch and engaging first gear almost feels wrong, shuddering your ankle with the refinement of a cement mixer. Something feels off. It doesn't feel like a Range Rover Classic, at least not any of the previous diesels I've driven. But there is good reason for that. The damn thing pulls like a train. First gear is spent, quickly followed by second and third on a crest of torque, the vast bulk shifting back with each burst of sway. The steering feels overly heavy, which must have assisted in keeping the Range Rover planted at high speed, whereas the brakes are more responsive than any previous example under my control.

The exhaust note may have sounded cantankerous on tick-over, yet under pressure the rear end churns out a holler destined to raise the hairs on your neck. Considering the brick-like aerodynamics, the sheer grunt on offer from such a rudimentary unit, in light of tighter engines on the contemporary market, could silence even the harshest of sceptics.

It's not long before Bicester Heritage runs out of tarmac, but the straight line speed has promptly demonstrated itself. This thing would eat my Overfinch-tuned diesel P38 for breakfast. It takes some effort to manoeuvre the concrete steering at low speed, but after some snorting we head back for base camp. Catching sight of that livery slicing through the reflected glass-fronted shop windows honed just how exceptional this Range Rover remains.

Range Rover CSK No.1

To celebrate the 20th year of Range Rover production, Land Rover decided to pay direct homage to the brains behind the revolutionary vehicle's design; Charles Spencer-King. Limited to a production run of only 200 examples using the two-door body, the CSK lays claim as the first 'sports' Range Rover of sorts. Lined with luxury, including bespoke leather and walnut trim, finished in Beluga Black, the distinctive model also introduced the 3.9-litre incarnation of the Rover V8 to proceedings, available with manual or automatic transmission. On paper, this may sound a tad clichéd, and I wouldn't blame you for thinking so. In today's automotive world the forecourts are awash with SUVs offering lush interiors and enough poke under the bonnet to see off most iconic classic sports cars, but they are soulless. You dispose of them as you would an old fridge. The Range Rover CSK is entirely different, there's enough soul here to revive even the worst of commutes.

Perhaps spoiled by the preceding two powerhouses, the acceleration feels almost muted in comparison to the upsurges presented by the IIA V8 and Beaver Bullet. Instead, everything is more relaxed. The sophistication brings in a sense of occasion that slaps the largest of grins onto your face. Playing with the gearbox yields an impressive amount of return, yet grace and nobility is spared.

Every aspect of the styling is inch perfect, too. From the front-mounted spotlamps to the intricate badge detailing. Snooping around the cabin, it's here that I clocked the small plaque mounted atop the transmission tunnel and find out how remarkable this particular CSK really is. It's chassis no.1!

At that, the second transporter arrives, cutting my time with CSK no.1 drastically short. If it wasn't for the next vehicle the melancholy would have been overbearing. Yet, Phillip has one last surprise in store.

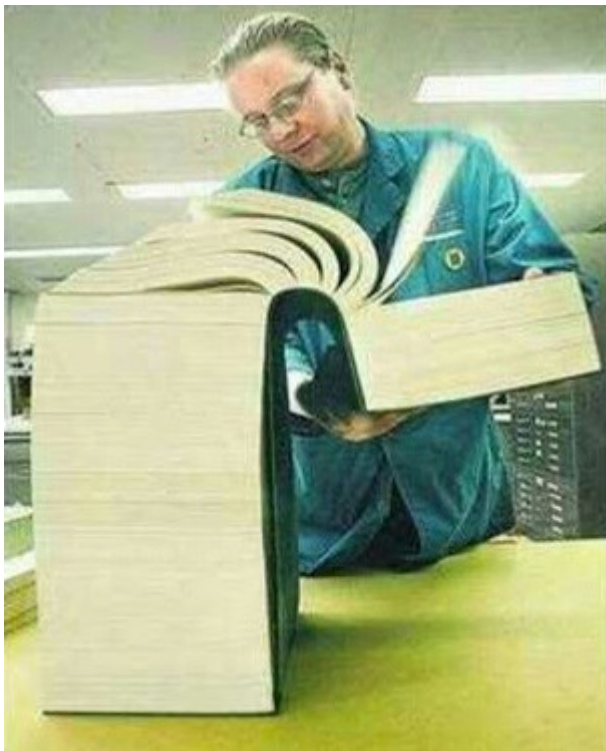


Freelander Maestro Testbed

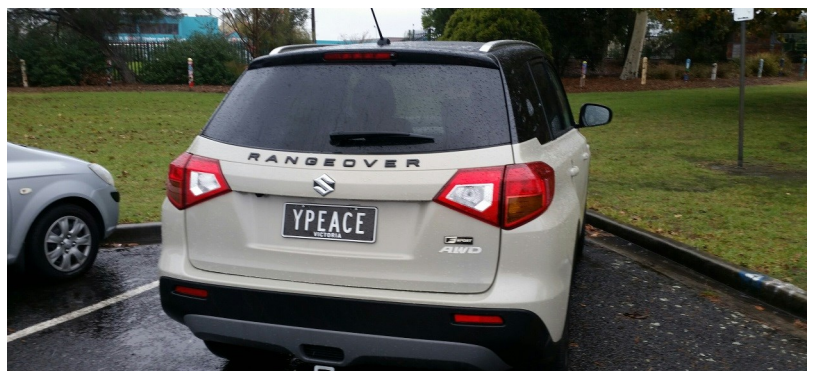
To most, this would appear to be a Maestro van. It would also appear to be raised and ever-so slightly lengthened, but there is reason for that. The same reason that dictated why this Maestro could only be driven at night and by a select few, at that. Resting under that square bodywork is Freelander running gear. The diesel unit so familiar to first-generation Freelander owners stares back at me upon lifting the bonnet, and the noise upon start up is very much recognisable. It's within the cabin that things take a turn for the utilitarian. Mainly because there is no interior.

As soon as the battered door opens, slices of very sharp metal resembling a sill try to slash your ankles. There are door trims and a Maestro dashboard, but in terms of creature comforts there's less consolation here than a sex talk with your grandparents. Not that the rattles, knocking noises or echoes of murmured grinding diminish the test vehicle's charm and heritage. Due to the complex nature of the Maestro (a phrase never said before), Phillip remained at the controls, but the passenger experience was unlike any other. This was a vehicle seen on documentaries and in print, but here I was sitting in the well-known prototype hooning around the tree-lined avenues of Bicester Heritage. In what was largely akin to a garden-shed on wheels, the excitement was unrelenting.

Watching the test mule being loaded onto the final transporter of the day, the unscheduled yet unparalleled morning of excellence had come to a close. Now all I had to do was explain to the editor where I had been for the previous 90 minutes...



A new book has just been released ;
Land Rover, How to stop the oil leaks



Spotted in Traralgon by Bob Mckee, a Suzuki with extra
badging reading ; **RANGEOVER**

Look at the amazing uses Land Rovers have been put to

Not many vehicles can have had as many incarnations as the Land Rover Defender - a vehicle which is at home in a battle-zone as it is selling ice cream. Land Rover's legendary off-roader has been put to all manner of uses over the years since the original Series I Land Rover was launched in 1948. Beloved by farmers, the rich and famous, the police, the military and the country set - there have even been amphibious versions produced to take to the water and it has starred in several cinematic blockbusters. In the Land Rover world 2016 will be remembered as the year the car maker said a sad farewell to this automotive icon when the last Defender rolled off the Lode Lane production line. January truly marked the end of an era when production came to a close after 68 years. The famous off-roader, originally simply known as the Land Rover, had been in continuous production at the Coventry car maker's Solihull factory since 1948. In all 2,016,933 Series I, II and III Land Rovers and Defenders were built, using a manufacturing process that changed little in almost 70 years. It is estimated 70 per cent of those two million plus vehicles are still running. A special celebration to mark the end of production saw a parade of vehicles make its way around the road network at the Lode Lane factory. They included "Huey" the first Land Rover ever made to the specially adapted Defender created for the Lara Croft Tomb Raider film.

As well as being renowned for being the consummate go anywhere off-roader and one of the best recognised vehicles in the world the Defender also lent itself splendidly to modification and adaptation. Favoured by police forces and the military throughout the world, armoured Defenders were used in everything from riots to the frontline in war zones.

Here we take a look at the diversity of Defenders created over the years and some of the more quirky and unusual ones.



Future Classic: Land Rover Discovery 2

Believe it or not, the Land Rover Discovery 2 celebrates its 20th birthday this year. It was introduced at the 1998 British International Motor Show at the NEC - last truly great British show. Alongside the Rover 75, Vauxhall Astra and Jaguar S-Type, the Discovery 2 was one of four major British-built cars to be exhibited in Birmingham, and was pitched by Land Rover as a completely new vehicle.

It wasn't, of course, as there wasn't the development money available to do it properly, but it was certainly much more than just a facelift.

The Disco 2 ushered in several styling changes, though the basic architecture remained the same. The rear chassis and body were lengthened, though, to accommodate forward-facing rear seats, although the seven-seat option could only be specified with air suspension – the coil-sprung set-up was never type approved for rear passengers, as Land Rover's engineers suspected the handling could be compromised.

Air sprung models, from GS-spec upwards, also came with a new development called Active Cornering Enhancement (ACE), which was an electronically controlled fluid-based set up that worked in the way of an anti-roll bar, but with far less body roll. When it worked, it was brilliant, meaning the Discovery 2 could be cornered with gusto. It was a handsome machine, very similar in profile to the Discovery 1, but with chunkier styling details, a bold front end, larger headlamps and orange marker lamps to comply with US Federal legislation, while the rear lamp clusters were larger and unique to the Discovery, unlike the Austin Maestro van tail lights fitted to its predecessor. It was also much plusher inside, with a brand new dash, a far more logically placed stereo and significantly improved fabrics, while the flagship ES model was brilliantly appointed, with Connolly leather, twin sunroofs, a CD multi-changer and electronic climate control – these were big things back in 1998.

Rounding things off was Land Rover's newly developed Td5 engine – a 136bhp five-cylinder unit that was much quieter and more refined than the 300 TDI that preceded it. Land Rover purists were somewhat sceptical about the electronically-controlled unit, though, as such witchcraft had never been used in one of the company's models before. Luckily, the old Rover V8 engine was also an option, but only if you had deep pockets.

The Disco 2 was well-received by the media and public alike, as a much more upmarket vehicle than its predecessor and one that was much better to drive. And fears around its mechanical longevity were unfounded – if anything, the engine is one of the things on a Discovery 2 that's least likely to break. It's not immune from failure, though, with blown head gaskets and cracked cylinder heads being the most common faults.

Other things that go wrong? Well, sadly the Discovery 2's copybook was blotted fairly early on, with no less than 14 recalls ranging from power steering pipes to chassis mounts.

Land Rover also managed to do the impossible, by completely reversing the corrosion pattern of the Discovery 1. Whereas early Discos suffered from terrible bodyshell corrosion, with inner arches, sills, boot floors and body mountings failing with alarming regularity, the Discovery 2's bodywork holds up brilliantly to age. By contrast however, the separate steel chassis, which was as tough as the proverbial old boots on a Disco 1, manages to eat itself from the inside out – there really are some alarming corrosion issues with Discovery 2s, so ensure that any prospective purchase has either been properly protected or properly repaired.

Otherwise, electrical faults are rife, though usually just irritating rather than debilitating, and cars fitted with the ACE system are prone to fluid leaks from the control unit. Air suspension is troublesome, too, leading many a Discovery to suffer from rear end collapse. This, though, is usually less catastrophic than it looks. Many have since been converted to a simpler coil sprung set-up, but remember, the rearmost seats in seven-seaters aren't type-approved in such circumstances and your insurer might not be too happy about that.

Today, the Discovery 2 is still a great truck. Yes, it's not the most dependable, nor is it the best screwed together, but it's generally easy to fix. And that's a good thing, as you'll be doing that a lot.

A facelift appeared after four years, bringing the front end styling and headlights in line with the L322 Range Rover, along with some freshening up of the interior. These later models are still popular, but lack the classic simplicity of the 1998 design.

