

LAND ROVER OWNERS' CLUB

OF GIPPSLAND.
AUGUST 2018 NEWSLETTER



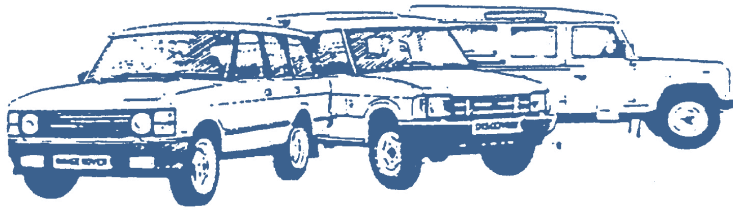
GIPPSLAND LAND ROVER

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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 Irocg.jimdo.com

LROCG News August 2018.

Aussie Muscle Car Run.

You will read in the minutes that Mal Trull and his son Mick's entry in the Aussie Muscle Car Run, to raise awareness and money for the Leukemia Foundation, has raised over \$12,000. A great effort as their initial target was \$4,000. A large version of our club sticker has a prominent place right in the middle of the Valiant bonnet.

Travel Broadens The Mind.

John Kerr's education about old four wheel drives has been broadened on his current wandering about in Western Australia. John can now tell the difference between what he thought was a battered Series 1 Land Rover in need of restoration and what turned out to be battered Austin Gypsy in need of restoration.

Eric's New Toy.

Eric has acquired another vehicle from the auctions of ex military vehicles. The new toy is a Unimog. This one is a machine to be very envious of and would have exceptional cross country ability. It also has a huge winch designed to move planets. I hope Eric can bring it to a meeting some time.

Club Annual Fees.

We still have a few of our long time club members who have not renewed their membership for this year. We value all of our members, if this applies to you and you intend to continue your membership could you please do so as soon as possible. Remember you must be a current club member to participate in club events including the activities we do with parks Victoria. Details of fees and bank transfers appear in the previous newsletter or contact Charlie Calafiore or Alan MacRae.

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.

Annual General Meeting.

The Land Rover Owners Club of Gippsland Annual General Meeting will be held at 8:00 p.m. on Monday the 3rd of September. All positions will be declared vacant and nominations called for. Marco Tripodi will conduct the AGM. Following the AGM we will have our normal meeting.

Mystery Objects Competition.

At the August meeting we had a mystery objects competition. The prize was a water jerry can donated by Brian Johnson. The first correct entry drawn was Shaun Johnson. Charlie Calafiore took second prize of a Land Rover book donated by Shaun Johnson. The objects were wading plugs from a Discovery 1. See the article in this newsletter that explains what the plugs were for.

Christmas Picnic and December Meeting.

This combined event will be held at Cowwarr Weir on Sunday the 2nd of December. Details in coming months.

Greg Rose.

This month's cover; A sea of Land Rover's at Cooma



"It's time to hit the road". Have you been watching the new series of Russel Coight's All Aussie Adventures ? This series he is driving a 300 Tdi powered Defender.

Land Rover Owners Club of Gippsland 2017-- 2018 Committee

President	Greg Rose	0427 456 546
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Life Member's Ray Massaro, Greg & Lois Rose.

Jaguar Land Rover applies for Road Rover trademark

Jaguar Land Rover has applied for an intriguing new trademark – Road Rover.

The application has prompted a flurry of wild speculation from media around the world, with some indicating it could hint at a new passenger car vehicle or sub-brand. While an application for a trademark isn't official confirmation of a new product, JLR is rumoured to already be using the Road Rover name internally in reference to a new model line.

JLR also has a number of other trademarks for vehicles which aren't in production, such as J-Type, J-Pace, and C-Pace, according to autoexpress.co.uk. The purpose of a trademark application can often be more about keeping names out of the hands of competitors or trademark squatters.

However, Land Rover is expected to launch its first fully-electric production vehicle in 2020, with some speculating Road Rover could be the badge adorning the bonnet and boot when it is revealed to the world.

UK publication Autocar has reported that the Road Rover could be a Mercedes-Benz S-Class rival, with a luxurious interior, but retaining some of JLR's trademark off-road capability.

The Road Rover name isn't completely new to the brand, and like Velar, was used on experimental prototypes in the company's distant past, in this case, a 1951 three-door estate design study which used a shortened version of the Rover P4 platform – retaining its rear wheel drive transmission.

The latter may well be key. Rather than dilute the Range Rover brand with ever more road-oriented vehicles, Road Rover could be a way to introduce rear-wheel drive bitumen-biased versions. Whatever JLR's intentions with the name, we shouldn't have to wait long to find out what the Road Rover's purpose will be, with speculation estimating a launch could be just two years away.



Largest Land Rover convoy record set in Northamptonshire

A new world record for the largest parade of Land Rover and Range Rover vehicles has been confirmed. A convoy of 908 vehicles completed a course at the Billing Off Road Show near Northampton. But strict rules dictate how close each vehicle must stay to the one in front, and Guinness said just 640 qualified.

That still beats the previous record of 632, which was set in Bavaria, Germany, in May, and organisers said they were pleased the title was back in the UK. Land Rover enthusiasts Richard and Sarah Arrowsmith have built and run the event's off-road course for 27 years and decided to try to break the record to celebrate the company's 70th birthday.

The Land Rover Series I was launched at the Amsterdam Motor Show in 1948.

A new "largest parade" record was set at 348 vehicles during a charity event at Jaguar Land Rover's plant in Gaydon, Warwickshire, in 2011 and it has since been broken again in Portugal and Germany.

Mrs Arrowsmith said: "It is very exciting to have brought the record back to the UK, the home of Land Rover.

"The record belongs to every single participant, marshal and every other person who helped make it possible."

The event took place nearly a month ago on 30 June, but Guinness World Records' adjudicators had to take time to make an official declaration based on their rules.

The vehicles had to stay a maximum of 9m (29.5ft) - about the length of two cars - from the vehicle in front for their participation to qualify as a valid attempt. Any gaps that were longer meant the car following was disqualified from the total number.



Icon gone as fire destroys The Rock Roadhouse on the Pacific Highway

IT was an icon of the Pacific Highway but the famous Rock Roadhouse at North Arm Cove, is now just a charred shell. A massive fire on Tuesday ripped through the service station, which is best known for the 1/40th scale replica Uluru structure built by the Leyland brothers as part of an amusement park in the late 80s. And the morning after, as contractors installed temporary fencing around the site and emergency service personnel assessed the damage, travellers and locals gathered to view the damage. Len Roberts said it was a "sad loss for the community". "I think people will drive by and sort of be grieving," said the Tea Gardens resident and Mid Coast councillor. "I couldn't believe the spread of it on Facebook and the amount of people who came out to see it burn.

"While it was a common reminder for tourists, for the locals it was really about identity. When you see The Rock, people say 'we're home' ... it was a real marker and sense of place." Cr Roberts was among those who raced to the site after hearing it was on fire, saying it "went up like a cardboard box".

He recalled the construction of the replica structure, which opened in 1990 as part of the Leyland Brothers World theme park. The park stretched across 40 hectares and had amusement rides, a playground, museum and bush camp. "I remember it being built stage by stage," Cr Roberts said. "Anyone in the town when this was being built, The Rock and the Leyland brothers were really part of the ethos of the town.

"Many a child in Tea Gardens grew up with The Rock." The service station's shop, a subway restaurant and a take away shop – all part of the iconic Uluru building – were all gutted. The site's fuel pumps and a gas tank were not damaged in the fire, which police say is not suspicious.

Subway franchisee and former service station operator, Puneet Bhalla, said he got a call from staff when the fire took hold and rushed from his home at Tea Gardens. "I got a call from my employee, she said 'The Rock's on fire, The Rock's on fire,'" said Mr Bhalla, who arrived shortly after and watched his workplace of more than nine years go up in flames. "I was more worried about my staff member, because I couldn't see her. I asked her if she was OK, gave her hug and told her to go home – take it easy. I stayed here for a couple of hours and looked at it." Mr Bhalla said it was a difficult couple of hours spent reflecting on the time and pondering his future. "It's like your house is on fire," he said. "I cried a bit. "There's lots of memories, the servo was my first business. It's devastating, it's my livelihood." Mr Bhalla said the Subway company would try to absorb his six staff at other restaurants if possible.

Jeffery Crowe, of Tea Gardens, said he helped pour The Rock's slab in 1989. "I was in there concreting when the Newcastle earthquake hit," Mr Crowe said. "We couldn't get the concrete in from Tea Gardens because they lost power. We sat there waiting for more trucks but they never came."

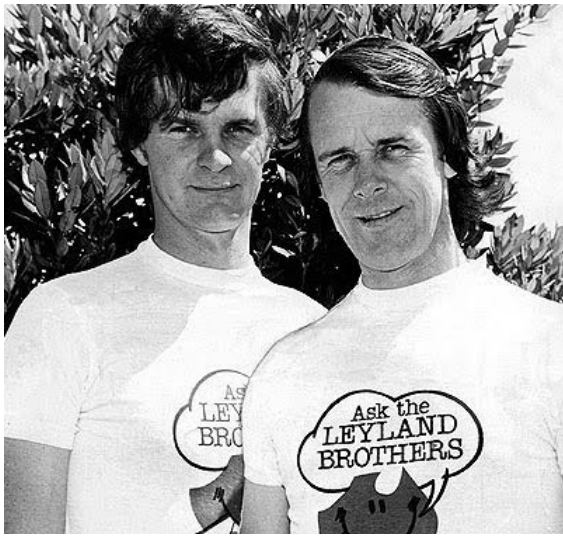
More than 300 kids arrived to visit The Great Aussie Bush Camp on Wednesday, but there was no hope of seeing the roadside landmark their parents may have told them of – they were greeted by a burnt out structure that resembled a tangled web. A camp official said it was "lucky" the adjacent camp was vacant on Tuesday evening.

Fire investigators are expected on the NSW mid-coast to pick through the rubble of the iconic Ayres Rock Roadhouse.

The Rock attraction was built in the early 1990s by the Leyland Brothers Company, as part of the Leyland Brothers World theme park. It was meant to be a place of joy. It began with such high hopes. A place of happiness — complete with amusement park rides, a playground and a roadhouse.

Perhaps the most famous feature of all was the 1/40th-scale replica of Australia's most iconic rock. Opened in the 1990s by documentary filmmakers and explorers Mike and Mal Leyland, Leyland Brothers World was kitschy but eye-catching and





over the years became a popular pit stop for travellers on the Pacific Highway near the Tea Gardens on the NSW Central Coast.

However, the attraction, which had been re-named the Rock Roadhouse, met its fiery end overnight, saddening the nation.

But it had quite the troubled history, which saw the television legends torn apart. And bankrupted. The duo's "disastrous" decision to venture into the tourism industry resulted in them losing more than \$6 million, before the theme park was sold at auction by the receiver in November 1992 for \$800,000.

The site was bought again in 2009 and became the Great Aussie Bush Camp which attracts thousands of children a year.

The only remaining memory of the theme park was the replica rock.

Mal previously told Australian Story of the loss. "The receivers came in and took possession of the whole lot.

"In hindsight, Leyland Brothers World was a huge mistake, the biggest mistake we ever made."

He said of the rift with Mike, who passed away in 2009: "The partnership that Mike and I had for 29 years was crumbling before my eyes and I knew would never be the same again."

Land Rover Defenders are being pulled over by police - and drivers are HAPPY about it

A police operation to put the brakes on thieves targeting Land Rover Defender vehicles has been hailed a major success by owners and officers. Police are pulling over drivers of the Midlands-made vehicles - which ceased production two and a half years ago - to check that the person behind the wheel is the owner and not a thief, following a spate of Defender thefts.

It follows national concerns over 4x4s being stolen before being stripped for their parts or shipped abroad for large financial gain. Now Operation Tempran - which is running this summer - has been welcomed by 4x4 enthusiasts in the county who say some owners have even put their vehicles up for sale because they are so concerned about them being stolen.

At least 40 Land Rover Defenders have been pulled over by Staffordshire Police as part of Operation Tempran - and officers found that each vehicle was being driven by its rightful owner. Chief Inspector Ashley Farrington said: "We launched this operation having listened to concerns from the rural community in Staffordshire. It was a real concern in those communities and they wanted some preventative measures, so we have responded by increasing our visibility. "We have stopped dozens of the vehicles since the operation began in May and the response from the public has been positive.

"This isn't about us being a pain to legitimate owners but giving them advice and showing people that we are around. We don't want owners being a victim of crime." Defenders were first produced at Land Rover's factory in Solihull in 1948.

More than two million were made before the last model rolled out of the factory in January 2016. The firm blamed stricter car emission measures from 2020 for the decision. It means the Defenders are a lucrative option for thieves - with great demand for them abroad. Chief Inspector Farrington added: "They are loved in places like Africa and the Middle East. For many people they use them to carry out their business." The operation has been backed by Staffs 4x4 club which currently has more than 3,000 members. Group organiser Andy Fleming said: "Some of our members who have Defenders have been stopped by the police as part of this operation and they are happy because it shows something is being done. "People are concerned about their vehicles being stolen and I know some owners are thinking of selling them as they're worried about them being stolen. I am pleased the police are doing something."



Jaguar Land Rover Opens First Classic Center In America

Jaguar and Land Rover have made some veritable classics over the course of their long histories. To service them, the joint automaker has opened a couple of dedicated facilities. And now it's set to open its first such site in North America.

Set to open next summer, the Jaguar Land Rover Classic center will be located in a new 75,000-square-foot complex in Savannah, Georgia. It'll be the company's first such facility on this side of the pond, following the opening of similar locations in the UK and Germany, set up to restore, refurbish, service, and even sell vintage Jags and Landies. It will include a 42-bay workshop to support vehicles out of production for over a decade. It'll also encompass a dedicated showroom where customers will be able to view and purchase older Jaguars and Land Rovers that have met the manufacturer's Works Legends standard.

"The Savannah site is the perfect location for us," said director Tim Hanig: "a charming setting combining a passionate community and excellent transport links that will make it easier for US clients to benefit from the authentic services and expertise Jaguar Land Rover Classic provides." Construction of the new facility is set to begin already this fall.



Insiders indicate that Jaguar Land Rover in Nitra will start production on September 3

The first model to be manufactured will be the Land Rover Discovery.

The car-maker Jaguar Land Rover has not yet specified when it plans to start car production in its new factory in Nitra. Unofficial information from insiders indicates that production will begin on September 3, i.e. within two weeks, and that it will be a gradual start. For now, the plant is operating in trial production mode.

Information about the start of production in September was also given to city council members in Nitra and also by factory managers to journalists during their tour of the factory at the end of May. The car-maker responded to questions from the SITA newswire by saying that "the plant will start production before the end of 2018".

The first vehicle to be produced in Nitra will be the Land Rover Discovery. The initial production capacity will be 150,000 vehicles per year. In the second phase, Jaguar should be making 300,000 cars per year. The car-maker has not specified when the launch of the second phase will be. "Currently, the factory in Nitra has 1,400 employees," said Alexandra Sabolová of the company's communications office, as cited by SITA. By 2020, they will have approximately 2,800 workers and it is expected that some 22,000 jobs will be created indirectly in Slovakia and neighbouring countries.

Land Rover has designed a rhinoceros

Land Rover has unveiled its latest model. And it's a 1.2m-long chrome rhinoceros. Just when you thought all of the SUV/crossover niches had been filled...

It's not an obtuse take on a Land Rover-badged rival to a Nissan Juke, rather the company's contribution to the Tusk Rhino Trail, which runs for the next month in London.

Like any modern Land Rover, it's been overseen by company design boss Gerry McGovern, one of 21 artists and designers asked to apply the contents of their brain to one of these identically shaped and sized rhinos, which you can walk around London spotting, like a real life, physical Pokemon Go. Presuming that's a reference that's not horrendously outdated.

The Land Rover rhino is predominantly chrome – applied via a special paint spray. Over to Gerry: "Because of the highly reflective nature of chrome it would be seen from a long distance, consequently creating awareness of the plight of this animal in Africa.

"The red painted horn signifies the absurdity of this beautiful animal being hunted for such a small part of its over-all being." Indeed, the red horn is also a nod to the idea that rhino horns could be injected with a coloured dye in an attempt to stop poachers hunting them down for white ivory.

Want to see it? This one's slap-bang in Trafalgar Square, making it very easy to find. Want to own it? All 21 rhinos are being auctioned by Christie's in October, the money – of course – going to a rhino charity.



How cannabis growers are stealing lights from Land Rovers to use on their dope farms

Cannabis growing thieves are stripping Land Rovers of their expensive lights to use on lucrative weed farms in the latest of a 'rich car' crime wave plaguing Britain. Crooks have stolen the lights from several cars in recent days because they are easy to remove and the LEDs found in the 4x4s are more electronically efficient than other forms of lighting. The growth of cannabis requires a lot of light so LED lights found in Land Rovers have become a viable alternative to the traditional High Pressure Sodium bulbs used in the past by drug dealers. They also produce an even spread of light, meaning criminals can produce more of the illegal drug.

According to the Office for National Statistics, there were nearly 358,000 reported instances of thefts from or of a motor vehicle in 2014 alone. There have been reports of several thefts in Kent, where police are now investigating the incidents.

Resident Adrian Lynch, 44, said his £30,000 Land Rover Discovery was stripped of several fittings last Monday. He said: 'We have CCTV already, but it isn't working very well because the street lights outside have been turned off for repair works.

'When I rang the Land Rover dealership on Tuesday morning, they said that I was the third to ring up that morning that this had happened to. 'To me it's just a real inconvenience.' Mr Lynch now plans to install security screws on his lights to prevent them from being stolen again. Police have said the powerful LED bulbs can be used to simulate the environment which makes the plants flourish. But it will cost the family more than £580 to replace the lights, excluding the bulbs and fitting costs.

The paintwork of the 4x4 was also damaged when the thieves removed the parts. Previous incidences of Land Rovers being stripped of their lights have been linked to cannabis growing. Paul Barrett, who runs the dealership in Canterbury, where Mr Lynch bought his car, said there have been several recent reports of lights being removed from vehicles. He said: 'We know some Land Rover parts do get stolen and sold for spares on the black market.' This is not the first time Land Rovers, as well as other luxury 4x4 vehicles have been targeted for their lights. In 2014, West Yorkshire launched a special investigation, dubbed Operation Emporia, to deal with similar thefts. As well as rear lights, front lights, grills and bonnets were all reported as stolen in a spate of thefts plaguing the region. Criminals targeted the high value parts which would fetch a high price on the black market. Victims complained that the thefts could be completed in as little as 30 seconds and calls were made for the manufacturer to take action. While in 2016, brazen thieves in Leicester targeted a police Land Rover parked in its station looting the bonnet and all four doors. Criminals were said to have been targeting the iconic 4x4s for parts to sell online since they went out of production in 2015. Along with Land Rovers, Audi RS4 models were also targeted after it emerged that the German company had stopped making replacements.



Man Washes Expensive Land Rover by River

This guy just redefined bad luck, and we truly feel sorry for him. A man recently took his precious off-road vehicle to a river-side for a car wash because he wanted to save 20 Yuan by not getting his car washed at a shop. Sadly, the water level suddenly went from 0 to 100, and he couldn't get his car out in time. According to Sinchew, this incident happened in Sichuan, China on 25 July 2018. It was understood that he had parked his Land Rover worth over 1,000,000 Yuan in the shallow part of the river. Before he could even start washing his car, the water level suddenly rose rapidly until he had to abandon his expensive car and run to the delta. Apparently, a nearby dam had just released water which caused a huge surge flowing downstream. The water rose so fast that within minutes, the owner could barely see the top of his Land Rover anymore while he himself was trapped on the delta in the middle of the river. He had to call the local authorities for help. The rescue personnel spent ten minutes to bring the stranded man back to safety. As for his Land Rover, a tractor was deployed to pull it out of the river as attempting to start the car may fry the ECU and the electronic components.



As expected, this news began circulating on social media and netizens have mixed reactions towards it. Some criticised the car's owner for being stingy while others felt genuinely sorry for him.

"He can afford such a luxurious car, but can't afford a car wash," a netizen said. "He was just at the wrong place at the wrong time," another Facebook user said. Anyway, we're glad the car owner is safe now. Also, we hope his vehicle insurance covers this type of loss, otherwise it may cost him a bomb to fix the luxury car!

CHINESE BRAND HVAL LURES BRITISH DESIGNER FROM LAND ROVER

Haval has announced the appointment of Phil Simmons (not to be confused with the former West Indian cricketer of the same name) to the position of design director and vice-president, luring the British designer from Land Rover.

In his new role with the Chinese automaker, Simmons will lead Haval's design studio in Baoding as well as the "advanced design studio" in Shanghai, where he has been tasked with building a "world-class design team" and creating a new design for all Haval models. Simmons has worked in the automotive design field for more than 29 years, having last served as the exterior design studio director for Land Rover, where he was responsible for models such as the 2018 Range Rover and Range Rover Sport, 2017 Range Rover Velar and 2016 Range Rover Evoque, Discovery and Discovery Sport.

In addition, he led the design team that developed the interior and exterior of earlier models from the British brand, such as the 2014 Range Rover Sport and 2013 Range Rover.

Audi Halts Production of Manual Transmission Vehicles in the US

The motor industry has all but given up on three-door cars, and it looks like manual gearboxes are starting to go the same way, especially in the United States. With the arrival of the new 2019 Audi A4 saloon and A5 coupe models in the US, Audi's entire US lineup will be automatic, with not a single stick-shift option left. It's mainly high-end vehicles that are going automatic -only for now, but it's not hard to imagine a time in the not-too-distant future when manual gearboxes will be almost unheard of. Land Rover, for example, dropped the manual versions of the Discovery and Range Rover some years ago, and there has never been a manual version of the Range Rover Sport. Audi has been offering a six-speed manual transmission as a no-cost option for the current 2018 versions of the A4 and A5 in the US, but the replacement 2019 models will be exclusively automatic. Car and Driver recently reported that only 5 percent of A4 customers in the US chose a manual over an automatic transmission, so the move to drop manual gearboxes appears to be based on economics.

Although there's no suggestion at the moment that Audi will do the same in markets like Europe, where the American market goes today, the rest of the world follows. There are still some luxury brands offering manual gearboxes in the US, such as BMW, Genesis, Cadillac and Porsche, though Porsche limits the availability of manual gearboxes to its sports cars only. Until some years ago, choosing an automatic meant forgoing at least a gear or two compared to the manual option, and manuals were also generally better for fuel economy. But with modern automatics now regularly featuring eight, nine and even ten speeds, and usually being more fuel-efficient than their manual counterparts, it's increasingly hard to make a case for manual. Of course, there will always be some demand for manual boxes from driving enthusiasts, especially in all-out sports cars. But with the likes of even Ferrari, Bugatti and Lamborghini increasingly adopting automatics in their most powerful models, the manual could soon be an endangered species.

Land Rover Celebrates 70 Years Of All-Terrain Adventure With Trek To The 'Land Of Land Rovers'

Maneybhanjang, West Bengal, India, – Land Rover took its 70th anniversary celebrations to new heights by visiting a remote rural community in West Bengal that relies on a fleet of classic models for its very survival.

Known as the 'Land of Land Rovers', the rural location in deep in the Himalayas is reliant on a fleet of meticulously maintained Series Land Rovers dating back as far as 1957.

A film, released today, highlights the spectacular 31km journey made often by residents of Maneybhanjang in West Bengal, India to Sandakphu for their means of living. Towering gradients, rock-strewn pony tracks and treacherous weather are just some of the hazards faced on a daily basis by the residents and their Land Rovers on the journey to the hilltop village, which sits at an altitude of 3,636m. Land Rover's team visited the remarkable collection of Series models, which provides a vital role for the community as reliable and unstoppable all-terrain transport.

This year marks 70 years since the original Land Rover made its debut at Amsterdam Motor Show in 1948. Land Rover is marking this milestone with a series of celebrations throughout 2018, including a special broadcast, record-breaking convoys and a display in London's Design Museum.

See the film here: <https://www.youtube.com/watch?v=vRvgA4XGMZM&t=41s>



A Vintage Land Rover Is as Simple and Brilliant as Off-Roading Gets

There's really not much to this truck—and that's what makes it great. Nowadays, it seems like every new 4x4 has a bunch of advanced features and nifty pieces of tech to help you navigate the toughest off-road environments. Whether it's the F-150 Raptor's real-time adaptive Fox Racing shocks, or Land Rover's "transparent hood," there always seems to be some piece of new tech to make off-roading easier.

It's only when you get behind the wheel of a bare-bones vintage truck that you really appreciate the pure joy of driving off-road. Basem Wasef, Road & Track contributor and owner of this 1963 Land Rover Series IIA, makes that clear with his feature in this latest video by Petrolicious.

Top speed is 55 mph on a good day, and there aren't any safety or performance systems to speak of. Just a 77-horsepower four-cylinder engine, a manual transmission, and a good old-fashioned stick-operated 4x4 system.

Despite not having any tech to back him up, Wasef still thoroughly enjoys his time behind the wheel of his iconic classic.

<https://www.roadandtrack.com/car-culture/classic-cars/a22535560/land-rover-series-ii-petrolicious-video/>



This is what Jaguar Land Rover's Slovakian factory is like

Coventry car maker Jaguar Land Rover is set to start producing cars at its newest factory in Slovakia in September. The company recently revealed that production of its Discovery model will be shifted from Solihull to the new plant at Nitra. Since then there has also been speculation that the all new Land Rover Defender could also be built there. So, what is the factory like and how did it all come about? Although no date has been announced for the start of production the TASR newswire in Slovakia reported that it will be early September. The operational director at the new factory is Alexander Wortberg.

Training academy

Jaguar Land Rover has created a new training academy at the Nitra site, according to website the Slovak Spectator. It added that the €7.5million 3,000 sq m academy was to “avoid the lack of qualified labour force in the future” and to “prepare the plant for the launch of operation in autumn”.

The Slovak Spectator said Jaguar Land Rover currently employs 1,300 people at Nitra, 97 percent of whom are Slovaks. According to the SITA newswire, 30 per cent of the employees are women and the age average is 36. The Slovak Spectator said the most completed part of the plant is the body shop, occupying 90,000 sq m. It is believed a testing operation for Discovery production is taking place over the summer. The SITA newswire has said there will be 624 robots working on the production line. It also said Jaguar Land Rover plans to start production of another model in Nitra in two years time. Could that be the Defender? Only time will tell.



The plant is also understood to have a paint shop covering 53,000 sq m and an assembly hall measuring 134,000 sq m. Jaguar Land Rover's investment in Nitra will amount to €1.4 billion, while the government provided aid of nearly €130 million, TASR wrote.

The Training Academy is understood to run a six-level programme, which includes training in a classroom and on the production line. New employees do not necessarily need previous automotive industry experience. “The Training Academy enables us to offer a strong programme tailored to the plant's needs and, at the same time, address the obvious lack of qualified workforce in Slovakia,” said Nicci Cook, HR director at Jaguar Land Rover, as quoted by SITA. It is also understood Jaguar Land Rover wants to educate future staff from secondary school. The company is believed to be in talks with the Secondary Vocational School Polytechnic DSA in Nitra.

TASR has reported Jaguar Land Rover plans to employ 2,800 people in its Nitra plant by 2020. It said the average monthly wage of qualified workers and production workers will range between €900 and €1,800 depending on the position and people's experience. It is expected that the car maker will create a further 22,000 indirect jobs. Jaguar Land Rover announced its Slovakia plans almost three years ago, as part of a strategy to expand its manufacturing operations into new international locations. The company also makes vehicles in India, China and Brazil.

Speaking at the time Dr Ralf Speth, chief executive of Jaguar Land Rover, said with its “established premium automotive industry”, Slovakia presented an attractive development opportunity. He said: “The expansion of our business globally is essential to support its long-term, resilient growth. “As well as creating additional capacity, it allows us to invest in the development of more new vehicles and technologies, which supports jobs in the UK.

“With its established premium automotive industry, Slovakia is an attractive potential development opportunity for us.”

Latest from Land Rover: Here's what's coming next

A new Defender is coming soon; entry level SUV and Road Rover are also on their way

Land Rover is facing pressure like it never has before as it readies replacements for three of its bellwether vehicles: the Evoque, Defender and Range Rover. A misfire on any could impede Jaguar Land Rover's drive to grow annual volume to 1 million units. Here is what's in store for Land Rover through 2021.

Entry-level Land Rover: JLR is believed to be working on an off-road vehicle that would compete with the Mercedes-Benz GLA and other premium wagon like crossovers. It could arrive in 2021.

Evoque: With global sales since its launch now over 750,000, and annual volume holding steady at around 100,000 a year, Land Rover isn't going to tinker much with the second-generation Evoque coming next year, possibly as a 2020 model. Spy photos show the next-gen model retaining its coupe like appearance with a sloping roof and rising beltline. The next Evoque will grow slightly to improve interior room, and will move to a new platform, possible the D10, designed for small Rovers and Jags. Spy shots also reveal a few styling cues cribbed from the larger Range Rover Velar, such as flush-fitting electronic door handles, stylized taillights and the general shape of the grille. The next Evoque likely carries over JLR's Ingenium engines until a hybrid version arrives by 2021.

Defender: The 70th anniversary of the Land Rover brand came and went this spring without new information about the hotly anticipated next Defender, one of the original rugged off-road SUVs. During a presentation this year, design chief Gerry McGovern showed a sketch of the outline of the next generation, expected in about 18 months. It will retain its traditional boxy styling — but that's about all that's known. Land Rover is counting on the Defender to help it win back market share



from Toyota in Africa, Australia and South America, while selling for a premium in Europe and North America, where prices are soaring for classic Defenders, the hottest collectible SUV on the market.

Discovery: A freshening is set for 2020.

Discovery Sport: A major refresh is scheduled for late next year.

Range Rover Velar: Geared for a comfortable on-road driving experience, Velar has been a strong seller. Its smooth exterior styling points the way to the future for Land Rover, while its interior, with large dual screens and large easy-to-use knobs and soft-touch materials, also hints at future design themes.

Range Rover Sport: Freshened this year, the Sport soldiers on until 2021 before the next generation arrives.

Range Rover: The \$295,000 limited-edition Range Rover SV Coupe coming next year will test the upper limits of the brand. Only 999 copies will be made, but it is still a hugely important vehicle for Land Rover. The latest-generation Discovery has been given the space, equipment and off-road capability to fill the gap when the next-gen Range Rover arrives around 2021, moving far upmarket to compete with the Bentley Bentayga, Rolls Royce Cullinan and super luxury SUVs from Audi, Mercedes-Benz and others. The SV Coupe, with its custom interior, is an early look at the level of luxury expected in the next Range Rover.

Road Rover: Land Rover is rumored to be working on a pumped up (think Audi All-Road) battery electric off-road wagon that could debut late next year. It will likely use a version of the platform and drivetrain underpinning the Jaguar I-Pace. The Road Rover name has been trademarked. Such a vehicle would be the first wagon from Land Rover.

Land Rover Freelander: Is it a modern classic?

We all love an underdog. From Robert Kubica to Brendon Hartley, the public adore watching the unfairly judged work up through the rankings. The same can be said for cars, as largely ignored innovations in style and engineering often come of age with a new breed of automotive enthusiast. It's within this category of underdog that you'll find a genuine British work-horse with true vagabond nobility; the humble Land Rover Freelander. We can just imagine your bewilderment at that statement. Still found cluttering up roads around the globe in vast numbers, the Freelander Mk1 is far from landing on the endangered list. It has blended into the fabric of suburbia with such grace that – a bit like post offices and telephone boxes – you'll have either seen one or been near one every day of your life.

In any given corner of the UK, these trusty 4x4s can be found hard at work on farms, stables and construction sites, or carting children to school and undertaking commuter duties. They offer comfort, refinement and usability on a budget.

Without recognition or celebration, the unassuming Freelander Mk1 has supported livelihoods and small businesses across the world. Gerry McGovern's original design may now seem dated, but back in 1997 it provided a much-needed injection of functionality and style into an otherwise monotonous and, frankly, pointless soft-roader market.

However, while its maker hit upon a delicate combination of all-terrain ability and on-road manners, which soon saw the Freelander declared Europe's biggest-selling SUV, the baby off-roader remains shunned. Neither the bigwigs in the Land Rover enthusiast scene, nor automotive know-it-alls who dictate what constitutes a modern classic and what is a complete lemon, offer an olive branch. Those within the 4x4 market lament the model's lack of ground clearance, while Tarmac-only users find the build quality and Rover K-series engine something of a nightmare.

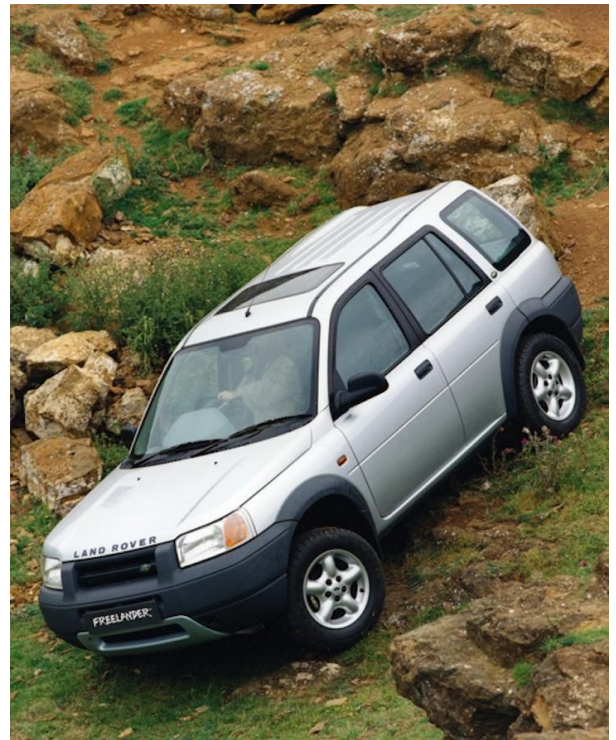
Regardless of your personal view on what enthusiasts call the 'Hippo', it's testament to the Freelander's tenacity and strength that such vast numbers have survived nearly two decades of harsh everyday treatment. It was even granted 'heritage' status by Jaguar Land Rover in January 2016, so it's now officially and unquestionably a 'proper' Land Rover.

As a point of history, the car's design was the last to be conceived under Land Rover's original parent company, Rover. The Freelander was an apt swansong before Ford and BMW changed the course of Solihull history forever, seeing in new generations of Range Rover and Discovery as well as major political and managerial changes.

As the Internet forums and publications are chock-full of Freelander Mk1 criticisms, we decided something special had to be undertaken in order to prove our point. While a stock example is more than capable of tackling most terrain, for what we had in mind off-road tyres were the very least of what we needed. This is why we turned to Ben MacDowell of Edinburgh-based Land Rover specialist Engine 710.

Ben's breathed-on Freelander remains mostly untouched to the naked eye, but there is muscle lurking under the skin. Inside, you are greeted by a variety of Rover parts-bin trim, dials and switch-gear, alongside a chunky steering wheel and upright driving position that immediately confirms this is no lame duck. A Suzuki Vitara parked nearby looks rather uncomfortable in this Land Rover's presence.

Turning the Freelander's key yields a gruff burst of healthy revs through a guttural exhaust. The Hippo was never a performance fireball; even in 2.5-litre V6 form, it would be lucky to crack 60mph from a standstill in anything under 11 seconds. However, it was no glacier, either, as all engines could propel the family 4x4 beyond 100mph and remain respectfully stable while doing so. It's something of which I have personal experience – topping out the family



2.0 diesel on Germany's Autobahn at 109mph. Sorry, mum...

Ben's example is somewhat enhanced, posting a 0-60mph time of 10.5 seconds and a touted 115mph top speed. On-road handling feels rubbery if pushing hard, which is to be expected with the upgraded Ranger off-road tyres, but the clutch and drivetrain appear well suited to the eager 2.0-litre Td4 turbodiesel. Ride comfort is compromised, but not by much; lairy behaviour would cause lurching even in a stock model, let alone when these aggressive mud-pluggers start to plead for mercy on tight bends. Still, for a tuned soft-roader, the on-Tarmac mannerisms remain enormously impressive.

However, it's off the beaten track where the Freelander most impresses. The tuned Hippo crests almost anything you throw its way with the eagerness and agility of a mountain goat on steroids. It attacks frankly crazy inclines with scrabbling efficiency, while ploughing through water is child's play. Grass and mud are trampled with ease thanks to the grip offered by the vehicle's stance, and the steering – so often slightly ambiguous over undulations – relays instant feedback to keep up momentum and traction when the going gets tough. However, the fields and tracks of South Queensferry remain inconsequential compared with where the Hippo's nose is pointed next.

Don't try this at home

Arriving on the rocky shoreline of the Forth estuary, a stone's throw from the North Deer Park and grounds of Midhope Castle, we find a gated entrance large enough for the Land Rover to slide through. We land on a long, disused slipway coated in seaweed and all manner of green, oily slime. Being this close to Dalgety Bay, strong chances are it's probably radioactive – but the remnants of buried World War Two luminous aircraft dials are the least of our issues; we have the tide to contend with. Clashing water currents and extreme depth drops mean the Firth of Forth effectively has two pulling forces, creating one of the strongest tides to swirl on UK shores. If Team Freelander was to find ourselves stranded or with the tide coming in around us, we'd be done for. As we gingerly pick our way across the rocks and sand, the burbling Freelander can almost sense the oncoming challenge; to reach the furthest point before the tide forces itself back towards land. While such a quest may appear irresponsible, Ben has driven this beach several times with far larger 4x4s – and we have a classic Land Rover Series III 88in as a back-up should the worst happen. No car has made it that far out and back again before our attempt – it's hardly the stuff of Guinness World Records, but it's still quite an undertaking. To anyone reading this from the local area, please do not try this unaccompanied – or even at all. Presented with axle-deep, glutinous, salty mud, we need to keep the engine revs high. If we cause wheel slip, the traction control will engage to ensure momentum doesn't stop. I'm not behind the wheel for this endeavour; Ben's knowledge of the terrain means the venture is far safer with his expertise pulling us through. As soon as we set off, the going is relentless. The screaming Td4 in full battle cry is equalled only by the noise of the Freelander's tyres sinking into the mud. The tidal sludge sprays the bodywork like a demented Catherine wheel, firing dank-smelling slop over the roof and across the windscreen.

Even though there is no rain, the spray and copious amounts of slurry employ the wipers at full pelt. The sense of impending doom is hard to ignore, our marker – a rocky plinth draped in black gunk – puncturing the horizon like a stony Grim Reaper. Ben wrestles with the steering wheel, swaying the rear end back into line to counteract the crabbing motion that almost costs us all forward momentum. Careering on the edge of 5000rpm, no gearchange is required. The unit's torque curve feeds command through the four-wheel-drive system with devastating effect, even with the Freelander's entire underside now pushed under the soft surface. It's with great relief that we reach the marker, mounting it at speed before slamming on the anchors to avoid ending up nose deep in the boggy wasteland beyond.

There's no time for celebration; with the tide already coming in around us, it's imperative that we head back immediately. Except it isn't that straightforward. Ben has to perform the mother of all three-point turns; should he overestimate the space required, his Freelander would be left on its side for Poseidon to claim.

As tensions rise along with the waterline, we realise our previously trodden path is unsuitable for the return journey. Should we challenge the same tyre grooves again, our watery fate would be sealed.

Drawing the short straw, I'm sent out to test the ground on which our escape route will rest. Unfortunately, I don't even get that far from the rock of death before the tide breaches the Freelander's position. It may not be a storm surge, but we'll be in trouble if we hang about. Ben wastes no time and heaves forward, bellowing at me in an admirably dignified tone considering our situation.

There's barely enough time to register what's been said before Ben's Freelander lurches forward, the engine screaming. Like a manic stallion, it charges towards me. Preparing to jump, I grab the chunky rear-mounted tyre, launch myself at the retreating tailgate and clout my knees on the rear light cluster in the process.

I cling on for dear life, breathing heavily and sucking in the intoxicating smell of the hot exhaust bathed in the Forth's residue. Resting my foot on the tow bar, my shoes dip into the mud as the car again sinks down. The revs build for a second time, and muck coats my jacket and face as giant, sloppy rooster tails spew from all four wheels.

It's a far from smooth ride, and I feel my grip slipping. I can see Ben working feverishly behind the wheel, reflected in the angled wing mirror. The Freelander slides spectacularly as, fearing that we may become beached, Ben drops down a gear, bouncing the revs off the limiter to engage maximum effect from the traction-control system. Finally, after several heart-stopping moments, the Freelander hits sand and barrels over the high-tide mark. It may have taken only 10 minutes to complete the challenge, but it was the longest 10 minutes of our lives.

We stand with the Freelander ticking over at our side, watching the violent current swallow our trail and pull our plinth under the waves at an alarming rate. Witnessing the tide's destructive nature at work, we reckon we made it by the skin of our



teeth. The hero of the hour stands slathered in all that Mother Nature could throw at its curvy body. Very few off-roaders could have undertaken this venture; I wouldn't even have been out there in anything other than a 'proper' Land Rover.

Criticism debunked

Urban Legend: The Freelander is poor for commuting

With its authoritative on-road stance, minus a Range Rover's intimidating size and without the 'baron' sensation served up by Granddaddy Defender, the Freelander's solid controls and driving position tick all the boxes for daily use. Although the essential Landy feeling remains, the touches of comfort make the Freelander a perfect commuter.

The clutch remains light even during repeated use in traffic, the braking system's great balance gives stress-free stopping, while power from all engine options makes cut-and-thrust urban living a relaxed affair. There is even potential for 32mpg. What more could you really need?

Urban Legend: K-series engines explode

While there is a reputation for cylinder-head gasket failure on the K-series petrol engine – available in 1.8-litre four-cylinder and 2.5 V6 form – the unit itself is remarkably easy to maintain and repair. Gearboxes and drives shafts wear well, but without regular servicing you'll have problems on your hands. Servicing is relatively straight forward, with more than ample space under the trademark castellated bonnet. There is plenty of advice on the dedicated forums, too.

Urban Legend: There is no show scene

You'd be surprised at the level of activity surrounding the Freelander. Besides several owners' groups residing on social media, there are frequent club meets, and the baby Land Rover is always welcome at off-road trials, green-laning events and Land Rover shows. The CVC Register has always accepted early examples, and is never afraid to test them properly.

Urban Legend: It's too small to be practical

Nonsense! The first-generation Freelander is hugely practical. It has a generous boot space, novel retracting rear window and hidden compartment to stow valuables under the floor. The cabin can easily accommodate five adults, with all manner of cubbies in which to store chocolate, paperwork and emergency supplies. When the weather turns bad, you're also safe in the knowledge that you will always reach your destination regardless of conditions. Whether taking off for the Alps or Aldi, the little Freelander will prove itself a worthy companion.

Urban Legend: It can't go off-road

Although the Freelander does without the low-range gearbox found in other conventional Land Rovers, the Hippo is far from flummoxed off the beaten track. Relying instead upon electronic traction control, the Freelander's ability remains astounding. It's capable of tackling the sort of abuse that would leave a Toyota RAV4 or Suzuki X90 beached, and its Hill Decent Control (HDC) keeps everything in check on steep gradients at a steady 4mph. This system was so innovative that it was pinched for the Freelander's larger brethren, the Range Rover L322 and subsequent Discovery models.

The Verdict

As a hybrid between Land Rover and road car, with ample tuning possibilities, the original Freelander not only set the bar for others to better but also stands as the high-tide mark for charm in the soft-roader market. It may have developed a few foibles as the years have pushed, but with cheeky yet refined road manners and genuine life-saving off-road competence you can have far more fun with this pert 4x4 over any blingy Chelsea tractor.

It's endearingly charming and overtly practical, and any solid example will have your back when the going gets rough. Forget what the bandwagon-riding bashers have to say; the first-generation Freelander is fast becoming a handsome modern classic – and what is a 'classic' if not a popular trendsetter with purpose?

Racing legend Larry Perkins swaps racetrack for outback and returns with buried treasure

He's raced against the world's best in Formula One, owned his own V8 Supercar team and won Bathurst six times. But legendary racing driver Larry Perkins says finding the missing cache of an early European explorer is "a whole different page of excitement".

Since retiring from the racing scene in 2012, Perkins has clocked up more than 90,000 kilometres in his heavy-duty four-wheel-drive truck, following old explorer tracks through the Australian deserts. "They were determined people," Perkins told

7.30. "They were heading off on journeys with no sure outcome and in many cases it cost them their lives." It's one of the lesser-known explorers who survived his expedition, but left some unanswered questions, that has intrigued Perkins for the past 18 months. That explorer was a former Royal Navy captain called Henry Vere Barclay. The Simpson Desert in Central Australia was his destination. The year was 1904.

Barclay left behind a mystery that has baffled historians for decades: What became of the enormous stash of equipment and personal belongings he and his team were forced to abandon in a desperate effort to survive? They needed to lighten their load by about 400 pounds to cross the sandhills to the next available water source. Two separate attempts to find the cache — one in 1915, the other five years ago — were unsuccessful. Perkins wanted to find out why. He travelled to Adelaide, where a journal of the expedition, written by the team's second in command, Ronald Macpherson, is held at the headquarters of the Royal Geographical Society.

The hand-written diary lists the huge collection of gear the explorers left in the desert and the coordinates of the hiding spot. "[MacPherson] made a list at the back of the diary and he put the latitude and longitude in there and many people had thought, this will be easy to find," Perkins told 7.30. "But it didn't stack up.

"I did a lot of homework and found that there's no point in going to the latitude and longitude because the goods can't possibly



be there, based on reading all the pages of the journal. "So I called up my brother and said, 'Do you want to come out and waste a bit of time with me?'"

'We've found it'

After travelling from his home in Melbourne to the middle of the Simpson Desert, Perkins and his brother Peter concentrated on an area about 100 kilometres from the original coordinates in the journal. After four-and-a-half long days on a quad bike they had towed out to the location, there was finally a breakthrough.

"Peter said, 'What's over there?' Which he had said 100 times before," Perkins said.

"It was only 40 metres away, an unfamiliar shape, so I jumped off the bike and then we could see that it was camel tanks, water tanks that could only have been Barclay's gear.

"And I turned around to Peter and I said, 'We've found it'. "It was a fantastic feeling that I will never forget."

From there, with the help of a metal detector, they unearthed a substantial cache of equipment, including carpenter's tools, scientific equipment and 600 rounds of ammunition. There were also personal belongings, including painting equipment. Barclay, as it turned out, was a bit of an artist.

With the help of archaeologists provided by the Northern Territory Government, the brothers excavated more of the artefacts, notably some photographic glass plates and a silver membership tag to an unknown club, dating back to 1902.

The cache is described as a "highly significant archaeological find" by Michael Wells, director of the heritage branch of the NT's Department of Tourism and Culture.

Mr Wells took the initial phone call from Perkins, who thought he'd better inform authorities about what he had just uncovered.

"I didn't really understand what we were dealing with at first," Mr Wells said in a statement to 7.30.

"To be honest, I had never heard of Barclay and MacPherson, but I soon realised that this was potentially a very important find. "The find gives a unique insight into early European exploration of Australia in the late 19th and early 20th centuries."

Historian Dick Kimber was among the last group to search for Barclay's equipment and is a friend of Perkins.

On hearing the news of the discovery of Barclay's cache, the historian paid tribute to Perkins' patience and persistence, calling him "a marvellous example of a modern bushman".

"It's by far the largest intact horde of goods found in an inland context to do with exploration, as far as I know," Mr Kimber said. "All are valuable from an historical viewpoint."

Still looking

While the relics have now been handed over to the Museum of Central Australia in Alice Springs, Perkins is already planning another trip out to the desert to recover the other half of the cache, which he is convinced must still be lying beneath the sandhills and spinifex.

At his workshop in Melbourne's Sunshine, he's modified his truck for the rigours of the outback, including inventing a special overdrive splitter gearbox that allows it to go faster than 80 kilometres an hour on Australia's highways.

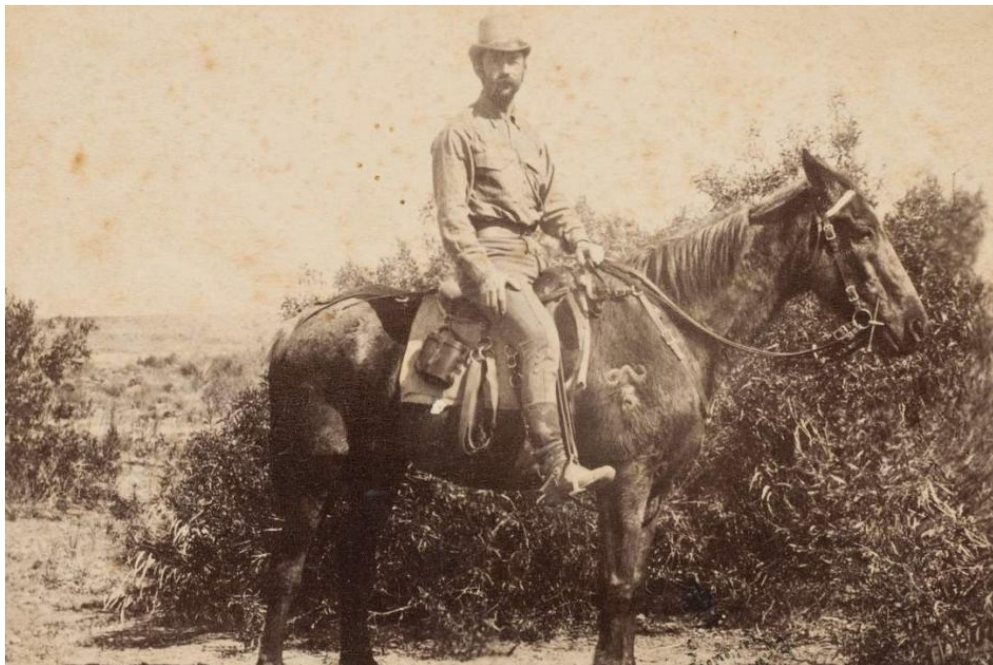
Brought up on a farm in the Victorian Mallee, Perkins has always loved travelling the outback and the "lack of pretence" it offers. "The people you meet are all individuals," he said. "No-one is blown up too much. It's just an honest world."

Asked how his recent discovery compares to winning the Bathurst 1000, Perkins said: "I may have won Bathurst but lots of other guys have won Bathurst. "We found this gear and not too many guys find gear like this.

"We didn't stumble across it. We were looking for it. "The four-and-a-half days on the quad bike paid off based on enthusiasm, homework and a can-do attitude, which I'm proud of."

Henry Vere Barclay (1845-1917) was a English explorer, naval officer, and surveyor. He was best known as being an explorer of Central Australia.

Barclay was born in Lancashire, England on 6 January 1845. He joined the Royal Marines as a lieutenant and served for many years as a naval surveyor; in 1863 he was deployed to South America, in 1871 to Tasmania, and to South Australia in 1877. From 1904 to 1905 Barclay participated in the Barclay-McPherson expedition to survey the Northern Territories, and in 1911 surveyed prospective routes for railways in Queensland and New South Wales. He was noted for being critical of the Hermannsburg Mission's activities in the Northern Territories. He died in the United Kingdom in 1917.



Land Rover Owners' Club of Gippsland — Minutes of Meeting Held On Monday the 6th of August 2018.

Meeting started at Gippsland Land Rover showrooms at 8 pm.

Greg welcomed everyone and introduced our visitors.

Attending: David Murray, Brian Johnson, Ken Markham, Don Little, Ian Blake, Eric Shingles, Wayne and Sharna Foon, Les Warbuton, Shaun Johnson, Siobahn Walker, Jim Hood, Jill Beck, Lois Rose, Greg Rose, Russell Hodgson, Alan and Helen MacRae, Charlie Calafiore, Annette Fleming and Bob Mckee, Neville Prowse Brown.

Visitors: Brian Auger, Kel Atkins

Apologies:

Sue Howell, Ross Howell, Heather Kerr, John Kerr, Alan Harlow, Tonee Harlow, Jan Parniac, Collette Parniac, Mal Trull, Ted Allchin, Shirley Allchin, Susan Markham, Shirley Little, Rod and Loris Catchpole, Ian Webb, Terry and Barb Heskey,

News From Travellers:

Ross and Sue were in Muttaborra, Mal is in Alice Springs, Alan and Tonee with Jan and Collette are due to leave Broome and will go to Barn hill. John and Heather were last heard from at Marble Bar, Shirley and Ted were in Noosaville and Rod and Loris were in Longreach with alternator problems, first having purchased a new battery in Townsville.

Minutes of Previous Meeting:

Moved: Bob McKee, Seconded: Sharna Foon

Business Arising: Held over to General Business

Correspondence:

In: Obsession

Out: Nil

Emails:

In: Information on 4x4 show at Lardner

Out: Nil

Treasurer's Report:

Moved: Alan MacRae, Seconded: Ken Markham

Publicity Officer's Report:

November 1st is the given date for the opening of the new Land Rover Showroom. A sign has been erected in front of the work site to show what is coming.

Charlie demonstrated a remote control Land Rover valued at \$75.

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

Webmaster's Report: Nil

Technical Report:

Takata Airbags Recall. Discussed previously by Charlie. Greg gave an update. The Land Rover vehicles that are subject to a recall under the Australian Government's mandatory recall, are Range Rover Vogue built between 2007 and 2012 and Discovery Sport built between 2015 and 2017. These vehicles do not contain the "alpha" airbags, which have been linked with injuries and deaths. According to the ACCC there is no immediate known risk with vehicles fitted with non alpha airbags, if they are under 6 years old. The ACCC states there is a potential risk in vehicles over 6 years old with the non alpha airbags. Land Rover is conducting a staged recall with older vehicles to be addressed first and all vehicles completed by 2020. None have been done yet.

Bob's update: A replacement 2016.5 Platinum Discovery 4 has been purchased. The engine was "cooked" in the old one and was sent to the wholesale market as it was too dangerous to keep.

Mystery Objects Competition.

Greg passed around two identical mystery Land Rover part objects and invited members to identify them and write their answer on a slip of paper. First correct entry drawn to win the prize of a new plastic water jerry can donated by Brian Johnson.

Events Co-coordinator's report:

Past 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. 13 members attended, and 8 campsites tidied. Report and photos in the newsletter.

Future Events:

*September: Drouin Girl Guides are holding a working bee at Burnett Park and they request assistance from LROCG. Date 2nd September.

*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 with the FWDV Regional Representatives meeting in Mansfield.

*November. 1st to the 8th. The traditional Melbourne

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..

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 also 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. At this stage there are 4 fire rings, 4 sets of tables and seats, bollards and signs to be installed.

*December. Sunday the 2nd. LROCG December meeting and Christmas picnic.

*December. Tuesday the 11th to Friday the 14th. Wonnangatta / Bright Trip.

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. 8 vehicles able to participate. This is a hardish trip.

2019.

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

*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 highlighted plenty of our club and regional activities.

Greg Rose will be attending the FWDV Regional Representatives meeting in Mansfield on the weekend of October the 13th and 14th. Please talk to Alan Mac if you are not receiving Trackwatch.

FWDV stickers were available. One per membership.

General Business:

*Some discussion was held about Shaun running a Towing Day. He spoke of the new technology in vehicles that allow backing to be simpler.

*Russell spoke of the towing course he and Carol attended at Cranbourne and he thought the leader very good, that it was enjoyable, and that they learned many skills.

*Venue for Christmas picnic and December meeting, Sunday the 2nd of December.

Ian Blake suggested Cowwar Weir and it was agreed that we go there.

*Progress report on Mal Trull's fund raising and entry in the Aussie Muscle Car Run in support of the Leukaemia Foundation. Mal and his son Mick had set a goal of raising \$4000. So far they have raised \$12,297.75. In recognition of the Land Rover Owners Club of Gippsland support there is a large version of our club sticker proudly displayed in the middle of the Valiant bonnet. A total of \$211,297 has been raised so far this year by the entrants.

*Victorian 4x4 Show, Lardner Park, February 2019.

Alan and Greg are unable to attend, and member assistance was called for to put up the display on the Saturday and look after the site on the Sunday. Sites to be tentatively booked by Alan and request for assistance advertised in the newsletter. David and Shaun offered to assist on the Saturday.

*Alan spoke on the need for partial fee payment for those who join the club after December 31st.

Motion:

That new Club members joining between 1 July to 31 December in any financial year pay the full Club Annual Membership Fee (currently \$75) and new members joining the Club after 31 December pay a fee equal to the prevailing cost of affiliation and insurance with Four Wheel Drive Victoria plus the Club annual membership component of the initial Club Annual Membership Fee. For the financial year 2018-2019 the Club Annual Membership Fee for new members will be \$75 from 1 July 2018 until 31 December 2018 and \$49 from 1 January 2019 until 30 June 2019. This arrangement is to be applied retrospectively from 1 January 2018.

Moved: Alan MacRae, Seconded: Wayne Foon, Carried

*Shaun spoke of JLR sponsoring the Invictus Games and made available booklets.

*Shaun also spoke about the ease of operation of his Garmin In Reach device which incorporates GPS, satellite texting, and EPIRB facilities. Cost about \$700. Plans available through Iridium.

*Siobahn demonstrated the In Touch control facility available on her phone which allows her to control many aspects of the Land Rover Experience Velar, when not in the vehicle. This allows her to view fuel, lock the car, start it up half an hour prior to leaving, pre program navigation and numerous other activities. She must have the key to wake the car up when it is running as this prevents unwanted attention from those who may like to use the car without authority. (Stops it getting nicked)

A whole new world of technology awaits.

Drawing of the Mystery Objects competition.

The objects were Wading Plugs used in past times to prevent water crossings causing ill to your vehicle. The winners were Shaun who won the jerry can, and Les and Charlie who won a Land Rover gift compliments of Shaun and Siobahn.

Guest speaker at the November meeting will be Geoff Potter who will bring his rebuilt, 1955, Series1.

The meeting closed at 9.34 pm



With so many vans in the club now, Hoody is thinking of getting a small one

In Oz, the wide open road is the place to celebrate

By ERWIN CHLANDA

Australia is a big country but a small place: We like to celebrate, commemorate and enjoy events by driving vast distances. A rally from Alice Springs is usually around 5000 km. No worries. Take father and son, Malcolm (pictured) and Mick Trull. Malcolm tragically lost his wife, Sandra "Sam" Trull, to leukaemia two years ago, and after 35 years in The Alice, he moved to Gippsland, Victoria, (2,691 km) to start a "new chapter" in his life.

"As a tribute to mum, and noting the worthiness and relevance of the cause, the Leukaemia Foundation, as well as the fact dad has always had an interest in historic and classic cars, we decided to enter the Australian Muscle Car Run," says Mick.

That means in October Malcolm will travel to Adelaide, where the rally starts, from Gippsland (935 km) and Mick from Alice Springs (1,531 km). The rally itself – actually they call it a "leisure car cruise" – will take them to Tailem Bend, Mildura, Renmark, Wilpena Pound, Barossa and back to Adelaide. That's 1,867 km. This includes a full day's racing at the new Tailem Bend motorsport park, as well as drags in Mildura.

"Noting there are likely to be a few 400hp GT Falcons present, our Valiant is likely to be competing in its own class," says Mick. It's an R-series Valiant with a 225cu in slant six motor. "This was one of Mal's very first cars in the late 60s," says Mick. "It passed throughout the family for a while, before Mal regained possession about 15 years ago, and spent about five years restoring from the ground up.

"While outwardly looking fairly original, some of the more interesting and after-market modifications include air conditioning, fuel injection, rack and pinion steering and a five-speed manual gear box."

What's a Muscle Car?

Well, they date back to the 60s and 70s which "provided an era of the most outstanding vehicle competition in the world," says the group's website. "The run is open to muscle cars of the golden era of Bathurst, built between 1963 and 1977. Replicas are welcome and the organisers also consider special interest vehicles."

The event has raised \$2.5m for the Leukaemia Foundation since the event started in 2012.

Mick, who heads up an accounting firm in Alice Springs, says: "I have been amazed at the continued generosity of local businesses and individuals. We have so far managed to raise over \$12,000 toward the cause."

Happy travelling – and money raising!



Some results of recent Grays On Line auctions of ex-army vehicles



Land Rover 110 4X4 Regional Force Surveillance Soft Top (RFSV) with winch 05/1991 16,958 km's \$ 24,309.



Land Rover 110 4X4 FFR 03/1991 4,620 km's 1,515 hrs \$ 13,009.



Land Rover 110 4X4 FFR 08/1990 '65,053 km's 1,804 hrs \$ 12,609.



Land Rover 110 6X6 Maintenance Hard Top with winch 5/1991 4,137 km's \$ 16,709.



Land Rover 110 4X4 FFR Soft Top 08/1990 9,387 km's \$ 13,909.



Mercedes Benz Unimog U1700L 4X4 Cargo Truck with winch 06/1983 139,178 km's, This vehicle was purchased by the editor

To Cooma (A very Murray trip!)

26 - 29 March

Participants

Craig Murray & Vivian Lee, Perentie RFSV

David, Janice, Krystal, Harley & Melinda Murray, 110 County
Shaun, Ben and Amy Johnson, Siobhian Walker, Defender 110

Richard Cane, Discovery 4

James Kennedy, Land Cruiser 100 Series

Annie Wylaars, Defender 110

So the weather report wasn't looking great for the first day, and I hadn't been able to get a hold of the rangers at Heyfield or Dargo to find out what track conditions were like around Mount Sarah. So with this in mind, I decided to pop into the Parks office at Heyfield to see if anyone was around that could help me, on my way to the meeting point for the trip. The lady at the front desk explained to me that all the ranges from Heyfield and Dargo had been busy with the fires around Dingo hill, but luckily they had all just returned due to the not so great weather we were having. Just as the lady said she would go see if one of the rangers was available to have a chat, ranger Wayne Foon walked in sight back behind the counter. I know Wayne from the working bees that the Land Rover Owner Club of Gippsland does with the Heyfield and Dargo Parks offices, so a quick wave, and I was in the office part looking at maps with Wayne and trying to find out which way would be safe enough for us to travel from Wonnangatta over towards Mount Hotham. After a brief chat about current track conditions, it was decided to give Mount Sarah a miss and head north out of Wonnangatta via Wonnangatta track.

When I finally got back out to the car, I noticed that I had a message from Annie, that she'd be about an hour late, so it was lucky that I spent a bit of time at Heyfield in phone reception. So off I went to Licola.

When I got to Licola, everyone else was already there, so after a bit of a chat, I sent David, Shaun and Richard off to go get camp ready for us, while James and I waited for Annie. When Annie finally arrived, we all headed off. Getting towards Zeka Spur track, I was surprised to hear David, Shaun and Richard on the radio, I'd expected them to well ahead of us. A short way down Zeka Spur track, we caught up with them. It turned out that David was having issues with the starter motor occasionally trying to start the motor while it was already running. So occasionally they'd have to stop until David could get the starter motor to stop. So after borrowing some cables ties from James, David was able to make a temporary fix so we continued into Wonnangatta station where we camped for the night.

The next morning, it was still a little damp, but the weather was clearing, which was a good sign. David made a more permanent fix to his starter motor issue while the rest of us did a quick tour of the old homestead site and cemetery. When everyone was ready, we then headed north out of the station. It was a bit slippery in a couple of spots, but nothing too daunting. Once out onto good roads, I decided to head east towards Mount Selwyn where we stopped for lunch. From here we headed to Mount Murray. For those that don't know where Mount Murray is, if you look west from the top of Mount Blue Rag, that is Mount Murray right in front of you. As well as having a great name, the views are pretty amazing as well. Once we finished taking photos, we headed back down and drove west along Twins Jeep track. I'd been wanting to revisit this track for a few years, as last time I drove it, the sky was threatening rain and I was in a rush to find a place to camp. But this time, the weather was great, and I had plenty of time, so we stopped at every spot that looked to offer a good view. The view to the south from this track is of Blue Rag range, and it was definitely worth the drive. Once we got to the end of Twins jeep track, we were back on the bitumen, so we aired up for the drive over the top of Mount Hotham. I'd decided to camp the night south of Dinner Plain, so we eventually turned off the Great Alpine Rd and onto Dinner Plain track, where we made a brief stop at Precipice Plain before we continued onto camp at a small dam just of Victoria river track.

The next morning James was heading home, as he needed to be back at the Black Spur Inn for Easter and Shaun and Siobhian had some LRE work to do, so they headed off early to Omeo where they would have phone reception. The rest of us had a leisurely breakfast and slowly made our way into Omeo where we refueled and met up with Shaun and Siobhian. After this we made our way up through Benambra and to Mount Anderson where we stopped for lunch. From here we made our way over Mount Pinnibar, and down towards Tom Groggin. For most of the trip down off Mount Pinnibar, we followed a convoy of series ones, with a couple of more modern vehicles for support, mainly carrying fridges with beer I think. At the bottom of Mount Pinnibar, they headed south to Tom Groggin, whilst we headed north to Stoney Creek camping area which is on the Murray river. This is where we set up camp for our last night in the bush.

The next morning Shaun headed off early in the morning to go setup LRE, the rest of us headed off at a more respectable hour and made our way into Cooma via Tom Groggin, fording the Murray river in the process. Once we were at Cooma we decided to get lunch and meet at the showgrounds to eat. According to the 70th website, registration didn't open till 3pm, but when we got to the show grounds, we were told that we couldn't enter until we had registered, and that the Cooma car club was open for registrations already and the quickest way there was to drive down Murray street. Once we all got to the car club, we all registered then ate lunch whilst checking out the cars inside and outside the car club. Once finished, we all headed our separate ways to our accommodation.

I'd like to thank everyone that came along. It was a good trip with lots of stunning scenery and good company.

On a final note, to summarise the Murray statistics.

There were six people with the surname Murray on the trip.

There were seven people known to have Murray DNA.

We drove Mount Murray track to Mount Murray

We camped on the Murray river and the next day drove through it.

Finally we drove along Murray Street. There is a Murray lane in Cooma, but unfortunately I didn't drive along it, you have to leave something for next time!



From Cooma

Vivian and Craig, Perentie RFSV
Janice, David, Krystal, Harley and Melinda, Land Rover County
Richard, Disco 4
Simon (me), 110 Defender Puma

Proudly Land-Rovering south, we left Cooma. The sweeping grassy high plains of the grand Monaro Highway, yellow to the right and yellow to the left. A sweet drive and a sort of catharsis of smooth, open highway after the business of the 70th anniversary weekend. Vivian and Craig leading the way in their lightning Perentie with its super sweet RFSV highway gearing. One u-turn later and we were heading to Delegate for a top-up of fuel outside the friendly mechanic. And off we charged, seeking out the safety of the Victorian border with its familiar road rules and cop-cars, and sporting-codes.

Just 5km beyond it we hung a right. The Tingaringy Track. I was feeling pretty excited to have a proper intro to the Vic high country as I've been wondering what goes on up there; and glad to be in the convoy with Janice and the Murray brothers and Richard who between them seemed to have just the right amount of stories of ending up sideways on steep clay climbs etc.

First stop, up a hill and a steep walk down to view Tingaringy Falls.. it's been such a dry autumn that it ended up being about the worst time to tour the waterfalls of the high country. And Craig and Vivian were trying to get through their waterfalls of Victoria book. But we could definitely identify a fizzle of a trickle of a waterfall on the distant side of the gaping, beautiful valley.

Onward and upward, to Mount Tingaringy! 1448m. A great elevated point with expansive views of the endless blue points of country. Having grown up in South Africa the high country, once above the snow line, really reminds me of the hardy cape flora, the Erica and Protea. And then down. Down. Down. And then I started to get it; the high country; of course; Up. Down. Up. Down. Down. Down. Down. Up. Up. Up. Up. Up. Down. Down.

Down... into the Deddick valley, and tracing along the pretty edge of the river to Mckillops Bridge for the night, intersecting poignantly with the snowy river we'd just learned so much about in Cooma. Not a bad camp site, the Murray clan kids Krystal, Harley and Melinda showing their seasoned and very helpful camp skills bucketing water up from the river without being asked and generally being stand-out campers.

The morning, the lovely rocks and boulders and valley of the snowy river. The crazy story of the bridge washed away days before it was due to open, and rebuilt 5m higher, still standing. The place really evokes another time, of hard-living folk. And then the lovely winding road up and out the valley. We stopped in at Wulgulmerang falls and the epic Little River gorge. Next, up to Mount Seldom Seen via Seldom Seen Rd and Lookout track.



It was there in the clear mountain air that Vivian and I remembered we'd studied in the same architecture class at uni together! Thought hers was a familiar face. I guess seldom seen track was an appropriate place to make the connection.

Skiing down from the lookout to Bald Hills Rd. The South scree covered track, steep, left me imagining trying to come up the side of the hill we were now descending. The Defender seemed too low in first and often a bit too high in second, but we scrambled down, me with a big smile on my face, and happy with the sure-footed-feeling car.

The dry season leading us into the country left us without much challenge in terms of traction, even on the loose steep sections, and I shuddered at the thought of some of the clay in the wet, and was thankful for the good sense in some winter track closures. Richard in his mod-con, ever-capable D4 and others in their yester-century tractors all seemed to be taking it in their stride.

We lost the track in a paddock somewhere but found it again on the other side and followed a steep track cut into the side of some farm land. Past Mundys plain. The low, open plains just as pretty set into the bush, as the high peaks. Along Moss Bed track and Wheatfields Rd to a really comfortable grassy camp on the Timbarra River. Morning, and the clutch on the Murray county was starting to show some signs of not-doing-anything, which seemed to be due to a case of I-told-you-it-was-leaking. The next morning we thought we'd test it along a scratchy imp of a track, which presented to us little but a u-turn which we had to work hard for. It was a fun bit of measured 50 point turns in Defenders, and seeing Defender drivers are experts at 50 point turns, especially with no clutches, we emerged egos un-bruised.... although with a steaming clutch-less County. Furthermore Janice and David had lost the use of their long range tank and so a plan to high-tail down to Bruthen for a supported drop-off without changing gear.

We trundled past Bentley plains hut and cracked along the highway, Craig 'McClaren' Murray in the sweetly geared Perentie drifting through the long bends of the highway. A sad farewell to the Murray family and their County, a u-turn and back, north we sped tailing the F1 Perentie;

A left off the highway, back into nowhere, we left the valley of the Great Alpine Road, cut by the Tambo river, and headed confidently towards Haunted Stream Track.

A lumpy curving road into the valley we came upon a sweet little ferny river crossing. And then another!. And another. Up down up down. What a fine little track, a straight-line intersecting the snaking body Haunted Stream, again and again. We found a little comfy camp west of Dog Town. I fantasized about automatic transmissions.

The morning began our final day together, we started up the long hill to Boomerang Spur Track, and appropriately had to make the final u-turn of the trip, due to a fallen tree.. without hassle or falling over. We then scraped up Dawson City Track to Engineers Rd, Baldhead Rd, and via Jones Rd, up through the thick mist and along the scabbly winds of Upper Dargo Rd and High Plains Rd into Dargo.

Thanks to Craig and Vivian for taking the lead, and for sporting your peerless, matching nuptial adventure outfits which added more cinema to the already dramatic scenes.

After a long week of all things Land Rover the marquee showed us some fine country.



Wellington River Camping Areas Clean-up day.

A joint Parks Victoria and Land Rover Owners Club of Gippsland venture.

Participants.

Greg Rose (Trip Leader for LROCG), Lois Rose, Mal Trull, John Jennings, Alan MacRae, Helen MacRae, Bob McKee, Annette Fleming, Sharna Foon, David Murray, Krystal Murray, Harley Murray.

A little before 9:30, on the morning of Sunday the 22nd of July, we met up with Parks Victoria Rangers Wayne and Bernie, at the Licola Store. Lois and I had followed John Jennings for most of the way to Licola, a good thing as John cleared the roaming calves off the road before we got to them. Bob and Annette arrived in their very smart looking Discovery 4 replacement for their "cooked" D4. Alan and Helen arrived with a very musical chirping EGR valve in the Defender. David, Harley and Krystal got respect having camped north of Licola on Saturday night.

There are fourteen campsites of varying sizes along the Wellington River north of Licola. The camping areas are all in the Alpine National Park and very popular, as they can be accessed by two wheel drive.

Our group headed straight to Wellington River camp 1. The tasks for the day were to check on as many campsites as time would allow. We were to dig ash out of the fire pits and load it onto the Parks Victoria trailer that Bernie was towing with one of the two PV Land Cruisers. There was a toilet door to repair, and a small amount of fencing repair. We were also collecting rubbish at each campsite. After the usual safety briefing we set to work.

I was shifting the Toyota and trailer to a new location at camp 1 and disturbed an impressive looking young stag. Twenty years ago it was a rarity to see deer but now we see them nearly every time we venture into the Alpine National Park.

Bob McKee won the "scrap metal collecting prize" finding a gazebo frame and later a table frame. Fortunately, apart from at campsite 9, there was remarkably little rubbish. We did still manage to collect about twenty bags of miscellaneous trash. The most annoying habit of many campers is to throw their cans and bottles into the fire place thinking they will burn to nothing but ash. We spent a lot of time pulling semi melted bottles, broken glass and distorted cans from fire pits. Leather gloves were essential for the task.

The bribery to the mountain weather gods paid off again. We had some magnificent warm sunshine. Lunch was a leisurely social event. While Wayne Foon got the campfire going, managing to get his axe stuck in a log, everyone else enjoyed gossiping in the sunshine. Mal Trull got the "King Arthur Excalibur Award" for getting the axe out of the log. Wayne cooked up a mountain of tasty sausages, the Worcester sauce and pepper flavoured ones being a winner. There were also hamburgers, bread, sauce, mustard, etc.

After the bar-b-que feast Lois cut up the two cream sponges we had bought. A club tradition is that I always bring cream sponges to events in my birthday month. Just in case we hadn't had enough to eat Krystal offered everyone treats from a big jar of mixed lollies.

During the afternoon we worked through until 3:00. There was a



moment of panic for Wayne when he couldn't find Sharna, not good for newly weds. Much relief as Sharna was just cleaning up a different area. After thanking Wayne and Bernie we made our way homeward, some of us stopping at Licola store for an ice cream; more food, really!

It was a great winter day out. Thanks to all those who came along to work with Parks Victoria helping to make the Alpine National Park a great place for everyone to visit. Wayne and Bernie were fantastic to work with, the new Parks uniforms look very smart too.

Our next joint venture with Parks Victoria is in November. The dates are Monday the 19th to Wednesday the 21st. We will be at Eaglevale on the Wonnangatta River. At this stage it seems we will be working with Conor and Vicki out of the Parks office at Dargo. Want to come along, do some work and eat too much food? See me at a meeting.

Greg Rose.



Burnet park working bee 2/9/2018

Burnet park is a girl guide camp at Glengarry West. It is owned by the Gippsland region guides and turned 50 this year. It gets no funding from guides Victoria and was getting a bit run down, but this year many Gippsland guider units have been working to upgrade the camp.

Drouin girl guides would like to invite the Land Rover Owners club of Gippsland to help with a working bee on Sunday the 2nd of September. Location ; Burnet park, guide camp road off Burnet park road Glengarry West.

Time ; 9.30 am

Work required ; Clearing scrub, spreading soil, making paths etc

Equipment ; Tools, chairs, lunch,

Contact David Murray 0438369110

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.



The Berliet T100

The Berliet T100 was a truck manufactured by Berliet. It was, at the time, the largest truck in the world.

Berliet was a French manufacturer of automobiles, buses, trucks and military vehicles among other vehicles based in Vénissieux, outside of Lyon, France. Founded in 1899, and apart from a five-year period from 1944 to 1949 when it was put into 'administration sequestre' it was in private ownership until 1967 when it then became part of Citroën, and subsequently acquired by Renault in 1974 and merged with Saviem into a new Renault Trucks company in 1978. The Berliet marque was phased out by 1980.

Design

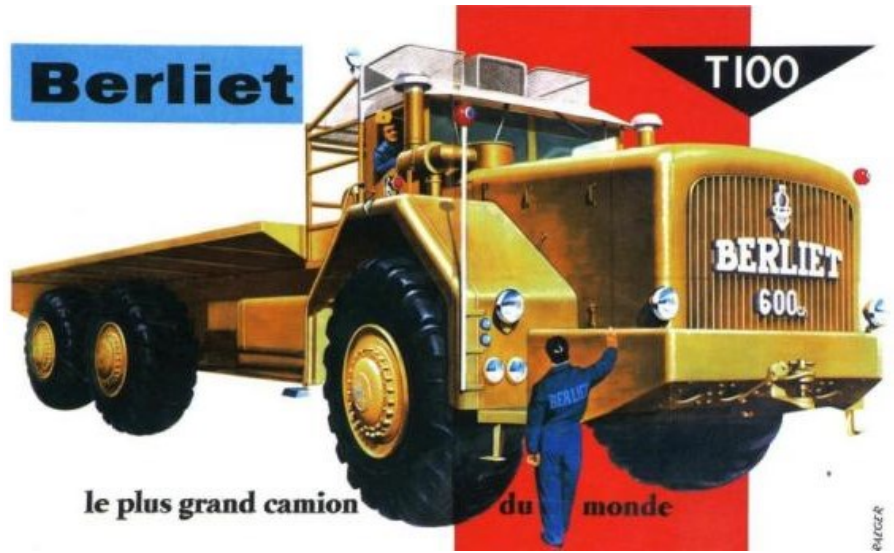
Three trucks were built with normal control (with the cab behind the front axle); the fourth was built with forward control (cab-over-engine design (and sleeping accommodation)). They had 29.6 litre Cummins V12 engines, providing 600 hp (447 kW) and 700 hp (522 kW). The trucks were intended for off-road use, in the oil and mining industries, in particular petroleum exploration in the Sahara. Steering was powered by a separate small Panhard engine.

History

The trucks were designed and built in secret, and with a tight deadline; the first was finished after nine months, at the factory in Courbevoie. It was unveiled, by surprise, at the 1957 Paris car show. However, it was too big to fit in the main exhibition hall, so Berliet built a special external pavilion to exhibit the huge new truck. It was then shown at various other car shows - Lyon, Avignon, Helsinki, Casablanca, Frankfurt, and Geneva. It went to work in the oil and gas fields of the Sahara; after Algerian independence it became property of the Algerian government, and was eventually preserved in Hassi-Messaoud.

The second T100 was built in 1958. The first two trucks were 6x6 flatbeds with gross weights of 103 tonnes; The second T100, having worked in Algeria, was later returned to the Berliet Foundation's museum in 1981.

The third was built in 1959 as a 6x4 dumper truck, for the uranium mine at Bessines-sur-Gartempe; the fourth, also built in 1959, was another flatbed truck with 102 tonne gross weight, or 190 tonnes as a tractor. It was experimentally fitted with a Turbomeca jet engine in 1962, but fuel consumption was excessive, so the conventional diesel engine was fitted again.



The first Berliet T100





The second Berliet



The third Berliet T100



The fourth Berliet T100



The Economic Impact of Old Cars

(Article in Jan 2018 edition of Hemmings Classic Car magazine, written by Richard Lentinello), (AOMC News Aug 2018)

Lately in the news I've been reading that many European countries are considering a plan to ban gasoline powered automobiles by 2040. There are also discussions on possibly banning the sale of gasoline altogether. Could the USA be far behind in doing the same? If so, these drastic measures may very well render our beloved collector cars useless and valueless. While we all want clean air, these politicians simply don't realize just how owners of collector cars, hot rods, racing cars, sports cars, low riders, vintage trucks, rat rods, and all the other segments of the collector car and performance car hobby contribute to the country's Gross National Product. The combined financial contribution of the various collector car interests and the automotive aftermarket, and those businesses that rely on them, is truly enormous. Demand for reproduction parts, restoration parts, performance parts, racing parts, street rod parts, truck parts, motorcycle parts, and off road parts has generated, and continues to generate, great growth, not only for the companies that produce and sell these components but also for the companies that feed off them.

Broken down this way, it becomes clearer to see that the entire automotive industry has had a positive impact on the cities and towns in which these parts manufacturers and suppliers are located. As their businesses have grown, so has their need for warehouse space, which in turn has allowed realtors to profit, as well as the towns themselves through increased real estate taxes resulting from the occupied buildings, some of which never would have been occupied in the first place. Stocking automotive parts in the suppliers' warehouses also means good business for forklift manufacturers to handle the parts, and the shelving manufacturers upon which the parts must be stored, all the way down to the local lighting and HVAC suppliers and installers who provide the means to which these warehouses are lit, heated and cooled. Auto body supply companies benefit, too, by selling more primers, paints, sealers, sandpaper, tack rags, masks, and spray guns, all of which are needed to refinish all the cars and trucks being restored, rebuilt and customized. Same goes for tool suppliers, from the big stores to the regional truck dealers and swap meet vendors, which, of course, means that all the tool manufacturers profit as well. Manufacturers of cardboard boxes, Styrofoam peanuts and Bubble Wrap used to protect these products during shipping are profiting too. Paper mills and printing companies make money manufacturing the paper and printing the shipping labels and order forms, as well as all the catalogues and car related magazines. Which, of course, helps increase the profits of the U.S. Postal

Service. Then there are the thousands of graphic artists and IT specialists employed to design the websites for these companies, as well as the computers, software and related hardware required to make each of these businesses function. There's also all the trucking companies such as UPS, FedEx and many others, who profit from delivering to our front door the parts we order. All the companies that manufacture these parts and products, as well as garage accessories, lifts, clothing, general maintenance items, batteries, and even something as basic as shop rags, when their work staff are combined, employ several million people throughout the world. And that's a pretty significant number of jobs having been created just to meet the demand for automotive merchandise. Keep in mind that when you order a lift for your garage, or even jack stands, it positively affects the suppliers of the steel mills that provide the steel needed to produce these products. This trickle down affect greatly aids all the swap meets and car shows around the country, too, because they rent spaces to small mom and pop companies that sell these new and reproduction restoration parts, tools and accessories. Most important, old cars, trucks and motorcycles are an intrinsic part of many a country's history, so they all need to be protected and celebrated for future generations to see instead of being discarded like yesterday's trash. So, you see, the banning of gas powered vehicles has a far wider reaching negative effect than many people realize. Let's hope it doesn't come true.

A ZERO FUTURE FOR CLASSIC MOTORING?

By NZFOMC Submissions Secretary Roy Hughes,

And from across "The Ditch" comes this report from our Kiwi cousins on the vexed issue of low emissions legislation.

Climate Change Minister James Shaw dreams that within half a lifetime 95 per cent of our vehicle fleet will be electric powered. If his vision is to be achieved Kiwi vehicle enthusiasts would become as rare as the Kakapo. So with our species so seriously threatened the FOMC has joined the more than 14,000 organisations and individuals who responded to the Minister's call for advice on how New Zealand might reduce its carbon emissions. While acknowledging many of our members may welcome the benefits of a low emissions economy we also don't want any strategies implemented to have a needlessly negative impact on a large and valuable constituent of the existing economy. New Zealand's heritage transport fleet comprises a multi-billion dollar asset. The total value of the accumulated heritage collections of just the FOMC's membership can be conservatively estimated at somewhere in excess of \$5 Billion. And there are hundreds of other recreational motoring clubs not yet members of the FOMC, as well as thousands of individual enthusiasts and collectors. Unlike New Zealand's historic buildings, films, art, technology etc much of our largely irreplaceable transport heritage is being stored and preserved almost entirely by private owners at no cost to the State or impost on the community. If all those cherished vehicles effectively became obsolete, unusable and perhaps largely valueless as a result of any legislated curtailment of our current access to fossil fuels or viable alternatives the FOMC would want provision made in the proposed legislation to compensate the owners for the losses suffered. A comprehensive survey by the Federation of British Historic Vehicle Clubs found the contribution heritage motoring makes to their economy exceeds \$10 Billion annually and had grown almost 28 per cent in the previous five years. It provides jobs for 35,000 people and generates more than NZ\$1 Billion in overseas revenue. While similar data is not available here many successful firms rely on the repair or restoration of New Zealand's fleet of heritage vehicles to provide jobs for thousands of skilled and valued workers. And beyond the bounds of the restoration industry there are also a vast number of other commercial operators such as magazine publishers, holiday resort owners and restaurateurs who depend on the steady flow of business from motoring enthusiasts to maintain their viability. How all those hundreds of firms and thousands of workers directly dependent on the heritage motoring industry will be compensated for the loss of their previously active role in the economy would need to be addressed in any proposed legislation. To achieve net zero carbon emissions converting New Zealand's vehicle fleet to 95 per cent electric is the proposed goal in the discussion documents. But various research studies have shown lithium ion batteries are also a major source of CO2. Just the manufacturing of the 100kWh battery for a Tesla creates 17.5 tonnes of CO2 or more than would be produced by an average New Zealand petrol-fuelled vehicle being driven for nearly 100,000kms or approximately eight years. If the useful life of lithium ion batteries continues to be only two to three years, requiring private vehicle owners to replace their Suzuki Swifts or Toyota Corollas or cherished classics with Nissan Leafs or Teslas could effectively more than double the actual CO2 emissions generated by many of those vehicle users. Electric vehicle manufacturing technology still requires significant further development before affordable batteries of adequate capacity for longer distances are widely available. Until then, in many instances, any legislated form of enforced conversion to electric vehicles could have the unintended effect of significantly increasing worldwide CO2 emissions. Despite the determination of our Climate Change Minister the apparent impracticality of replacing the nearly four million internal combustion vehicles in the New Zealand fleet with electric-powered alternatives by 2050 would seem to be insurmountable. With less than 9000 electric vehicles on the road to date and new or used fossil fuelled imports being introduced at around 300,000 a year it would take a much greater economic upheaval than has even been outlined in the discussion documents to achieve anywhere near the net zero carbon target by 2050.

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