

LAND ROVER OWNERS' CLUB

OF GIPPSLAND
OCTOBER 2018 NEWSLETTER



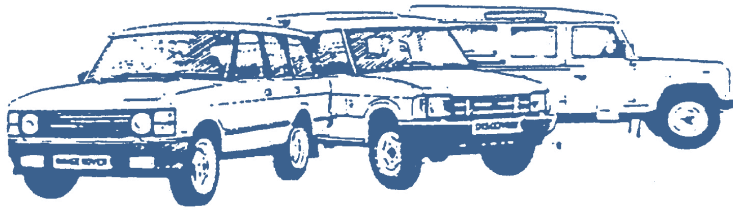
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LAND ROVER OWNERS' CLUB OF GIPPSLAND

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

LROCG News October 2018.

Photo Competition.

The club photo competition, on the theme "My Land Rover At An Interesting Place", has concluded.

First prize went to John Kerr.

Second prize to Craig Murray.

Third prize to Carol Hodgson.

Thanks to everyone who entered the competition and to Marco Tripodi, Dealer Principal of Gippsland Land Rover, for undertaking the very difficult task of judging the photos. Thanks also to Gippsland Land Rover and ARB Traralgon for prizes. The winning photos will be in the newsletter and a selection of the entries will be on the club website. lrocg.jimdo.com

New Photo Competition.

Just for the fun of it there will be a new photo competition.

The theme is very broad as any "Land Rover Related" photo is eligible. There has to be a Land Rover or identifiable part of a Land Rover in the photo, it does not have to be a Land Rover you own. The photo does not have to be taken within the contest time frame. You could have action shots, artistic, scenic shots, an engine bay, a Land Rover badge partially hidden by dust, Land Rovers you have seen on travels, odd Land Rovers you have encountered. Maximum of four entries per club member – families four per family member. Entries as large jpeg files to gro13624@bigpond.net.au by midnight on the 26th of April. There will be good prizes!

November Meeting, date and venue changes.

Note that the date for the **November meeting is Monday the 12th.**

The venue will be either at the new Gippsland Land Rover showrooms or at a nearby showroom. A feature of the night will be an exclusive tour of the new facilities. These venue details are subject to state the new building. If there are any changes you will be notified. Pre meeting dinner will be as usual at the Italian Club Morwell, a ten minute drive from the new showroom. Reminder that there will be a very special beautifully restored Land Rover at the November meeting.

Victorian 4x4 Show. Coordinator found!

The dates for the February show at Lardner Park are Saturday the 16th, set up day, and Sunday the 17th, show day. Thanks to Ian Blake for volunteering for the task of site co-ordinator.

Exciting Vehicles at October Meeting.

It was very much a Mercedes evening at the October meeting. Eric's massive Unimog made a spectacular and smokey entrance into the showroom dwarfing the Land Rover products. Beside Service Reception was a new Forest Fire Management Mercedes G class (G wagon) now part of the Parks Victoria Heyfield fleet.

Thanks to Wayne Foon for bringing the spectacular G wagon.

Thanks to Eric, who went to considerable trouble to bring the Unimog, on his semi trailer.

There are more details on the two vehicles elsewhere in the newsletter.

Travellers Return.

It was great to see so many of our "escape the winter" travellers return to the club on Monday night. Unfortunately with the excitement of "Mercedes night" we didn't have time for trip reports from the travellers. Next meeting perhaps, or a report and photos, for the newsletter.

This month's cover; John Kerr's winning photo from the LROCG Photo Competition

Land Rover Owners Club of Gippsland 2018-- 2019 Committee

President	Greg Rose	0427 456 546
Vice President	Bob McKee	0407 963 176
Secretary	Tonee Harlow	
Treasurer	Alan MacRae	03 51744 256
Publicity Officer	Charlie Calafiore	03 51341 422
Events CoOrdinator	David Murray	AH)0438 369 110
Editor	Eric Shingles	03 56232 501
Property Officer	Ross Howell	
4WD Vic Delegate	Greg Rose	0427 456 546
Webmaster	Alan Harlow	

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

Pre Meeting Meal Venue.

When the meetings are held at the new premises on the highway near Traralgon we will not have the luxury of walking a short distance from the Morwell Italian Club to the showroom. Several options have been mentioned We can discuss these at the next meeting (November) and perhaps a sub committee can look into the proposals. The meal venue for November will remain as in the past at the Italian Club at 6:00pm.

December Meeting and Christmas Picnic.

Cowwarr Weir picnic ground is the venue for this year's December meeting and Christmas picnic. This is a casual bring your own everything event. The "Club Person of the Year" will be announced and there will be some other awards for members who have distinguished or disgraced themselves this year. Meet at Cowwarr Weir at 11:00. The meeting will be held first. The meeting will be kept as short as possible because no one will listen anyway!

Greg Rose. President.

New 2020 Defender Replacement Spied in Public

The Defender replacement may have been spotted in public in the UK! The photos here, courtesy of Auto Express UK, are said to show a heavily camouflaged pilot (or pre-production test) car which will be reasonably close to the final product. Previous spy shots have shown a 'mule' car, with a modified Range Rover Sport body on the Defender running gear. This pilot vehicle is a five door wagon, the replacement for the 110 which was easily the most popular variant to come to Australia for the old model and will probably lead the charge in sales again. The photos are said to be taken near the Land Rover factory.

Official Word from Land Rover

Speaking from the 2018 Paris Motor Show, Jaguar Land Rover's chief marketing officer Felix Bräutigam said: "It's exciting to now start getting one step closer to officially announcing the rebirth of an icon." "These are what we call Pilot build cars and testing will increase on public roads from now," said Bräutigam. "The first four cars are ready, and now the line is running you can expect the number of test cars to grow exponentially." "In time, as you'd expect, the Defender will go through all the usual test routines, from cold weather testing in Arjeplog in Sweden to extreme hot weather testing in Death Valley in the USA. It's exciting for us to be able to now be one step closer to bringing the car to market, of course. We are talking about the rebirth of an icon and not just as a single car, but as a whole family." "Our brand is about passion, and it is icons that drive that passion. The truth is the world doesn't need another premium brand doing what all the others do. These icons are what separate us; at Land Rover we are rooted in our heritage and that's what makes us different."

MR4X4.com.au would like to invite Land Rover Australia to come and test the vehicles in Australia's unique conditions. Mercedes couldn't get their G-Wagens across the Canning without failures, can Land Rover?

Defender Family values

The pilot vehicle shows a wealth of design cues from the Defender as well as a few from the Discovery and Range Rover families. The offset grill badge has been with the family since 1994. The horizontal radiator grill itself dates from the introduction of the Ninety and One Ten models of 1984. Rear cargo space appears to be short, making a seven seater a tight fit and a roof rack or trailer a necessity for remote touring. Just like the older Discoveries...

Progress never sleeps

Purists will dislike the full independent suspension, especially on the utility models, despite how well the Discovery handles off road; the 2.0l turbo diesel will be shunned by the big engine brigade, even though the Ingenium engine range has proven to be strong performers for a number of years now. There is a high chance the drivetrain will be hybrid electric, if not across the range but as an option. The tapered sides and raked roof isn't as economical for interior space. Shallower window lines and Alpine Window (or in my old One Ten: spider habitat) deletion will take from the bright and airy feel of the Defender.

Bräutigam added "If we had wanted to recreate the existing car then we could have moved quicker, but it is our view that for an icon to remain an icon it cannot only look backwards, but must move forwards too. The new Defender will move the game on again, and having the benefit for some perspective in order to achieve that should be to our advantage."

"The one thing I can promise you is that the new Defender will do all that our customers expect of it, without being a copycat of what has gone before. It is a car for the modern world, and that means that it must move the game on if it is to be relevant."

Some of the design has us scratching our heads. Because the expansive bonnet has a severe edge, which is surely bad for pedestrian impact, we think (hope?) it may be concealing a bonnet with more sculpting. Either way, the aftermarket will probably have a chequerplate kit within a month of release. With the Defender ceasing production in 2016, the wait is growing longer. The first lucky customers are expected to be picking up their cars some time in 2020.



2020 Land Rover Defender shows off its short wheelbase

We've seen a SWB mule before, but not wearing this bodywork. First, we saw a short-wheelbase Land Rover Defender mule wearing very chopped up Discovery Sport bodywork in a weak attempt to hide in plain sight. That didn't work, but also, perhaps it wasn't supposed to. Jaguar and Land Rover seem to revel in releasing camouflaged prototypes into the wild to be "accidentally" captured by spy photographers, replete with large hashtags plastered on the side. We're going to get pictures of the prototypes anyways, so why not build some buzz? Case in point: the long-wheelbase Defender we spotted back in October — #BEST4X4XFAR, if you can parse that.

That prototype sported a boxy body, a bolt-upright rear hatch, and lots of sharp corners. There are also headlights that are anything but retro, and a split rear hatch. Even in long-wheelbase form, the overhangs are short and the wheelbase is tidy, so it'll likely have Wrangler Unlimited-esque approach, breakover, and departure angles.

The short wheelbase prototype, seen above, does it one better. It's almost comically short, an effect exaggerated by the camo and the covered-up rear quarter window.

Brakes look very large given the vehicle size, so if there's a quick version you'll be able to stop it properly. The profile shot reveals the steep rake to the windshield, a nod to modern aero requirements to meet efficiency standards, but elsewhere it's a riot of right angles.

It should be no shock that the new Defender moves to a fully-independent suspension setup — that was clearly visible on the previous mules. But we don't know exactly what will power the Defender yet, although we don't expect anything that isn't already in the JLR stable of engines. We also don't know officially if it will be sold in the U.S., but as a new vehicle it won't hit the regulatory hurdles that kept the old Defender from our shores for years. That, and the popularity of big premium SUVs right now,

makes it a very strong bet for our market. We expect it to also spawn a pickup version, which is less likely to be sold here.



Land Rover's upcoming high-tech Defender will leave last-gen model in the dust

Land Rover has dropped more details about the next-generation Defender. The long-awaited off-roader will be considerably more modern than the last-generation car while remaining exceptionally capable off-road, according to the brand's chief executive. "Technology is going to be mandatory in the new Defender. You simply can't build this kind of vehicle without it anymore. You can't achieve the emissions levels and you cannot achieve the CO2 levels required of vehicles these days," Land Rover CEO Ralf Speth said in an interview with Australian website CarAdvice.

The original Defender was introduced in 1983 — not 1948 as many claim; that was the Series I — and it changed little during its production run. By 2015, its last full calendar year in production, it had become endearingly obsolete. We had a blast driving one of the last examples to be built through a French forest but concluded it felt, sounded, and drove like a vehicle from another era. The new one coming out in 2019 was developed to feel, sound, and drive like a true 21st-century luxury SUV.

It will be available with features like adaptive cruise control and hill descent control, and you can safely bet your next paycheck on the fact that the Defender will have a massive touchscreen in the center console. Bluetooth connectivity and voice commands? Check and check. Well-equipped models will even boast creature comforts like leather-upholstered heated seats and, possibly, a digital instrument cluster, features the original truck could only dream of.

Upping the Defender's tech quotient will significantly broaden its customer base. Land Rover sold about 20,000 examples of the old Defender annually. It made the new model's business case around a ceiling of approximately 100,000 cars per year, a figure it will achieve by offering different variants and body styles. The lineup will include two- and four-door models plus a pickup. And, this time around, the Defender will be sold in the United States. Spy shots showing preproduction prototypes

confirm that pedestrian safety norms and the basic principles of aerodynamics prevented Land Rover from giving the next-generation Defender a boxy design. Credible rumors claim it will ride on a unibody platform instead of using a body-on-frame architecture, but Speth stressed it will still be “exceptional.” It will certainly have the DNA to become one of the best off-roaderson the market. “It requires a state-of-the-art design and technology in this kind of vehicle, so looking only forwards, not backwards,” Speth said.

The Land Rover Defender Could Return Thanks To A Surprise Partnership

A chemical company and an American giant... who would have guessed it?

After a nearly 70-year production run, the Land Rover Defender finally went out of production in 2016. Land Rover is currently working on an all-new model, which promises to be far more advanced. While many people will be happy with this new, modern Defender, some people are simply too attached to the original.

Last year, we reported that a billionaire named Jim Ratcliffe - owner of the chemical company Ineos - was planning to build his own 4X4 off-roader in the vein of the Land Rover Defender. We last heard Ratcliffe was searching for a production base in the UK or Europe. According to the Financial Times, Ratcliffe may have found a location and a partner to build his dream 4X4. Ineos is currently in talks with Ford to build vehicles at its Bridgend plant in South Wales. The deal would offer jobs to 1,000 workers at the plant who are currently at risk of redundancy. Ineos would use a section of the plant which currently produces engines for Jaguar and Land Rover. Ford's deal to source engines to JLR is set to expire in 2020, which will create uncertainty for 1,100 of the factory's 1,700 workers. The factory itself also faces financial uncertainty as the Brexit split could lead to additional tariffs.

Building a new 4X4 at the plant could provide a nice boost to the UK auto industry that is currently in a bit of turmoil. Ratcliffe says he intends to invest “hundreds of millions of pounds” in this project but hasn't specified how many vehicles will be built. We also know very little about the vehicle itself, other than Ineos has already signed contracts with former Mercedes division MBTech to do the engineering and with Magna to do the chassis development. The deal with Ford to use its factory has yet to be finalized but seems like it could be a match made in heaven.

New Land Rover Defender Sport Won't Launch Until 2026?

Just a shade under a decade from now. Why the wait? The all-new reborn Land Rover Defender is set to debut sometime in 2020, but according to a new report from Car Magazine UK, the automaker plans on taking its time launching variants and different body styles. Like really take its time. A battery electric Defender isn't due to arrive until 2024 and a new Defender Sport won't be seen prior to 2026. Given the fact that the original Defender had a decades-long lifespan, the up to eight-year wait doesn't sound so bad.

Then again, in today's insanely competitive SUV market, it is surprising that Land Rover doesn't plan on launching these Defender variants sooner. We first learned about Land Rover's intention to launch a completely all-new Defender back in 2011 with the not so well received DC100 concepts (pictured here). Although designers attempted to keep the concepts' lines simple, it was deemed too retro-ish for some, so Land Rover went back to the drawing board. The 2020 Defender will ride on a monocoque structure instead of a body-on-frame, which isn't particularly surprising. In general, the 2020 Defender will be a far easier SUV to live with on a day-to-day basis. It will have an independent rear suspension for better on-road manners. However, Land Rover will offer buyers several model derivatives with a choice of axles, tires, transmissions, and even suspension calibrations. Something for everyone. And yes, the new Defender will be sold in the US.



Okay, but again, why is Land Rover delaying the Defender Sport's launch until 2026? Because it will be a pure EV. That means electrification is coming but not immediately; the technology needs to improve first, as does EV infrastructure in general. Unless an all-electric Jeep Wrangler arrives first, Land Rover will have this new SUV segment all to itself. As for the Defender that'll debut in 2020, it'll be offered with a variety of trims and a choice of internal combustion engines, including JLR's 2.0-liter four-cylinder. Expect new inline six-cylinders as well.

Judging by the long delivery date for the new Defender Sport, it's evident Land Rover plans for this all-new generation Defender to be on the market for many years to come. Developing its platform from the get-go for future electrification adaptations is proof.

Jaguar Land Rover suffers £90 million profit loss

The car maker has suffered a £90 million loss in profit in its third quarter, with the company reacting to the news by announcing a £2.5 billion turnaround programme.

Jaguar Land Rover (JLR) saw revenues for its second quarter (Q2) fall by 10.9% to £5.6 billion because of poor sales, which has resulted in the car maker suffering a pre-tax profit loss of £90 million.

The poor showing in its most recent set of financial results, has prompted the car manufacturer to launch a £2.5 billion turnaround programme with the capital deployed over the next 18 months with the aim of rectifying the situation.

'In the latest quarterly period, we continued to see more challenging market conditions,' JLR CEO Ralf Speth said. 'Our results were undermined by slowing demand in China, along with continued uncertainty in Europe over diesel, Brexit and the WLTP [Worldwide harmonised Light Vehicles Test Procedure] changeover.'

'We remain focused on delivering improved profitability and cashflow in the second half, while pressing ahead with our product offensive,' he added.

Trade tensions and declining demand.

JLR blamed its poor sales in China on the country suffering from uncertainty following import duty changes and growing trade tensions with the US. In North America, consumer demand for SUVs has stayed strong, but JLR still had its sales figures hurt by a general slowing in orders of passenger cars – something that the whole industry is having to contend with, the company



said. In Europe, where there is ongoing weakness in diesel car demand and the implementation of new WLTP rules on emissions, JLR has seen sales slump. The impact of diesel taxation and new regulations on the car manufacturers sales was most pronounced in the UK, with the ongoing uncertainty around Brexit adding to the company's problems.

India-based Tata Motors acquired the UK car manufacturer from Ford Motor Company back in 2008 in a deal valued at around \$2.3 billion.

'In JLR, market conditions, particularly in China, have deteriorated further,' Tata Motors Chairman Natarajan Chandrasekaran said. 'To weather this volatile external scenario, we have launched a comprehensive turnaround plan to significantly improve our free cash flows and profitability.'

'The leadership team at JLR is in mission mode to achieve the deliverables under this plan,' he added. 'With these concerted actions we remain committed to deliver an improved all-round performance from H2 FY 19.'

JLR is facing a very tough time: Ralf Speth CEO, Jaguar Land Rover

Jaguar Land Rover, which posted its second consecutive quarterly loss, is perhaps going through its most challenging phase since Tata Motors took over the company almost a decade back. But JLR has hit the ground running and has announced a £2.5-billion turnaround plan to get back on track. Speaking to ET during the Q2 earnings session last week, Ralf Speth, CEO of JLR, said this is the slowest growth rate seen by premium carmakers around the world in a very long time, adding that it is a big blow to the industry, and carmakers like JLR will have to be nimble and agile to survive this volatility.

Edited excerpts

Is it the toughest time JLR has faced under your leadership?

Jaguar Land Rover is facing a very tough time currently. We are facing external as well as internal challenges. On geopolitical challenges: China has been one of our biggest markets in terms of profits as well as volumes. But the Chinese economic growth has come down to 6.6%, so the market has also declined by 7.7%. In the US, at a high-level of GDP growth, there is hesitation to buy cars. Europe is witnessing a solid economic growth of 2-4%, yet depending on the country — there we see the impact of worldwide harmonised light vehicle test (WLTP) impacting demand, our share of diesel powertrain in total sales is very high, therefore we are affected.

In the UK, we are waiting for Brexit outcome impact and no one can predict how it will affect us. We produce 2,500-3,000 cars a day and lots of engines out of the UK, we have to ensure that 25 million parts are at the right place at the right time. In the UK, there's a discussion on diesel, more so, because the UK has diesel taxes and the latest technology on offer. I would like to reiterate that diesel is a very interesting engine — it is better on CO2 emission than petrol, and on particulate matter and NOx (Nitrogen Oxide), it is equal to a petrol engine, so there is a critical role for diesel in the future. All these challenges are coming together at the same time.

JLR is a very good and authentic brand, but we are a small brand, and therefore we are far more exposed than anyone else. Therefore, we have to do our homework on cost, cash, and every possible parameter to make us leaner, meaner and more efficient to face the challenges.

Is it the slowest luxury car market you have seen around the world?

I have never seen so many different countries coming out with different issues at the same time. You cannot pinpoint one issue to deal with right now. There are so many political decisions influencing us. We are exposed to everything, but we are trying to run faster, the team is running faster — for better results. This is the slowest growth rate around the world in a very long time. The magnitude of this kind was only seen during the 2008 Lehman crisis, but the overall exposure this time on the industry is far bigger.

How do you explain the sudden drop in China volumes?

The market declined 7%, but the drop at JLR was much steeper. The question is how you address the market, and how you want to be perceived in that market. Theoretically, we could sell more and get into the push mode, but then it affects our image. We want to be cautious to retain the premium image in the market for future. Therefore, we don't want to push the vehicles through. We have to make sure that we don't have too much stock with the dealers. If you look at the Chinese economy and the GDP growth, there is a slowdown in the overall market; customers are hesitating to buy cars. You can support artificially, but we are not ready to do so. We want have a careful approach. No one can predict how soon the Chinese economy will recover, but we aim to be nimble and quick to react to the changing market.

Will the turnaround plans have any impact on product plans?

The investment on products will continue to remain strong, as they help us differentiate in the market. The product is priority, but we will look at other areas where we can re-prioritise. Volume growth has come down, so we have to align our plan accordingly. The best way to deal with the situation is to have convincing products. F Pace has won the world car of the year, Velar won the world design of the year, the I-Pace won the car of the year in Germany. Can you imagine a small British company with outstanding cars and technology winning the car of the year in Germany? It is a huge achievement.

This year, we have the new Range Rover, Range Rover Sport, the E Pace and I-Pace. The team is trying to overcome the external issues on a very strong product portfolio.

What is the de-risking strategy in case of an adverse Brexit Scenario?

We recently made a \$1.4-billion investment in a new factory in Slovakia. We are ramping up slowly. We also have the opportunity to move from Stage 1 to Stage 2. But I would like to highlight that JLR is a British company, we want to be in the UK. We want to produce largely in the UK, we have the best designers from the Royal College of Art, we have outstanding vehicles, therefore, we would also like to be in the UK in the future.

I hope on both sides of the channel, politicians find a way for a free and fair trade.



"JLR is a very good and authentic brand, but we are a small brand, and therefore we are far more exposed than anyone else," said Speth.

Land Rover Series 1: Unearthing a Classic

SERIOUSLY, after all this time, you'd think there'd be no more barn finds left to find. With the classic car market frothing like champagne in a blender, surely there isn't an unopened shed left in the world. Everyone's dream is to lift a rusty garage door and discover your elderly aunt has been hiding a long-lost Facel Vega, once owned by Elvis. In 2018, aren't we at least a decade too late for all that?

Well, the stories keep coming: in 2016 a Lamborghini Miura was dragged out of a tiny back-street garage in the US, covered in dust, after nearly 20 years in hibernation. In 2017, Steve McQueen's Bullitt Mustang, no less, turned up in a Mexican scrapyard after being lost for nearly 50 years.

And now this car. Not just any old Land Rover. Not just one of a handful of super-collectable pre-production cars. This is the actual launch car from the 1948 Amsterdam motor show, where the Land Rover was first revealed to the world, 70 years ago. An incredibly important car that until recently was abandoned in a back garden about five kays from where it was built in Solihull, England.

In some ways this story is even more remarkable than those of barn-find Lamborghinis and long-lost Ferraris. Not because of value but because Land Rovers are for nerds, obsessives and trainspotters. The early Series 1s have got to be among the most energetically researched and documented cars of all time: chassis numbers are catalogued, archives are trawled, former engineers are tracked down, dragged out of old people's homes and pumped for information. No one escapes the Series 1 Inquisition! So how could the Amsterdam show car disappear for so long?

To answer that, we need to go back to the beginning – and if you've heard this story a thousand times, feel free to skip a couple of paragraphs...

The Land Rover story begins in 1947 in Anglesey. Maurice Wilks, the technical director of Rover, owns a farm there, where he uses a demobbed army Jeep as a farm hack. Raw materials are scarce in post-war Britain, and the government is only supporting firms that can export the nation out of its knee-high financial manure. Wilks knows that, as a luxury car maker, Rover isn't going to be building luxury cars any time soon, so he has an idea: how about an agricultural vehicle, a lightweight car-tractor? A British Jeep, in other words, that improves on his old farm hack?

So, using another ex-army Jeep as a guinea pig, Wilks develops a single, crude prototype with a Rover P3 engine and gearbox, three seats and a steering wheel in the middle (which at the time seemed like a good idea for exports, but proved to be a terrible idea for legroom).

Moving with suitable we're-all-about-to-go-bust post-war haste, Rover quickly progresses from that single proof-of-concept to the pre-production stage: 50 chassis, of which 48 are built up into completed cars, all numbered 01, 02, 03 etc, prefixed with either an R or an L depending on whether it was right-hand or left-hand drive (the centre-steer idea was dropped as soon as someone tried to drive it).

The remains of those 48 pre-prod cars are now holy relics to the Land Rover fraternity. Mike Bishop, Land Rover Classic's Series 1 expert, tells me around 20 pre-prod cars have survived. "There are a couple where literally a buff logbook is all that's left," he says, "but at least we know when their lives finished. Of the complete cars, they rarely come up for sale – R12 sold about eight years ago, but it wasn't really public. They tend to sell from one collector to another."

I ask him how much they go for. "I'm probably not the best person to answer that, because I own R16!" Bishop admits. "But it's easy to speculate it would be in six figures nowadays for a pre-production Land Rover."

The most famous of the early cars is the first, chassis R01, known as 'Huey' after its number plate, HUE 166. Huey's a celebrity – the final, limited-edition Defender Heritage models in 2015 all had HUE graphics. Huey was built in March 1948, and he was saved for posterity by Maurice Wilks himself. "In 1949, Huey was put to use on a farm near the Wilks' home near Kenilworth," explains Bishop. "It was there until 1955, when Wilks rescued it and put it in the Birmingham Science Museum. It was used for Land Rover's 10th birthday celebrations in 1958, when it was placed on a massive cake. It's now owned by the British Motor Museum."

Just six chassis after Huey, Rover built the car you're looking at now. Susan Tonks takes up the story – Susan's an engineer who has been with Jaguar Land Rover for 18 years, the last six months of which has been with Land Rover Classic, and she's now this car's restoration project leader. "It was originally left-hand drive, so the chassis was stamped L07," she explains. "It left the factory on 27 April 1948, and was driven to Amsterdam in time for the car's official unveiling on the 30th."

Ha! Anyone who's driven a Series 1 Land Rover for three kays will guffaw at the idea of this car, canvas flapping and gearbox droning, driving nearly 500km to the Netherlands.

"They put chassis L05 on the stand, inside the show itself," continues Tonks. "This car was the driving demonstrator, used outside by the press."

Of course, we know how well the show went – Rover's post-war, stop-gap model became a gigantic success, and a global brand in its own right. But between the launch in April and the first cars going into production in July, there was still a lot of work to do. "After the launch, L07 went to Rover's engine department, where parts were changed, tested and upgraded to production spec," Tonks explains. "We believe this is when it was converted to right-hand drive, and you can see on the chassis where they stamped an R over the L to make it R07."

It stayed at Solihull until June 1955, when it was sold to its first private owner, but here's where its importance as the 1948



show car begins to get lost in the fog. On the dispatch note it's recorded as E07, presumably because it was the Experimental Department that built the pre-prod cars. Also, its first registration number – SNX 910 – never showed up in Rover's own records, because it was registered by its new owner the day after he'd bought it.

So, like a rare Roman coin slipped into your pocket, R07 disappeared into all that loose change on Britain's roads, and was lost. The original logbook (which miraculously still exists) shows the car was sold on to new owners in Sutton Coldfield, then Stratford-upon-Avon, before ending up in Wales in 1968. It was parked in a field and used as a static power source for 20 years, its power take-off running a farmer's wood saw. Twenty years of sitting out in the rain and the frost, overgrown by nettles and inhabited by wildlife, until eventually the engine seized and its working life was over.

In 1988 it was sold to a collector of early Land Rovers who – ironically – lived just five kilometres from the Land Rover factory, back in Solihull. This enthusiast knew the car was special, possibly a prototype, but didn't realise its full significance. So the car stayed in his garden, awaiting a restoration that never came, until 2016, when he decided to clear it out. By then the car was up to its axles in mud, and it had to be jacked up before it could be hauled out of its shallow grave.

Through a network of tip-offs, news of the car reached Land Rover Classic, who bought it for an undisclosed sum. It's worth noting Mike Bishop already knew the significance of the car before it was found: "From documentation and photographs, we knew the only cars that were built and available to go to Amsterdam were chassis 01 to 08, and we knew they were left-hand drive, which means they were odd numbers [apart from Huey, right-hand-drive chassis were evens]. By a process of elimination, we knew the missing L07 was one of them."

"Other early cars had been traced through old MOT records, that kind of thing," explains Bishop. "But 7 was one of the

few pre-prod cars we didn't have the registration for, so we had no knowledge of what had happened to it. For it then to just appear, out of the woodwork, was fantastic. I was at home late one evening and a friend of mine who's a Land Rover historian rang up and said, "You're never going to believe this, I've got someone who's got chassis number 7!" He sent me a photo and as soon as I saw it, I knew; I could tell by the pre-production features. I went to have a look at it about a week later, and confirmed it – we'd found the missing number 7."

Hand on heart, I cannot claim that an audience with the 1948 Amsterdam show Land Rover is like being in the presence of a Mille Miglia-winning Maserati or an ex-Senna McLaren. If you didn't know any better, you'd think you were looking at scrap. But if I could get poetic for a moment (cue rousing music) there's something beautiful in the scars and scrapes, a nobility in its flaking paint and sagging suspension, the hallmarks of a life lived to the full.

It's called patina and it's worth a fortune. The paint is like some kind of Jackson Pollock, a random mosaic of three distinct colours, with an alloy base-layer beneath. "The light green is the original paint from the Amsterdam show," explains Susan Tonks. "It was then painted dark green, and at some point in its life it was painted blue."

Most of the panels are original, and just by tapping you can hear the thicker alloy in the outer wings and the one, surviving pre-prod door. "The curves on the front guards are slightly different too – they were obviously trying things out on the pre-production cars," says Tonks.

The rear tub is also prototype, though the rear lights are later additions; the tailgate is pre-production with a lot more reinforcement than the final spec. The bonnet, windscreen and axles are all original. The engine is seized, but it too is original, stamped number 6. The brakes were an experimental Lockheed system, later converted to production-spec Girling. The plan is to re-make the Lockheed system from scratch using archived drawings. Amazingly, the steering wheel is original too, its Bakelite proudly polished up by the Classic team. How on earth did that brittle plastic survive 70 years of neglect and hardship? There are so many details that make you shake your head in wonder.

"It's undoubtedly the most original survivor of all the pre-production cars," says Tonks.

Most amazing of all, though, is the condition of the steel chassis. Hand-made back in 1948, it was galvanised, unlike the later production cars that were painted (galvanising was dropped for mass production because of the finishing required, drilling the zinc out of all the blocked-up bolt holes). Climbing under the car for a closer look, the chassis is amazingly solid given it spent the best part of four decades planted in the ground like a carrot: here and there you can still see the silvery galvanised finish; elsewhere there's a white, salty looking crust, but no rust and no ragged holes.

That can't be said of the bulkhead, the vertical steel wall between the engine bay and the cabin. This is the weak spot of all Series 1s, so much so they're re-manufactured and galvanised nowadays, for restorers. This car wasn't so lucky – again, it's clearly handmade and crudely formed compared to later production cars, and it was painted. The weather has ravaged the steel, and there are big holes in the footwells.

Of course, it can be fixed – cut out the rust and weld in the new – but the bulkhead question goes straight to the heart of the



challenge facing the Land Rover Classic team: how far should they go to restore this car? Should it be rebuilt at all? And if so, to which spec? Left-hand-drive Amsterdam? Or Welsh farmer sawmill? The bulkhead is key: there are lots of early Series 1s coming over from Australia these days with a lovely patina. But it looks really odd if the faded panels are left but the rusting bulkhead is restored to a glossy, greeny newness. Patina is as fragile as a snowflake – touch it and it melts away.

“It definitely won’t be a Reborn car,” says Tonks, referring to Land Rover Classic’s factory-fresh Series 1 program. “The idea is to preserve the patina – though to return it to a proper, functioning condition we do need to decide, what do we replace or repair? Do we repair then ‘age’ the bulkhead, so it looks in keeping with the rest of the car?”

Whichever way the team decides to go, the plan is for the car to take centre stage in Land Rover’s 70th anniversary celebrations this spring, and then it’ll be painstakingly dismantled, documented to death and rebuilt within 12 months (somehow).

But if you think that’s the last one, don’t worry. The other car at the Amsterdam show in 1948, chassis L05, has also never been found – it might still be

out there, sitting in a field or a garden, up to its axles. Even more intriguingly, the whereabouts of the original centre-steer prototype has never been conclusively pinned down either. Was it torn apart, or turned back into a Jeep and sold, or did Maurice Wilks save it and park it somewhere? I’ve decided to go to Anglesey this weekend, to start opening barn doors



Back to basics with Land Rover

As in life, things in the car world don’t turn out as expected.

Who in the 1950s would have thought Rover would dissolve into a memory while its postwar sub-brand, Land Rover, would mature from a crude aluminium-sheet 4WD to a highly reputable manufacturer of a string of luxurious off-road vehicles?

It gets even more unusual considering Land Rover only existed as a sub-brand to the Rover car company to make money for two or three years. Then the plan was for Rover to go back to making tonnes of money in the form of passenger cars for the postwar premium market.

To see why a person in 1950s England would have scoffed at any notion of a luxurious Land Rover, I give you exhibit A: a 1953 Series I short wheelbase “Landy” so utterly basic it is as desirable to a petrol-fed Baby Boomer as chocolate.

I used the word “utterly” because basic alone cannot accurately portray the Landy’s design, engineering and road holding features. It clearly conjures up images of a farmer’s day in a rain-sodden Welsh paddock, made for one thing in mind — work — and with scant regard for the petty luxuries of postwar Britain such as warmth and comfort.

The Land Rover was the child of Rover’s chief designer Maurice Wilks. Clearly he didn’t bring his work home.

In 1947, he created a utilitarian, box-shaped vehicle to fill much-needed production at Rover and settled on the Land Rover concept after owning a war-service Jeep for use on his own rain-sodden Welsh farm.

Much of the prototype used Jeep design concepts and components, though by the time production started in 1948 the central steering wheel — a tractor-like inclusion — was gone yet farmer-favourite ideas such as power takeoffs (PTOs) remained.

This 1953 Series I 80 (for inch, equal to a 2032mm wheelbase) “Landy” is not unlike the first one made in 1948. This one was sold new in Perth at Rover agents Fauls for £930, the equivalent of \$1860 in 1953 and in today’s money, effectively the same as \$32,310. It was traded in at Fauls by its Dongara owner and sold to a buyer in Kwinana for £375 (\$750 and equivalent today of \$10,900) on May 7, 1960. Then, 18 months later it sold again for the same price to a buyer in Minnivale near Wyalkatchem. It was sold to a Perth collector this year after previously living in Capel wearing the licence plate BSN 801. He had an inkling to buy a Willys Jeep and accidentally saw the “for sale” sign on this Land Rover.

“I had owned Land Rovers in the past so I had some history there,” he said. “This car had been off the road for some time though it was regularly used on a property and when I first drove it, it ran very well.”

The owner said it was presumed to be one of the Port of Fremantle’s fleet of vehicles when it had its original Bronze Green paint colour. That has later proved to be unlikely, though certainly the Fremantle port had a big number of vehicles including short-wheelbase Land Rovers.

It was restored in the 1990s and the grey paintwork appeared. Since then the previous owner fitted a new canvas hood that is part of an extensive network of restoration products being made in the UK.

The operation of the Landy is quite simple — ignition on, find the starter button (it is on the centre dashboard panel and looks like a dip switch), crank it over with a bit of choke and find first gear.

The steering is heavy, the turning circle quite wide (so no change for the brand) and the engine and transmission noise is, to be kind, uncomfortable. But acceleration is brisk and the Landy feels nimble and almost athletic.





This Series I has the 2.0-litre petrol engine and part-time 4WD, replacing the pre-1951 model's 1.6-litre petrol and constant 4WD system.

Build up some speed and the lack of a steering damper and 1950s suspension geometry produce an alarming habit of following any road surface kink or camber, requiring constant attention to its road space.

There's no synchromesh on first or second gears, but the engine is surprisingly torquey and most corners can be managed in third. The four-speed gearbox is also a boon and better than the Jeep's three-speed transmission, though it makes little difference to a top speed.

The Landy is claimed to be able to crack 100km/h though it takes a braver driver than I. Even at 70km/h it all feels unpredictable and wisely the owner told me he quickly discarded the idea of driving his new purchase back from the South West.

There could be a lot of thought put into making this an easily repairable machine in the field. Sadly, that forethought went missing and, as told by a friend who had to work on these in the army, crazy things included having to take the gearbox out through the roof because it sat on a chassis rail.

The driver sits on the fuel tank and has to remove the cushion to expose the filler cap and its filter beneath. There are longitudinal seats in the back for travelling with people you dislike intensely, while there's three seats abreast up front.

The windscreen folds flat but you have to remove the spare wheel from the bonnet and mount it in its alternative position behind the front seats. Likewise, the doors fold back to the front fenders and can then be lifted out of their hinges.

Then there's a bank of instruments in the centre console but good luck if you can read them. There are, of course, no seatbelts or radio, carpets or side windows (though the clip-in perspex sliding panes and steel frame were optional). This model of Land Rover was the first to have the headlights in front of the metal grille (previously behind the grate that some owners doubled as a barbecue plate) and moved its parking lights from the windscreen pillars to the front fenders.

The example here has been modified and now has latter-day indicators (replacing the optional semaphores) and parking lights in the front fenders.

The Series I was replaced in 1958 by the Series II, the first to receive attention by the Rover styling department. You may, however, never spot the difference.

Land Rover 80 Series I

Price new \$1860

Price now \$15,000

Built 1953

Engine 2.0-litre four-cylinder

Outputs 44kW/137Nm

Transmission Four-speed manual

0-100km/h Friday

Thirst 12.0L/100km



The
LAND ROVER

THE
"Go anywhere" VEHICLE

Everything You Need to Know About Diesel

We take a look into what's happening with the diesel market

Diesel is dead because diesels are dirty.

Ever since 2015's dieselgate emissions scandal, when Volkswagen manipulated its vehicles to produce fewer oxides of nitrogen (NOx) only while the vehicle detected it was being tested, this has been the hyped accusation.

Europeans have long loved diesel engines, but North America has rejected them, while Australia (as with its geography) sits mid-field. Last year diesel made up 35 per cent of petroleum sales, with diesel fuel sales increasing by around 105 per cent since 2000.

SUVs and 4x4 utes powering Aussie diesel growth

Thank (or blame) the mining boom and our love of SUVs and dual-cab 4x4 utes, which has seen the segments move from 71,268 and 35,718 sales respectively in 1997, to a whopping 456,646 and 165,797 in 2017. Of last year's numbers, about half of all SUVs and a huge 147,190 dual-cabs were diesel, while for context, petrol-powered passenger cars fell from 540,353 in 1997 to 450,012 in 2017. So buyers still want diesel in big cars, then.

Diesel contains marginally more energy than petrol (35.8 versus 34.2 million joules per litre) so less fuel can be used to achieve the same outcome. But diesel can also ignite spontaneously without the spark plugs of a petrol engine – called compression ignition – thanks to its tolerance for an extremely high compression ratio. High ratios work each piston stroke harder to deliver more torque, reduced fuel usage and a combination thereof.

The negatives of diesel

The downside is the engine and driveline components have to be built stronger to withstand the pressure, and these days they need turbocharging to perform. Hence Australia's cheapest diesel, the Hyundai i30 Go, asks \$2500 more than its petrol equivalent. In the small car class that percentage increase becomes hefty, and the economy difference usually isn't as broad as it is in heavier vehicles – a double whammy for diesel at that end.

With Australia's favourite vehicle, the HiLux ute, Toyota last year ditched the 4.0-litre non-turbo petrol V6 from the range due to lack of demand. It had a 10:1 compression, 175kW of power plus 376Nm of torque, and gugged 12.0 litres per 100 kilometres. Everyone for the same price picked the 2.8-litre turbo-diesel with 15.6:1 compression, 130kW, 430Nm, and 8.1L/100km – or about \$1000 saved on fuel over 15,000km. Oh, and high-versus-low compression is the reason you don't want to fill a diesel with petrol, as it will detonate the engine causing severe and permanent damage.

Environmental and climate change benefits of diesel

There are few climate change-related diesel downsides. Burning a litre of diesel creates 2.7kg of CO₂ versus 2.3kg for petrol, which is typically offset by the efficiency of an oiler. Local diesel is also closer to European standards than petrol, with the former achieving a sulphur mandate of 10 parts per million (ppm) since last decade, whereas the latter is stuck at 50-150ppm, making it one of the dirtiest forms of unleaded anywhere in the world.

Service stations will attempt to separate truck diesel from passenger (or 'premium') diesel as more families turn up on bowser forecourts previously dominated by greasy trucks, but it's mostly in the pump itself – high-flow being for trucks and smaller nozzles for cars/SUVs. The premium stuff does contain an increased number of cleaning and anti-foaming agents, with the latter helping to fill a tank faster and more completely, but they're minor points.

Unlike with premium unleaded, which boosts a fuel's octane rating, diesel's cetene rating equivalent is unchanged. The only other difference emerges in cold areas where 'alpine' diesel helps resist liquid turning lumpy in fuel lines. That isn't a problem for petrol.

Diesel and its vehicle emission problems

Vehicle emissions is the real issue, though. Diesel doesn't burn as cleanly as petrol and it contributes significantly more to air pollution via carcinogens such as oxides of nitrogen (NOx) and other particulates.

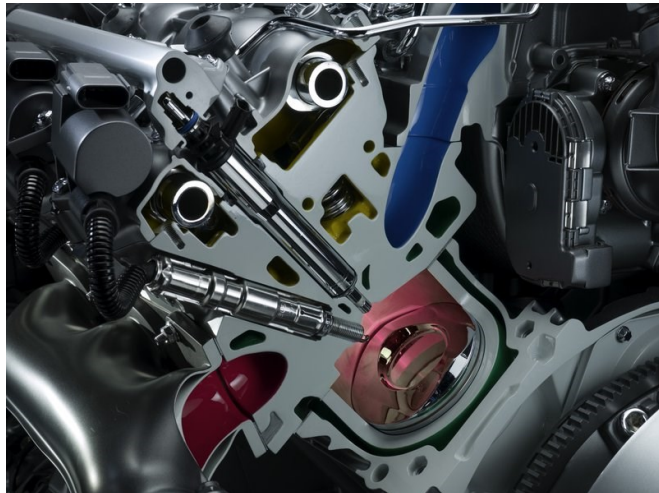
Current Euro V emissions standards allow diesel passenger vehicles to emit 180 milligrams of NOx per kilometre driven, three times higher than petrol's 80mg/km limit. Meanwhile diesel light-commercial vehicles (LCVs) can emit 280mg/km versus a petrol LCV's 82mg/km. Many vehicles already meet stricter Euro VI emissions standards, but most diesel utes don't and there is no timeline for the stricter mandates to be introduced locally.

It's only a matter of time before the NOx noose attempts to swing diesel's way, because eventually that Euro VI standard will more than halve passenger diesel NOx limits to 80g/km, while the Hi-Lux class will be in for more than half a cut to 125g/km.

Indeed, a HiLux diesel goes right up to Euro V limits with 162.6mg/km (2.8L auto) to 261.5mg/km (2.4L auto), where a Euro VI-rated Volkswagen Amarok V6 manages 109.1mg/km.

Tips to reduce diesels emission issues

Diesel will live or die on its post-combustion exhaust treatment of such emissions. Most have diesel particulate filters (DPFs), which is a steel chamber packed with cordierite and silicon carbide filter walls to trap nanoparticles before remaining gases



pass out of the exhaust pipe. When electronics detect they're full, an injector blasts the DPF with fuel and heat and oxidises the particles into tinier matter that matters less.

Low-speed urban driving with insufficient engine temperatures causes the DPF to fill without time to automatically burn off, however. With HiLux, Toyota recommends revving the engine for up to 30 or 40 minutes at idle. Most say to drive at 20km/h or higher for 20 minutes to allow 'regeneration' to occur. In any case the best way to avoid clogging is to take diesels for regular freeway runs.

DPFs also rely on the engine to be well-maintained with low-ash oil and tight intake hoses to obtain the correct feedback from all sensors – which could degrade in the long term.

Meanwhile, exhaust gas recirculation (EGR) swirls burnt gases back into the cylinders to help reduce NOx emissions, and some vehicles are equipped with AdBlue; which is a one-third urea to two-thirds ionised water fluid that further curbs NOx through selective catalytic reduction (SCR). AdBlue can be bought from a service station for as little as \$1 per litre, a separate tank of which should last 5000km to 20,000km.

Brands such as Volvo have called off diesel development, but Mercedes-Benz has targeted 30g/km of NOx for its diesels by 2020, while Bosch believes that refinement of current technologies could see the elimination of particulates from diesel engines by the same year.

Either way, a new Benz A-Class diesel already achieves NOx of less than 60mg/km owing to, "exhaust-gas after treatment close to the engine as well as multiple exhaust gas recirculation (EGR) with high- and low-pressure EGR [and] an SCR catalyst with AdBlue exhaust fluid." It all highlights how post-combustion treatments will need to hold up diesel's entire future.

Land Rover Owners' Club of Gippsland, Minutes of Meeting Held On Monday the 1st of October 2018.

Meeting started at Gippsland Land Rover showrooms at 8.05 pm.

Attending: David Murray, Eric Shingles, Ken Markham, Susan Markham, Don Little, Shirley Little, Helen MacRae, Alan MacRae, Terry Heskey, Mick Hammett, Russell Hodgson, Lois Rose, Greg Rose, Alan Harlow, Tonee Harlow, Jan Parniak, Colette Parniak, Annette Fleming, Bob McKee, Ross Howell, Sue Howell, John Kerr, Heather Kerr, Wayne Foon, Sharna Foon, Brian Johnson, Charlie Calafiore

Visitors: Richard Beilharz, Peter Durrant, Kay Durrant

Apologies: Ray Massaro, Barb Heskey, Rod Catchpole, Loris Catchpole, Jim Hood, Jill Beck

News From Travellers:

Rod and Loris are still away and have sent an email regarding the Cup Weekend at Moruya, but most others all seem to be back and well from their travels to warmer climes.

Minutes of Previous Meeting:

Moved: Wayne Foon

Seconded: Mick Hammett

Business Arising: Annette Fleming noted that she has been listed as both attending and as an apology at the last meeting, but was in fact in attendance.

John and Heather Kerr's apology had been omitted.

Correspondence:

In: Nil, Out: Nil

Emails:

In: Nil

Out:

To Marco Tripodi, thanks for chairing the LROCG Annual General Meeting.

To Marco Tripodi, thanks for judging the photo competition.

To Four Wheel Drive Victoria, confirmation of a membership.

Treasurer's Report:

Moved: Alan MacRae, Seconded: Wayne Foon

Publicity Officer's Report:

Charlie Calafiore advised that the next meeting (being 6 weeks away) will most probably (90%) be held at a new location, hopefully the new home of Gippsland Land Rover, and will incorporate a tour of the new premises. The exact location will be confirmed closer to the date should we need to utilise another of the group's buildings.

By that time, Charlie will have been to Sydney, test driven and been fully educated on the new all electric Jaguar iPace.

Editor's Report:

"Hope you like the newsletter; always looking for more stuff..."

Webmaster's Report:

Site has had 71 visitors, 252 page views; 32% from mobile access. After the reminder went out during the month there was a spike of <100 views. Website photo quiz will begin again in the coming weeks.

Technical Report.

Beau Missen has now left the Gippsland Motor Group, but is still willing to address any questions or concerns, via Greg, if needed. Beau has taken on a Snap-On-Tools Franchise. We wish him all the best in his new endeavours. Mark is now the Workshop Foreman. Matt is still Service Advisor and Steve is still in Spare Parts. Contact names and numbers will be published after the move to the new workshop.



No, Eric didn't win anything at the auctions, (this month!)

Events Co-coordinator's report:

Future Events:

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

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

November. Monday the 19th, Tuesday the 20th and Wednesday the 21st. 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. 12 members are booked in. Some will go on the Sunday in preparation for the Monday.

NB: Craig Murray probably is going up on Saturday for a walk into Moroka Junction on Sunday. If others would like to join him, you are more than welcome.

Sign up with Park Connect if attending; Wayne can help if needed.

Greg will give out information packs at the November meeting.

December. Saturday the 1st.

"Tullaree", the home of the "Lady of the Swamp" open day at Tarwin Lower.

Contact Eric Shingles for details if interested in going. Bookings are required.

December. Sunday the 2nd. LROCG December meeting and Christmas picnic. Cowwarr Weir.

Alan MacRae to contact Southern Rural Water to advise.

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.

Trip leaders Wayne and Sharna Foon.

2019.

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

Ian Blake has volunteered to oversee the site during this event.

Discussion on theme raised, with a possible focus on our volunteer work with Parks Victoria being the most likely.

March. NOTE: Charlie Calafiore's advertised Dinner Plain Trip will not go ahead. This can be revisited in coming years.

Sunday the 17th. Avon River Area Trip.

This trip will be in the Avon River area. Trip leader Greg Rose. See trip advice in the newsletter.

Four Wheel Drive Victoria Delegate's Report.

Greg Rose will be attending the FWDV Regional Representatives, with Mike Dower, Area Chief Ranger Parks Victoria, at meeting in Mansfield on the weekend of October the 13th and 14th.

Trackwatch magazine. All members should have their September Trackwatch by this week. Note half page article on LROCG members vehicles on display at Gippsland Land Rover and photo of club members working at Wonnangatta.

General Business.

Photo competition finished at midnight on the 21st of September. Marco Tripodi, Dealer Principal Gippsland Land Rover, judged the entries on Monday the 24th of September.

3rd Prize – Carol Hodgson. ARB merchandise donated by ARB Traralgon and a Land Rover book donated by Shaun and Siobahn & Land Rover Experience.

2nd Prize – Craig Murray. Land Rover hat and scarf set donated by Gippsland Land Rover and a Land Rover book donated by Shaun and Siobahn & Land Rover Experience.

1st Prize – John Kerr. \$250 worth of Land Rover merchandise donated by Gippsland Land Rover.

There were 33 entries in the competition. All entries shown at the meeting.

New LROCG Photo Competition. Land Rover related photos. These can be of any Land Rover or part of a Land Rover. Maximum 4 entries per member. Entries close at midnight Friday 26th of April. See full details and conditions details in the newsletter.

Bob McKee has asked for clarification on insurance coverage whilst on club activities.

Ian Blake has asked if anyone can please source chair leg caps to replace those lost during the moving of the donated chairs from Jim Hood. Annette Fleming to source, with Clarke Rubber being recommended as the best source.

Alan Harlow advised there is a second hand pod trailer available if anyone interested in buying one. Ex Gippsland Swimming, at a good price.

The meeting was closed, and the night concluded with Eric Shingles giving a talk on his Unimog, and Wayne Foon doing likewise with his Parks Victoria Forest Fire Management Mercedes G wagon, which had both been driven into the showroom for the meeting.

Both very interesting vehicles. See article in newsletter.



Hoody's new bull bar

LROCG and the Wonnangatta Iconic Drive.

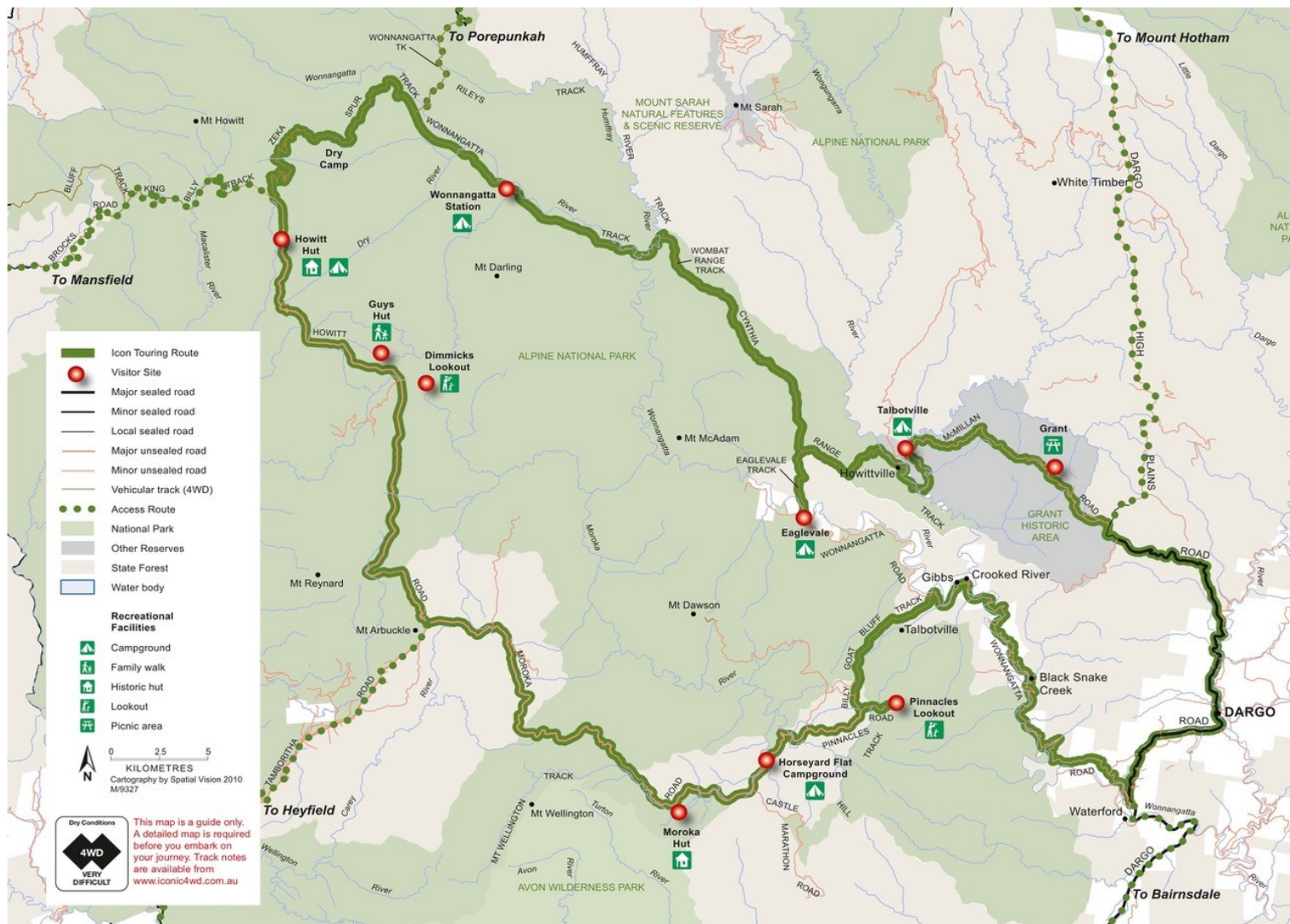
What is it about the Wonnangatta Valley that attracts four wheel driver visitors from all over Australia? Is it the mystery of the unsolved murders of Barclay and Bamford in the summer of 1917/18, the fact that vehicle access is only possible by four wheel drive or trail bike, the splendor of the surrounding mountains viewed from the valley or the excellent camping sites?

Whatever the attraction Wonnangatta regularly features in the 4x4 media and is a “must do” for Australian four wheel drivers. It’s on four wheel drive tourers lists with Cape York and the Simpson Desert. It is so important that it is one of Four Wheel Drive Victoria’s Iconic 4x4 Adventure Drives. The Iconic Drive is a loop, with Wonnangatta Valley as its key attraction, taking in other places in the Alpine National Park and various campgrounds and entry points. Four Wheel Drive Victoria suggest that the drive be enjoyed over three days. Enter “Wonnangatta Iconic Drive” into your computer search engine you can read the text and trip notes that accompany the map.



If you study the map of the Iconic Drive you will see that nearly all the places our club has worked at, with our partners Parks Victoria, are part of the route. Talbotville, Horseyard Flat, Moroka Hut, Howitt Hut and Kelly Lane are all considered to be part of the Wonnangatta Drive experience. We have undertaken work in Wonnangatta Valley itself and our November work at Eaglevale also falls into the area of the drive.

The Land Rover Owners Club of Gippsland, as we all know, is highly regarded by Parks Victoria. For a club of our size we contribute significant amounts of volunteer hours. The work we have undertaken will have an impact on both the Alpine National Park and the overall visitor experience for years into the future.



The fire rings we construct reduce the number of informal campfires and help decrease the number of fire scars that used to be everywhere in camping areas. The table and seat sets are very popular with campers allowing for meal preparation, setting up a gas stove and just sitting around enjoying all that camping has to offer. Our work on blocking off informal tracks through camping areas improves safety and maintains the environmental values of the campsites. All the other things we do like repairing fencing, building new fences, bollards, hut cleaning, painting, hut repairs, erecting signage, checking and replacing hut and walking track books, digging out fire pits, collecting rubbish, cutting grass, removing old broken tables and filling in fire scars are important to the welfare of the Park. As a group we have also participated in weed identification, walking track assessments and had input into the future works planning by Parks Victoria.

I would encourage new members of the club to come along on one of our joint ventures with Parks Victoria. These activities are an important part of the club year. You are able to work at your own pace doing tasks within your comfort zone. The Parks Victoria Rangers are fantastic at looking after our welfare. We get to some amazing places and there is usually a special bonus track or secret place to visit as part of the activity.

Talk to Wayne Foon, active club member and our Parks Victoria contact Ranger from the Foothills and Southern Alps team at Heyfield or myself as our club liaison person with Parks Victoria and Four Wheel Drive Victoria Regional Representative Southern Alpine National Park.

Greg Rose.



Show And Tell Mercedes Style.

Do you remember your school days when there was show and tell? There was always a child in your class who had the best news or new toy that put everyone else's show and tell to shame. Move forward into adulthood and it still happens. At the October club meeting Eric Shingles and Wayne Foon were the people who outdid everyone else.

Eric probably wins with his spectacular entry into the showroom with his ex military Unimog. Chairs were hastily moved as the beast lumbered up the access ramp and onto the tiles. The Mercedes-Benz Unimog (Truck, Cargo, Medium, MC2, 4x4, Mercedes Benz U1700L, W/Winch) has a 5.7 litre diesel engine, a manual transmission with 8 forward and 8 reverse gears; 470mm ground clearance, a fording depth of 1.2 metres and can climb a 60% gradient. Impressive. The winch is designed to move planets out of their orbit. Eric acquired the truck from the Sydney auction of ex military vehicles.



Wayne's show and tell wins the gadgets award. With Forest Fire Management branding the vehicles are slowly being introduced to the Parks Victoria fleet statewide. The ultra light tanker is a dedicated fire-fighting unit based on the Mercedes Benz G Class Professional (more commonly called G Wagon). These vehicles are similar to the G Wagons that replaced the Land Rover Perentie fleet in the Australian Army. The V6 diesel engine is just under 3 litres in capacity and produces 135kW of power and 400 Nm of torque. The gearbox is a 5 speed automatic with high and low range and 3 differential locks. The whole vehicle has been designed with occupant safety being the key criterion. The large structure over the cab is to minimise injury from falling tree limbs. Forest Fire Management (DELWP and Parks Victoria) staff must pass a rigorous multi day training course before they can use the vehicles operationally.

If the G Class Professional takes your fancy, especially as the Defender replacement seems a long way off still, Charlie told





the meeting the base model cab chassis could be in your garage for \$130,000. The FFM versions cost the State Government around \$200,000 and have an expected work life of 15 years with an engine replacement at half service life. EarthCruiser, the Australian expedition vehicle company, do a motor home version, which sells for \$347,000.

Thanks to Eric and Wayne for bringing the unique vehicles to the club meeting.
Greg Rose.

Wodonga hosts statewide firefighter training

A fleet of Forest Fire Management Victoria's (FFMVic) new Unimog firefighting tankers will converge on Wodonga and surrounding region this week as part of a statewide driver training program. "Training our drivers to operate the new fleet ahead of the peak bushfire season is critical for our ability to respond to fires, and help keep the community safe," Andy Wernert, District Manager Upper Murray, said. "North east Victoria provides a great environment for us to deliver our driver training, for both the varied terrain we are able to cover and the sheer beauty of the region." "Local residents may see the fleet of eleven Unimogs rolling through their townships, and I'd like to thank everyone for their patience while we undertake this important training."

"Thirty firefighters from across the state are undertaking the training. Once completed FFMVic will have more than 200 trained Unimog drivers this fire season." This fire season FFMVic will have 41 Unimogs ready to be deployed across the state. The Unimog is an all-terrain, purpose-built vehicle that is equipped with the latest in firefighting technology. It has improved off-road driving capability and is fitted with the unique Falling Object Protection System (FOPS). Unimog tankers have a water carrying capacity of 4000 litres and are built to accommodate four firefighters.

"The introduction of the Unimog heavy tanker to FFMVic's fleet improves firefighting safety and our ability to reduce the impact of bushfires on local communities," Mr Wernert said.

At short notice I attended this media briefing in Wodonga Tuesday morning. Told them I was from 4WD Victoria which they said "ah yes, you guys do a great job" Only the local TV channels were there and no one else, except myself. I took plenty of photos and will put together an article for Trackwatch over the next few days. Luke Morrison (the organiser) from Forest Fire Management was impressed that we will put together an article about it all, so I assume it will be in print? I even managed to get filmed by the four different local TV channels for local television tonight, although no guarantee that I will appear. I was even asked if I wanted to go for a ride in one of the Unimogs on a 2km drive which had two TV cameramen in it filming the driver and surrounds. *(I hesitated for just one second before jumping on board!)* I am in the back seat as the firetruck drives along the roads! *(I would have thought TV stars would be in the front seat but anyway!)* After the media had departed I was invited to sit in on a 45 minute briefing given to all the Parks and DELWP people there for training (about 50 of them) on the initial basic checking of the vehicle. All in all, a very impressive morning, and vehicle. They were all staying at the very nice Quest Hotel for a week of training.
Graeme Walsh



The Elephant in the Land Rover Dealership showroom is a

This story begins many years ago at the first Australian ex Army Land Rover auction in Cheltenham, at which I met Eric Shingles, a fellow LROCV member, a dedicated Gippsland Dairy farmer and exceptional collector of Land Rovers. At that first auction we ogled over the Perenties, and never for one moment contemplated bidding for anything else. Things do change. Read on.

At a recent Land Rover Owners Club of Gippsland monthly meeting, at which I was a visitor, held in the showroom of Gippsland Land Rover, an extraordinary "Show and Tell" took place. This Land Rover dealership sponsors this friendly club through the generous support of their manager Mr Charlie Calafaire.

On the night of meeting there in the dealership showroom amongst the latest impeccable Land Rovers and Range Rovers was an ex-Army 6x6 Perentie, a bevy of club member's older Land Rovers spanning 70 years of the Land Rover heritage. A veritable exhibition of Land Rovers for viewing by the local Gippsland community. There too was one of the newest Mercedes G Wagons, DELWP's latest "Forest Fire Management" acquisition. The night was a testament to Greg Rose's [LROCG President] recent article in the Track Watch magazine focusing on the beneficial relationship between LROCG and the Dealership. Not to mention LROCV have a close relationship with this club too.

But wait there is more! There was an Elephant in the showroom. Parked right opposite the meeting chairman and towering over seated club members, was an ex-army Mercedes Benz U1700L UNIMOG, dominating everything. This long reputed legendary off road monster vehicle. Yes! Eric did get one.

Awesome, seeing this I could not help thinking. If Hannibal had UNIMOGs instead of elephants he would have done more than cross the Rubicon etc. If he had the showroom's impeccable new Land Rovers he would have done the same and in comfort. If you go to Gippsland Land Rover and see Charlie you too can have a new 4x4 too. The world's most versatile 4x4 "comfort" machine a Land Rover off course, not an Elephant.

I wonder how back at the dairy farm things have changed. One thing for sure Eric has a most understanding partner without whom this story would not have been possible. The cows too, what did they think now that they have less room in their shed, did they welcome the MOG or think it's a lot of bull ?

For me seeing this monster in the showroom dominating this exceptional club meeting was a bit like the mountain coming to a LROCG meeting and not Visa-Versa and a celebration of my love affair with the MOG without upsetting my wife.

Thanks goes to David Murray as truck co-driver from farm to meeting (the MOG is not registered so Eric piggy backed it on his semi to the meeting), David you pose a good photo too, so too does Ross Howell in front of the G wagon and Perentie, Wayne Foon for arranging the G wagons appearance.

As Eric "The Mahout" demonstrated in the semi loading photo, a machine like that is a lot of work see the heavy chains used for securing. Technical specs? - Well to my mind the MOG compared to LRs, is like an ELEPHANT to GAZELLES. I'm impressed with the MOG dominating the meeting. Also the impeccable Land Rover range of vehicles, the club and its members, a memorable meeting.

Words by; Richard Beilharz, LROCV,
Photos by; Greg Rose and Richard Beilharz.



A couple of photos from Parks Victoria that will be of interest to club members



Parks Victoria Ranger Sam, Foothills and Southern Alps team, Heyfield, with the newly painted "volunteer trailer". This trailer will have the logos of all groups that work with the FSA team and be fitted out with tools, water, etc. for volunteer activities. The Land Rover Owners Club of Gippsland logo will be on the trailer. Note that Sam is also wearing the new Parks Victoria uniform.



Parks Victoria Rangers Bernie and Sam in front of the refurbished Talbotville toilet. The two Rangers have replaced the ageing wall panels with new wooden panels. There are plans to re-establish the second toilet at Talbotville in the future.

Avon River Area Trip.

Trip Date: Sunday the 17th of March 2019.

Meeting Time: 9:30.

Meeting Place: Heyfield, the park on the right hand side heading through town near the round-a-bout and Timberline service station. The park has a playground, toilets, etc.

Trip Standard: Medium difficulty, some water crossings, low range will be needed for some hills. If we have the predicted dry summer the tracks will be very dusty.

Trip Limit: Maximum 8 vehicles. You will need to book in with Greg or Lois at a meeting or via email or phone.

Maps: The trip area will be on the Hema High Country West map.

Trip Leaders: Greg and Lois Rose.

The plan is to travel some of the tracks in the Avon River area. Plan for a maximum couple of hundred kilometres loop from Heyfield back to Stratford. The tracks are generally in good condition with a hard base and some rocks. Water crossings are easy. The exact route will be planned closer to the date taking current track and weather conditions into account.

You will need:

Reliable vehicle in road worthy condition.

Tyres in good condition with a good spare, jack, wheel chock, wheel brace to fit.

Fuel for at least 200 km.

Basic recovery gear. First aid kit.

Fire extinguisher.

Food, drinks and any personal medication for the day.

Sunscreen, hats, insect repellent, etc.

Two FWDV personal details forms in sealed envelopes with the person's name clearly on the front, for each person in your vehicle – one to stay in your vehicle, one to be given to the trip leader at the start of the day.

Chairs.

Camera.

Important note: This trip is in a reasonably remote area with very few quick exit points. Communication by phone is very limited. In accordance with club policy, if it is a day of declared Total Fire Ban or a forecast of significant rain or damaging winds, this trip will be cancelled.

Life explained

On the first day, God created the dog and said: "Sit all day by the door of your house and bark at anyone who comes in or walks past. For this, I will give you a life span of twenty years." The dog said: "That's a long time to be barking. How about only ten years and I'll give you back the other ten?" So, God agreed. On the second day, God created the monkey and said: "Entertain people, do tricks, and make them laugh. For this, I'll give you a twenty-year life span." The monkey said: "Monkey tricks for twenty years? That's a pretty long time to perform. How about I give you back ten like the Dog did?" And God agreed. On the third day, God created the cow and said: "You must go into the field with the farmer all day long and suffer under the sun, have calves and give milk to support the farmer's family. For this, I will give you a life span of sixty years" The cow said: "That's kind of a tough life you want me to live for sixty years. How about twenty and I'll give back the other forty?" And God agreed again. On the fourth day, God created man and said: "Eat, sleep, play, marry and enjoy your life. For this, I'll give you twenty years." But man said: "Only twenty years? Could you possibly give me my twenty, the forty the cow gave back, the ten the monkey gave back, and the ten the dog gave back; that makes eighty, okay?" "Okay," said God, "You asked for it." So that is why the first twenty years we eat, sleep, play and enjoy ourselves. For the next forty years we slave in the sun to support our family. For the next ten years we do monkey tricks to entertain the grandchildren. And for the last ten years we sit on the front verandah and bark at everyone. Life has now been explained to you.

Some pictures from Cooma 2018



Hoody says;

How does Moses make tea? Hebrews it.
 Venison for dinner again? Oh deer!
 A cartoonist was found dead in his home. Details are sketchy.
 I used to be a banker, but then I lost interest.
 England has no kidney bank, but it does have a Liverpool.
 I tried to catch some fog, but I mist.
 They told me I had type-A blood, but it was a Typo.
 Jokes about German sausage are the wurst.
 I know a guy who's addicted to brake fluid, but he says he can stop any time.
 I stayed up all night to see where the sun went, and then it dawned on me.
 When chemists die, they barium.
 I'm reading a book about anti-gravity. I just can't put it down.
 I did a theatrical performance about puns. It was a play on words.
 When you get a bladder infection, urine trouble.
 Broken pencils are pointless.
 What do you call a dinosaur with an extensive vocabulary? A thesaurus.
 I dropped out of communism class because of lousy Marx.
 I got a job at a bakery because I kneaded dough.
 Velcro - what a rip off!
 Don't worry about old age; it doesn't last.
 You can't have everything, where would you put it?
 The things that come to those that wait may be the things left by those who got there first.
 The most memorable days usually end with the dirtiest clothes..

Roads are for cars...



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