

LAND ROVER OWNERS' CLUB

OF GIPPSLAND
MAY 2019 NEWSLETTER



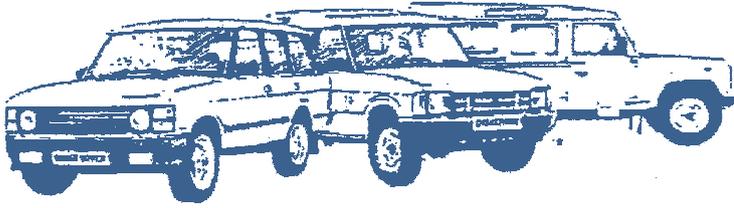
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Immaculate 1992 Land Rover Discovery 200tdi

Buying a first-generation Land Rover Discovery used to be cheap. However, the market is changing and now is the time to secure a solid example. The Land Rover Discovery has endured hard times in the used car marketplace. What was once a costly British 4x4 with luxurious touches and cultural stamina has lived in the doldrums of the value trough. Until lately, that is.

As the Range Rover Classic has quickly become one of the most desirable, sought after and expensive collector cars on the planet, those of more rational or 'peasant status' have turned to the humbled Discovery in search of everyday practicality with up-coming collector car status. Besides offering almost identical running gear and similar off-road prowess to the Range Rover, Land Rover's Discovery ticks all the boxes without plundering your bank account.

As a comfortable and commanding city cruiser, the retro design never fails, and freeways are nothing if not relaxed. When it boils down to solid all-rounders, the Discovery remains your best bet on a budget. Unless you go for the V8...

Although the riotous eight-cylinder serves up rampant horsepower, lush acceleration and an oh-so-moreish exhaust note, it also devours fuel at an alarming rate.

Sensible money would bag a diesel unit. While powerplants running on devil's fuel feel less sophisticated and more sluggish, they don't take away from the vehicle's ability to provide a hybrid of Range Rover and Defender mantra.

However, there is a catch. You'll struggle to find a good one. As most were cheap and the market was plentiful, nearly all early Discovery variants have been dismantled for parts, chopped into bobtail hillclimb vehicles, or simply run into the ground with lack of mechanical sympathy.

That's why this one is so special. Not only is this 1992 Discovery a highly sought-after three-door model, but it also boasts of immaculate diesel drivetrain. There's even functioning Air Conditioning, too. The price may seem steep to those who don't understand the 4x4's attraction, but to collectors the message is clear. You can't get a solid first-generation Discovery on the cheap anymore. And, trust us, regardless of reliability, these things are set for certified collector car status.



This month's cover; Ian Blake's Defender looking over the Latrobe Valley



Land Rover Owners Club of Gippsland 2018-- 2019 Committee

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2020 Land Rover Defender gets mod make-over

The world's favourite mud-plugger and city street fighter, the iconic Land Rover Defender, is finally about to enter the 21st century.

After more than three years of development, in the harshest conditions on the planet, an all-new Defender is expected to go public at the Frankfurt Motor Show in September ahead of a local launch in 2020. Land Rover is stoking the excitement with a pictorial roll-out that now includes the first clear, but still camouflaged, pictures of the Defender from all angles. The look is modern, with a touch of the Discovery and Range Rover, as test cars are put through a variety of tests from deep mud to rocky boulders.

It's the long-awaited replacement for the boxy original that starred in 1948 and survived right through to 2016.

Along the way it was used for everything from Arctic exploration to plowing, firefighting and warfare with military units including the Australian army. But, surprisingly, it also became a counter-culture hero in many of the world's major cities including London and Sydney with hippies, greenies and weekend urban escapees.

Trying to tick all those boxes, while staying true to the unbreakable spirit to the original Land Rover, has provided a major task for the development team at Jaguar Land Rover in the UK but their work is nearly done.

"We'll see it in early 2020. We don't have final timing yet because the details of the launch are still being finalised," the spokesman for Jaguar Land Rover Australia, Tim Krieger, tells *Australian Business Traveller*. But it's not just about off-road work and heavy lifting and towing, as Krieger says JLR is expecting strong demand with city dwellers who want something different in the garage.

"With the previous model, the highest selling dealers tended to be in the centre of Sydney and Melbourne. It had that cache," he says. "The appeal is the authenticity. It looks like nothing else. There is something unique and authentic about Defender that you cannot get in any other brand." Krieger has no doubt that the new-age Defender will be a hit when it lands. "The appetite in Australia is very strong. You only have to look at the resale values for the old Defender. Some of those are going for more than people paid when they were new. "And you have to remember that Australia was one of the few countries that sold the Defender right to the end. It's still a fresh nameplate here. So there is a lot of excitement around the new car."

Testing has now topped 1.2 million kilometres and fresh pictures, reflecting both World Land Rover Day – the anniversary of its debut in 1948 – and an involvement with the Tusk Trust and the Borana Conservancy in Kenya. In Africa, test cars will be put to work with towing, wading and carrying supplies. "You can only go on what's been stated, and chief designer Gerry McGovern has been very strong that it will be as tough and durable as the previous model. It is the Defender DNA."



2020 Range Rover adds supercharged and turbocharged inline-six with a 48-volt system

Further electrification comes to the flagship Land Rover. The 2020 Range Rover gets a new powertrain option, and it's a mild hybrid. Land Rover is taking the supercharged and turbocharged 3.0-liter inline-six it introduced on the Range Rover Sport HST earlier this year and spreading it around the lineup. It uses a lag-killing electric supercharger, and a 48-volt mild-hybrid system with an electric motor to fill in even more power as the turbo spools up. Just like the HST, Land Rover does not quote actual power figures from the electric portion of the powertrain. However, the inline-six will be available in two states of tune. One version called the P360 will get 355 horsepower and be the new base engine for the Range Rover. Then a P400 gets 396 horsepower, but it'll cost you. The P400 represents a \$5,250 premium over the P360 that starts at \$92,195, including the \$1,295 destination charge. That means you'll be paying \$97,445 for the base P400. Torque maxes out at 406 pound-feet, and 0-60 mph is quoted at 5.9 seconds for the P400. Land Rover doesn't specify acceleration figures for the P360, but we're sure it's just a little slower.

This inline-six is replacing the old supercharged V6 that was the base engine on the 2019 Range Rover.

It made 340 horsepower there, and had a base price of \$90,795. So yes, you're paying more, but you're also getting a much better powertrain on the 2020 Range Rover. Fuel economy isn't listed yet, but we'll assume there's an efficiency gain from the mild hybrid, too. This move is further entrenching electrification in Land Rover's lineup, as the Range Rover Evoque announced last year is also offering a 48-volt system paired with its 2.0-liter turbo four-cylinder. Other changes for the 2020 Range Rover include a new shade of grey and blue, in addition to a new 22-inch glossy black wheel. Land Rover says the 2020 model year vehicle is available to order now, and is also available to configure on Land Rover's website.



Jaguar Land Rover sales down in April

Tata Motors' Jaguar Land Rover said retail sales in April 2019 were down 13.3% year on year to 39,185 vehicles. The automaker said the recent launch of the Jaguar I-Pace EV and the sales ramp up of the redesigned Range Rover Evoque "continue to be encouraging, however, retail sales of other models were lower primarily reflecting the continuing weaker market conditions in China".

Retail sales were up 12.1% in the UK (where the total market dipped 3.4%) and 9.6% in North America (down 2.3% overall) but were offset by much lower volume in China (-45.7%) and in general overseas markets (-22.3%) with retails in Europe also down at 5.5% (1% slip overall in western Europe). Jaguar brand retail sales last month were 11,462 vehicles, down 13.7% year on year, while Land Rover retailed 27,723 vehicles, down 13.1%.

Jaguar Land Rover chief commercial officer Felix Brautigam said: "Although this was a tough month for us due to continuing pressures in China, we are delighted to see good growth in the UK and the US. Once again we strongly outperformed the UK market and the US marked its best ever April sales. This reflects the strength of our brands and continued demand for our unique and evolving product line-up. "Sales of the new Range Rover Evoque luxury compact SUV are starting to ramp up, as it is launched in an increasing number of countries following its global debut at the end of last year. In April, we [launched] the China-produced version at the Shanghai auto show."

Total JLR retail sales calendar year to date fell 9.1% to 198,101 vehicles.



New Land Rover to be built in Slovakia rather than UK

Production of the new Land Rover Defender will be in Slovakia rather than the UK.

Its engines will still be built here, but the vehicles will be assembled overseas, it was announced. Jaguar Land Rover (JLR) said the new vehicle will be designed and engineered in the UK, and will be unveiled later this year. A statement said: 'This

decision is in parallel with plans for significant investment at the company's Solihull plant in the UK to support the production of the next generation of flagship Range Rover and Land Rover models.' The last Defender to be built in the UK was at the plant in Solihull in 2016, ending almost 70 years of continuous production of the 4x4 and its earlier models. JLR said the new Defender has been designed and developed in the UK, at Gaydon in Warwickshire, but production will be at Land Rover's recently opened manufacturing facility in Nitra, Slovakia. This is the second model to be built at the Slovakia plant, which was officially launched in October, where JLR expects to hit annual production of 100,000 cars by 2020. The plant was built with an initial capacity of 150,000 vehicles and started by taking over production of the carmaker's Discovery model.

2020 LAND ROVER DEFENDER TESTING ALMOST FINISHED

Testing time at an African wildlife conservation agency, and then a world premiere for JLR's new-generation 4x4 hero in a few months. Land Rover's brand new, premium and more comfortable Defender icon is only a few months away from its Frankfurt motor show debut, which means we find ourselves in the midst of an interminable teaser campaign. Credit to JLR, though, for eking some good from a necessary evil. Today it announced plans for a clad prototype Defender to complete the final phase of field testing with wild-life conservation agency 'Tusk Trust'. A Defender prototype wearing camo will experience life at Kenya's Borana Conservancy towing heavy loads, wading through rivers and carrying supplies across unforgiving terrain over the 14,000-hectare reserve. By the time the new Defender makes its public debut later this year, JLR reckons it will have passed more than 45,000 individual tests "in some of the most extreme environments on earth".



Engineers have taken the test fleet to the 50-degree heat of the desert, the sub 40-degree cold of the Arctic, as well as up to 10,000ft altitude of the Rocky Mountains in Colorado. "In addition to the extensive simulation and rig testing, we've driven new Defender 1.2 million kilometres across all terrains and in extreme climates," said JLR's engineering chief Nick Rogers. "The incredible opportunity to put it to the test in the field, supporting operations at the Borana Conservancy in Kenya, with Tusk, will allow our engineers to verify that we are meeting this target as we enter the final phase of our development programme." The new Defender has been designed and developed in the UK, at Gaydon, but production will be at Land Rover's recently opened factory in Nitra, Slovakia. Spy photos show a suspension setup very similar to the current generation Land Rover Discovery 5, with independent rear suspension, an anti-roll bar, and what appears to be air suspension. The new Defender will be offered as both a short wheelbase three-door model, and a long wheelbase five-door wagon, and have a comparatively stripped-back cabin that's nevertheless light years ahead of the old agricultural model's. With the company posting heavy financial losses and undergoing a painful round of restructuring in comparatively recent times, Jaguar Land Rover will be hoping its second-generation Defender will be a sales hit as well as an image-builder. As we recently reported, we'll see the Defender in Australia from early 2020. "Australia is one of the few markets that continued to sell the old Defender right up to the end. So in a sense, the brand name is probably stronger in Australia because we haven't had this hiatus like some of the other markets who haven't sold it in a number of years," said a JLR Australia spokesman.

A clearer look at Land Rover's new Defender

As the Land Rover Defender marches toward an official reveal, 4x4 fans are getting the best look yet at the SUV. Defender prototypes have reached 1.2 million kilometers in testing. To mark the milestone, the brand has revealed an image of a far less camouflaged Defender clad in graphics of Tusk, a conservation group that has partnered with Land Rover for 15 years. The prototype will join Land Rover's Defender testing program and work in the Borana Conservancy in Kenya. So far, the Defender has passed more than 45,000 tests in various climates and terrains, including temperature extremes of 122 degrees Fahrenheit in the desert and minus 40 degrees in arctic regions. When it comes to elevation, Land Rover has tested the new Defender in locations 10,000 feet above sea level. The minimal camouflage on the prototype gives a better view of the Defender's profile. The best part of this image is that the prototype no longer wears the fake hood, which was recognizable as a false surface feature designed to preserve the secrecy of the final design. As expected, the real hood and front fascia profile are much more Discovery-like. Another bit of surface camo that was ditched was the squared-off roof, which also looked like a false surface feature. The real roof is far less boxy and more aerodynamic.



2019 RANGE ROVER ASTRONAUT EDITION REVEALED

Limited-run luxury, features space-themed appointments, and will be exclusively offered to Virgin Galactic's future astronauts.

Land Rover Special Vehicle Operations has taken the wraps off a special-edition Range Rover that could be considered 'out of this world'. Co-developed with Virgin Galactic, Richard Branson's space exploration division, the Range Rover Astronaut Edition features special appointments inside and out inspired by outer space. The exterior is finished in a unique Zero Gravity Blue, which Land Rover says is inspired by "the depth and intensity of the night sky", while the exterior puddle lamps project a silhouette of Virgin Galactic's SpaceShipTwo. Astronaut Edition badging completes the exterior look.



Meanwhile, the interior features a "crafted piece of the spaceship's front landing skid, which has been repurposed to form two discs within the front cupholders, with one has 'See you up there' engraved in it – referencing a quote Richard Branson regularly says to his fellow Future Astronauts – while the other features details of the space flight.

Land Rover says these rings can be swapped out with part of the wooden skid from the customer's own spaceflight, inscribed with the specific details of their adventure. Other bespoke touches included in the Range Rover Astronaut Edition include a 'DNA of Flight' graphic on the carbon-fibre centre console drawer line, with a similar motif also debased into the leather rear armrest. Solid aluminium door handles feature Virgin Galactic's Future Astronaut community constellation pattern, which also features on the rear of the front headrest and above the glovebox. Customers can also have their initials stitched into the headrests, should they wish.



Two powertrains will be offered with the Astronaut Edition: Land Rover's P400e plug-in hybrid which offers up to 42km of electric range, or the company's familiar 5.0-litre supercharged V8.

"Land Rover vehicles have been part of daily life for the Virgin Galactic team since the launch of the partnership in 2014," said Gerry McGovern, chief design officer for Land Rover. "The Astronaut Edition Range Rover is the next step on this journey and the chance for the Future Astronaut Community to celebrate our two brands' shared values of pioneering spirit and true sense of adventure. This vehicle really will take them Above and Beyond."



Pricing hasn't been announced for the limited-edition Range Rover, though we'd wager it'll cost a pretty penny.

Is PSA about to buy Jaguar Land Rover?

Holden's major supplier said to be eyeing an imminent purchase of JLR.

IT'S NO great secret that Jaguar Land Rover has been struggling of late. Since recording a \$4.8bn profit in 2015, a combination of a slump in Chinese demand, market rejection of diesel models and uncertainty over Brexit has seen it record some spectacular losses. In February, the company announced losses of \$6.3bn for the third quarter of 2018. Parent company Tata's patience, and financial largesse, will only stretch so far and a potential suitor is said to be circling – PSA Groupe.

The manufacturer of Peugeot, Citroen, Vauxhall and Opel and, by extension, supplier to Holden of cars like the Commodore and Astra, is said to be about to make an offer for JLR. "Post-integration documents" circulating amongst management of the

two businesses have been leaked, according to industry sources. These identify cost-saving benefits of integrating certain functions and PSA has form here. The French company's CEO, Carlos Tavares, spent years as Carlos 'Le Cost Killer' Ghosn's right-hand man during the financial rehabilitation of Renault. This year PSA-owned Opel–Vauxhall recorded its first annual profits in two decades after swingeing cost cuts that included major job losses. Unions on Thursday questioned what impact a deal could have on JLR's staff, who are already being subjected to 4500 redundancies as part of a \$4.65bn plan to reverse losses.

The two manufacturers adopted divergent stances on the news of the prospective purchase. Tata stonewalled in an issued statement. "As a matter of policy, we do not comment on media speculation. But we can confirm there is no truth to these rumours." PSA didn't bat the rumours away entirely. A spokeswoman for PSA Group said the company was "open to all opportunities that would create value on a long-term basis", but also noted that there was "no hurry" for PSA to make such a significant purchase.

Tavares has made it clear in the recent past that he considers JLR an attractive target, but didn't want a deal to prove a "distraction". In an interview with Autocar India in April, he reiterated the belief that there was a natural complementarity between the two companies. There's space for at least one premium brand sitting above DS in the PSA portfolio and the company was "considering all opportunities". Indeed, the purchase of JLR would also give PSA a ready-made toehold into the North American market.

In order to understand the relative financial muscle of the two companies, consider that last year, JLR's revenues stood at \$45.8bn against PSA Groupe's massive \$119bn figure. In the last quarter of 2018 JLR shifted 144,600 units versus 995,100 by PSA.

Jaguar Land Rover is far from the financial basket case that Opel appeared when PSA handed General Motors \$3.5bn in 2017. Its brands are well respected, it has invested significantly in future technology and it has been the first mainstream car manufacturer to seriously take the fight to Tesla in the premium EV sphere with its World Car of the Year-winning Jaguar I-Pace crossover. If PSA can make Opel work, it can certainly bring the best out of JLR.

Dr Charles Tennant, former Land Rover chief engineer, and who also served as also a director of Tata Motors' European Technical Centre, see the purchase as "inevitable". In an interview with the CoventryLive, Tennant was certain that the sale would go ahead. "This comes as no surprise at all and we should not take any notice of either Tata Motors or Jaguar Land Rover denials at all. They are obliged to deny it until the ink is dry on the contract," he said.

"I advised Lord Bhattacharyya - who until his sad passing was himself advising Ratan Tata on Jaguar Land Rover strategy - last year that Jaguar Land Rover was in a death spiral of its own making, and that Tata would need to fund massive losses and investment now or sell up.

"Well the falling sales and losses at Jaguar Land Rover have just escalated since then and Tata have been very quiet whilst considering what best to do for them. Clearly Tata have looked at what the £2.5 billion cost savings plan will deliver in the context of future sales and profit forecasts, and perhaps they can see a cliff edge ahead," he said.

"It is now inevitable that Jaguar Land Rover will be sold off, and I think Peugeot could be a very cohesive new owner. They have the need and cash to do it."

TATA DENIES JAGUAR LAND ROVER SALE IS CLOSE TO COMPLETION

Report indicates talks between Tata and the PSA Group are moving quickly regarding the loss-making luxury car maker. The Press Association claims it has seen a "post-sale integration document" that's making its way around Jaguar Land Rover. The document reportedly talks about cost savings which will be achieved after the British automaker is sold to the PSA Group, which currently operates the Peugeot, Citroen, DS, Opel and Vauxhall marques. One source told the Press Association "things are moving quickly behind closed doors". A Tata spokesperson said to Reuters, "As a matter of policy, we do not comment on media speculation, but we can confirm there is no truth to these rumours".

Tata's latest denial follows on from statements to the media, including one in late December, reaffirming the Indian firm's long-term commitment to the luxury automaker. Thanks to falling demand for diesel vehicles, Brexit uncertainty, write downs, and a slow down in the Chinese economy, the company suffered a £3.4 billion (\$6.4 billion) loss in the final quarter of 2018.

The PSA Group has made waves recently with its successful, and surprisingly quick, turnaround of Opel/Vauxhall. The company's management has also declared it is interested in discussions regarding mergers and acquisitions. Reports indicate it has already spoken to Fiat Chrysler, and is interested in Jaguar Land Rover. "On principle we are open to opportunities that could create long-term value for PSA Group and its shareholders," Alain Le Gougec, a spokesman for PSA told Reuters after this latest Jaguar Land Rover report broke.



Meet the man who quit Land Rover to design Chinese SUVs

Phil Simmons, who designed the latest generation of Range Rovers including the Velar reckons China will dominate global motoring by 2030. You probably don't recognise Phil Simmons by name, but if you've spent any time on the road you'd certainly be familiar with his work. One of the world's leading automotive designers, Simmons is in his 30th year of a career spanning the UK, Europe, US and now China. Much of that time has been with Land Rover, where he penned most of the current generation Range Rovers including the Sport, Evoque and the swept-back Velar, not to mention the Land Rover Discovery and Discovery Sport. There was also about nine years at Ford, which culminated in him designing the sixth-

generation Fiesta light hatch, which was built around the world since launching in 2009. "I'm very proud of that one," smiles Simmons. "It was the best-selling car in the UK for the entire duration of its production lifespan. I'd always hoped for that result but I never quite believed it would happen." As anyone would in its vehicles, it would be easy to get comfortable in a corner office at Land Rover's Whitley HQ sketching the world's most recognisable SUVs. But after 21 years Simmons decided it was time to



prise himself away from his Coventry comfort zone to take on one of his biggest challenges yet.

Last year he and his wife packed their bags and moved to Baoding, an industrial city 150km southwest of Beijing to take on the role of Design Director and Vice President at Great Wall Motors subsidiary Haval. "We'll probably look back in maybe 10 years and wonder why we ever had any doubt that China was going to be right at the top of the industry."

The Chinese SUV brand doesn't quite have the global recognition enjoyed by his former company, but it's no minnow. Last year it sold more than 800,000 SUVs in China alone and sells vehicles in 32 countries. Now it's looking increasingly outward with lofty ambitions to produce 2 million vehicles per year to become the world's leading SUV brand – not bad for a company that barely existed five years ago. Helping Haval achieve its lofty ambitions is a formidable challenge, but Simmons knows it's a once-in-a-lifetime opportunity. "I realised that this was a real ambition of mine," he says. "Ever since I started out in design I always wanted that responsibility for a brand and really show what I can do with a brand DNA."

"Haval is a leader in the SUV market in China so is well positioned to grow internationally and clearly the senior management at Great Wall really value design. So it was a perfect opportunity, one too good to miss."

Text message from the neighbour;

Hi, Ben, this is Richard, next door. I've got a confession to make. I've been riddled with guilt for a few months & have been trying to get up the courage to tell you face-to-face. At least I'm telling you in this text, & I can't live with myself a minute longer without your knowing about this.

The truth is that, when you're not around, I've been sharing your wife, day & night. In fact, probably much more than you. I haven't been getting it at home recently & I know that's no excuse. The temptation was just too great. I can't live with the guilt & hope you'll accept my sincere apology & forgive me.

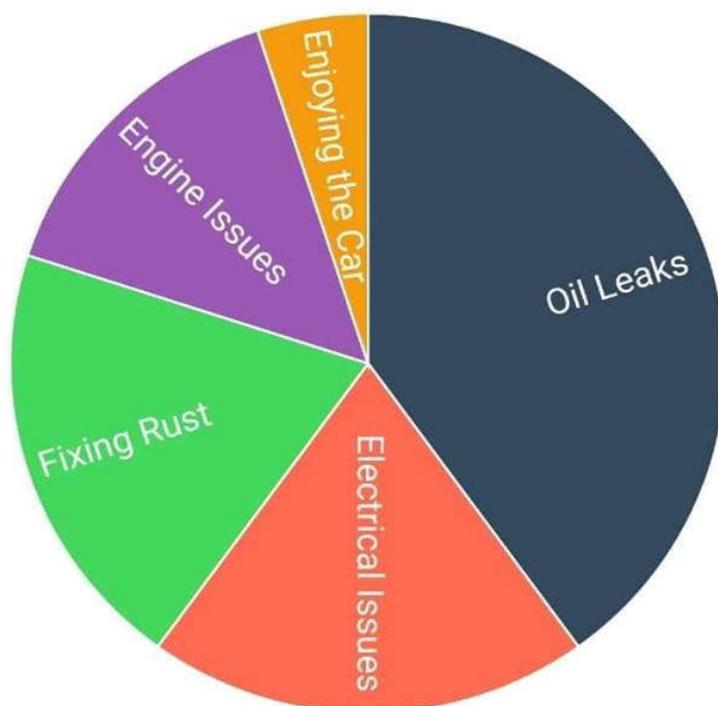
Please suggest a fee for usage, & I'll pay you.

Regards, Richard

NEIGHBOUR'S RESPONSE: Ben, feeling enraged & betrayed, grabbed his gun, went next door, & shot Richard dead. He returned home, shot his wife, poured himself a stiff drink & sat down on the sofa. Ben then looked at his phone & discovered a 2nd text message from Richard.

2nd TEXT MESSAGE: Hi, Ben, Richard here again. Sorry about the typo on my last text. I assume you figured it out & noticed that the darned Spell-Check had changed "wi-fi" to "wife." Bloody Technology, It'll be the death of us all.

How Landrover owners spend their time



Land Rover Owners' Club of Gippsland - Minutes for Meeting Held On Monday 6th of May 2019.

Meeting held at Gippsland Land Rover Traralgon.

Meeting started at: 8 pm

Thanks.

To Ian Blake for chairing the meeting in Greg's absence, and Helen MacRae for taking the minutes while Tonee is away.

Attending: David Murray, Rod Catchpole, John Jennings, Peter Johnson, Ted Allchin, Shirley Allchin, Charlie Calafiore, Eric Shingles, Mal Trull, John Kerr, Heather kerr, Shannan Brill, Ashley Brill, Brian Johnson, Les Warburton, Peter Durrant, Jan Parniak, Ross Howell, Sue Howell, Helen MacRae, Alan MacRae, Ian Blake.

Visitors: Chrissy and Phil Croft from Warragul

Apologies: Alan Harlow, Tonee Harlow, Greg Rose, Lois Rose, Annette Fleming, Bob McKee, Loris Catchpole, Jim Hood, Jill Beck, Russell Hodgson, Carol Hodgson, Colette Parniak, Don Little, Shirley Little, Susan Markham, Ken Markham

Minutes of April Meeting.

Moved that the minutes be accepted by John Kerr, Seconded by Peter Durrant

Business arising from the minutes of the previous meeting. Nil

Correspondence:

In: Nil

Out: Nil

Emails:

In: From Mike Dower, Area Chief Ranger Parks Victoria. Congratulations to Eric on the quality and variety of items in the newsletter. Thanks to the Land Rover Owners Club of Gippsland for understanding and patience with Alpine National Park closures and cancellation of events and volunteer activities due to the bush fire operations and follow up work.

Out: Nil

Treasurer's Report:

Moved: Alan MacRae, Seconded: Rod Catchpole

After discussion, it was agreed that Subscriptions would be held to \$75 for the next year. Please bring payment to the next meeting so memberships can be finalised promptly.

Publicity Officer's Report:

Charlie and Greg attended East Gippsland Field Days, Bairnsdale April 26th and 27th with a Land Rover display. The weather was windy on the Friday, but attendance was worthwhile.

Editor's Report:

Hope you like the Newsletter. Always looking for new stuff.

The postal service is proving to be slow with newsletters posted last Wednesday not yet having arrived in anyone's letter box

Webmaster's Report:

Alan submitted a summary of website use for the month. There were 66 visitors for the month and 227 page views.

Technical Report.

Charlie suggested that we all check our Comprehensive Car Insurance to ensure that we have our choice of re-pairer. With the complexity of computers and diagnostics, unless using a Land Rover factory authorised re-pairer, the completed repairs may not meet expectations. Further repairs may then be required.

Charlie pointed out the new Evoque SE which would be available to drive from Thursday. There are 4 models; 2 above the display model, and one below.

A Jaguar EPace was being charged.

Service Manager. Matt Cunningham, who will be well known to LROCG members, is now officially Service Manager for Gippsland Jaguar Land Rover. Steven Rentch is the Workshop Foreman. Matt has reinjured his knee so will be away for several weeks.

Events Coordinator's report:

Past Events.

Easter. FWDV Camp Host program at Jerusalem Creek, Eildon.

Alan and Tonee Harlow, Jan and Colette Parniak,



Hoodie has finished fixing the mudguard on his Land Rover

Peter Durrant, Annette Fleming and Bob McKee attended.

Peter reported on how much he had enjoyed the trip and how he found the arrangements interesting. There were 8 different campsite areas with 72 sites in total, which the group were responsible for hosting. This required checking people in, chatting on a regular basis to make sure all was well, and meeting with Rangers. Four different rangers popped in and out over the weekend, and it enabled the Ranger who would normally look after the site to go further afield. Hosts were still able to enjoy socialising as well as working.

Easter. Roof Of Victoria

Craig Murray ran this trip with LROCV. 9 Vehicles attended with only 2 incidents. One vehicle split a tyre and David's car failed to proceed. Please read more in General business.

May. Saturday the 4th. Toombon working bee

Craig Murray's working day at Toombon. Peter Durrant reported that he had enjoyed the opportunity to attend as he was able to be outdoors, and attending the mine site and learning the history was a lot of fun. 3 brush cutters and 2 self drive mowers allowed for a thorough cleanup.

May 6th. LROCG Meeting.

June 3rd. LROCG Meeting.

June 16th. An easy drive to Donnelly's Creek is being planned. More details in the newsletter.

July 1st. LROCG Meeting.

July, Possible Wellington River day out. We will have to wait to see what Parks Victoria want.

August 5th. LROCG Meeting.

September 2nd. LROCG Annual Meeting followed by General Meeting.

October 7th. LROCG Meeting.

November Cup Weekend. Rod and Loris have organised a trip to Omeo this year. We will be staying at the Omeo Caravan Park from 31st October until the 6th November. Please let Rod or Loris know if you wish to attend.

November the 11th, NOTE changed meeting date due to Melbourne Cup weekend.

Monday the 18th, Tuesday the 19th, Wednesday the 20th.

LROCG/PV. Details via newsletter once confirmed. Several members already booked in to this event.

December 8th, Sunday, LROCG Christmas picnic and final meeting for 2019. Annual awards presented.

Four Wheel Drive Victoria Delegate's Report. NIL

General Business.

* BRATTS Briefing. Greg attended the post bushfire briefing in Heyfield with Wayne Hevey from Four Wheel Drive Victoria. Several experts from various agencies spoke about the impact of the recent fires in the Alpine National Park and spoke about possible plans for moving forward and recovery.

One important point for folk intending to drive and camp in the area, once the track network is opened, is the high probability of significant runoff after a rain event. This could result in flash flooding and track damage as there is little or no vegetation in some areas to stop the water flow.

* Areas Closed Due To Fires Now Open. Nearly all the areas closed as part of the recent fire operations are now open. With the exception of King Spur Track into Mayford all other Alpine National Park and foothills tracks and roads are open. Kelly Lane will have an extended opening period. The walking tracks in and around Tarli Karng are closed as are some areas of the Morwell River Park.



A warning from Conor Wilson, Parks Victoria Dargo, to be very aware that there may be hazardous trees for some time to come, especially "off tracks".

* Club Photo Competition.

Closing Date: Friday the 24th of May. Winner announced at the June meeting: Monday the 3rd of June.

Reminder 4 entries per member. Large jpeg files to Greg. Photo with a Land Rover or part of a Land Rover included.

Prize of the use of a new Land Rover product for a weekend.

* LROCG Members Help LROCV Members! Stratford residents Mal and Greg were able to assist, with urgently needed parts.

David Murray's County had "failed to proceed" just out of Stratford and after a phone call to Greg, who contacted Mal, the parts were delivered to the Land Rover Owners Club of Victoria convoy where Shaun made the repairs.

* Midweek Activity. Jan Parniak suggested that we meet for morning coffee on the Thursday following the meeting. Due to other commitments for a number of people on the Thursday, it was agreed that this would take place on the Friday following each monthly meeting, at a different venue each month. Friday May 10th, at 10 am, members agreed to meet at the Que Bar at Mid Valley.

* Ian mentioned that a Series 1 Land Rover sold for \$16,000. Princess Margaret's 1967 model, for much less.

MEETING CLOSED : 8.55 PM

Next Meeting : Monday June 3rd at Gippsland Land Rover at 8pm.

Pre Meeting Dinner from 6pm at the Italian Australian Club, Morwell.

Volunteer Day Report - Toombon Historic Walk – 4th April 2019.

Vivian Lee, Craig, David, Harley and Krystal Murray RR L322

Peter Durrant Defender 90

John Jennings Defender 110

May the 4th be with you!

How?

On the website and in the April Newsletter was heralded an Aberfeldy Track working bee.

As a result of the recent Alpine fires, Greg Rose had to cancel the Surveyors Creek working bee so Craig Murray decided that people may have some spare time, so we could do the Aberfeldy track working bee instead.

The plan for this day was to do some maintenance on the Toombon mine site. The work involved was cleaning of signs, brush cutting of walking tracks and mine sites.

As usual the requirement was suitable protective clothing, equipment for clearing signs and walking tracks. The Aberfeldy track team had two brush cutters that we borrowed with two Victa motor mowers transported by trailer. Given how far most of the work was from where we parked the vehicles, we carried lunch with us.

What?

Toombon was a booming mining town in the late 1800s to early 1900s with a population of around 700 people. There are plenty of old mining relics to view at this site. Not far from here is the Toombon Cemetery which was gazetted in 1886 and functioned until the turn of the century. The Toombon mine was the principal mine in the Aberfeldy/Donnelly's Creek Mining Division and is a Heritage Inventory of Significance. The site has historical and scientific significance because of the rarity and intact nature of the mining relics. The Network values these relics which represent a sequence of uses from 1870 to the 1930s. Therefore, it has a significance ranking of the 'National Estate'

At the Toombon mine site are the upper level mine workings, mining machinery - at the top of the dump, and level with the shaft collar, are foundations for a horizontal engine and winding drum, the remains of a Babcock and Wilcox water tube boiler and a metal chimney stack made from the fire tube of a Cornish boiler. On the level above and to



the east of the shaft is an arrangement of foundation bolts which were probably used for other winding and pumping machinery. Lower level mine workings - the shaft is plugged at the 180-ft level and connects with the main adit (an adit is an entrance to an underground mine which is horizontal or nearly horizontal, by which the mine can be entered, drained of water, ventilated, and minerals extracted at the lowest convenient level.), the entrance of which is situated at creek level between Donnelly's Creek Road and the main street of Toombon. Below the adit is a second dump and fragments of a tramway formation along the northern margin of the creek. This connected the mine to the battery site at the other end of the township. The chimney and some walls from what the mine manager's house were probably located



at the base of the mullock dump adjacent to the Donnelly's Creek Road where it crosses Toombon Creek.

The 'Babcock and Wilcox' water tube boiler is a Horizontal drum axis, natural draft, natural circulation, multitubular, stationary, high pressure, solid fuel fired, externally fired water tube boiler. It was discovered by George Herman Babcock and Stephen Wilcox in the year 1967. And it was named after its discoverer as Babcock and Wilcox boiler.

History

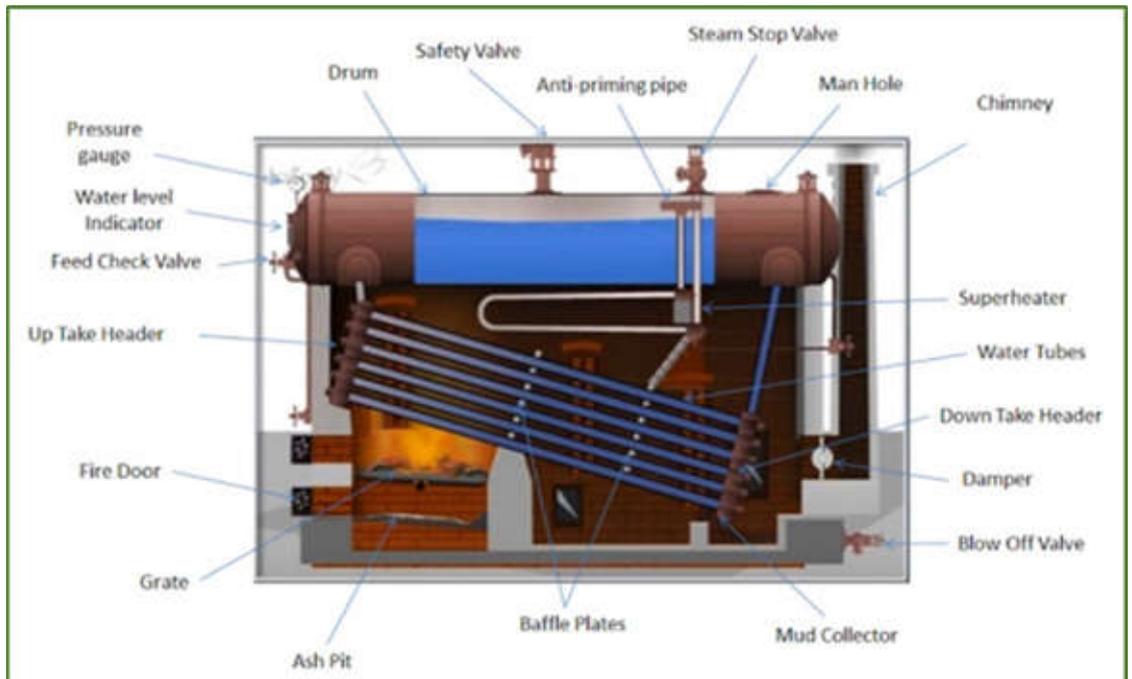
A reef was first worked on Mt Lookout in 1864 by a prospector named Jessop. In 1868, two residence leases were taken up at Mt Lookout under the new 42nd section of the Lands Act, and the original prospectors of BB Creek worked the land as a market garden known as The Farm.

Jessop persevered with his reef for years, sinking shafts and driving tunnels and 'obtaining such encouraging results that he underwent great privations rather than relinquish his hold on the ground, in



consequence of which,' according to a report in 1871, 'he died about twelve months ago.'

He did not live to see the success of the reef which would be worked variously as Jessop's, Fleming's, the Aberfeldy, Lily of the Valley, and Toombon. Just after Jessop's death it was announced that, 'A new reef on the Aberfeldy, containing fine gold, and of considerable width, has been taken up within the last week - situated four miles below the crossing of the Gippsland road. Fleming was the discoverer, and a rush ensued. In 1871, Fleming's party was cutting a race in preparation for a battery, and the next year, as the Aberfeldy Co., they erected a 'powerful' water-powered battery of ten heads near the mouth of their tunnel. The returns were not much good, and the shareholders disagreed about how best to develop the mine, so its performance during the 'seventies was. In 1881 the Toombon GMC was formed and a new main shaft commenced north of the road. The next year, a Langland's Cornish boiler, 33-hp steam engine, double winding drum, and pumping gear were installed near the shaft. A good-looking reef was struck in 1883, causing many new claims to be pegged out in the vicinity. In 1886, the Toombon Co.'s battery was increased to



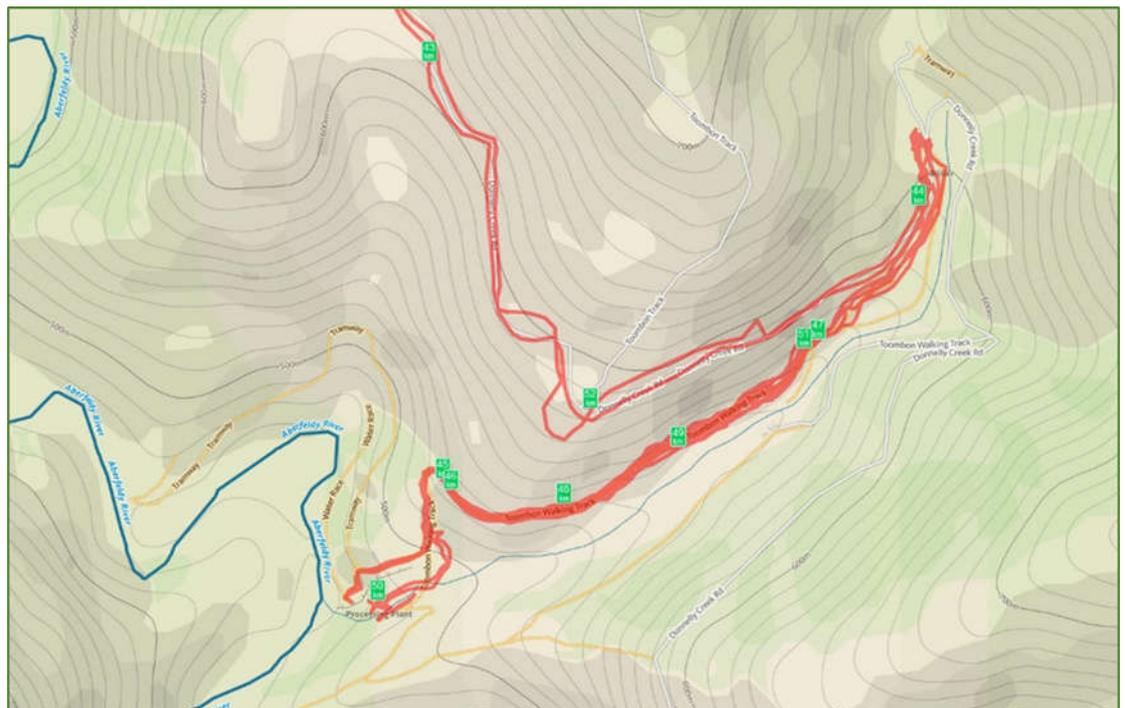
twenty heads, powered by a larger (40-ft) waterwheel, but with an auxiliary steam engine of 35 horsepower. The Toombon mine closed down in 1898, having reached a depth of nearly 1,000 ft. With a total yield of 50,844 oz from 61,888 tons, it had been the largest gold-producer in the Aberfeldy-Donnelly's Creek district.

Another Toombon Co. was formed in 1934 to re-open the mine. Thirty thousand pounds was spent on clearing out the main shaft and winzes, (a winz is a shaft or inclined passage leading from one level to another, but not rising to the surface) but poor prospects closed the mine in 1940. Of the plant installed in the 'thirties, only the water tube boiler remains.

Where?

We met in Rawson to pick up the brush cutters and Victa motor mowers. We left Rawson out on the Thompson Valley Road, to where it meets the Walhalla Road and turned onto Donnelly's Creek Road which winds its way up to Toombon with spectacular views over the mountain ranges. The Toombon Walking Track takes approx. 45 minutes to complete when clear.

It is part of the Aberfeldy Four Wheel Drive Track and it combines rich history, striking landscapes and the thrill of rugged, unsealed terrain. The 4WD track follows the original Aberfeldy track from the early 1800s, which was used as a transportation route for horse and carts during the gold rush. Step back in time and discover the heritage of the area telling tales of local families, famous travellers and important figures from long ago. Interpretation signs are en route throughout the drive marking historic sites and remnants, such as the Red Jacket Cemetery and the old mines of Toombon. There is



also a multitude of ways that 4WD enthusiasts can immerse themselves in nature with some side trips for walking, and ample camping and fishing opportunities. There are two main Back Road Tours - Donnelly's Creek Loop and Jordan Valley Loop (both are Easy - Medium) - linked by an access road (Easy). There are also three side trips including Hanging Rock Walking Track (Difficult - Very Difficult), Aberfeldy Crossing (Difficult) and White Star Township (Easy).

Camp Hosting Report – Easter 2019, 18th to 22nd April.

What a fabulous opportunity to spend quality time with Club members and socialise while volunteering in a most worthwhile adventure.



How?

Back in February Julia Beechey, the Community Engagement Ranger from Mildura, North West District of Parks Victoria (PV) wrote to Wayne Hevey, the Chief Executive Officer of Four Wheel Drive Victoria to see if a camp ground host program could be instigated in the Mallee over the Easter Long weekend break 18th to 28th April at the following camp grounds:

Hattah-Kulkyne NP, Lake Mournpall / Lake Hattah camp grounds

<https://parkweb.vic.gov.au/explore/parks/hattah-kulkyne-national-park/things-to-do/camping>

Murray Sunset NP, Rocket Lake Camp Ground, and

Murray Sunset NP, Shearers Quarters Camp Ground, <https://parkweb.vic.gov.au/explore/parks/murray-sunset-national-park>

The Club considered the opportunity and in March Alan Harlow wrote back to Wayne expressing our interest in participating. Unfortunately, LROCG was beaten to the original sites; however, Wayne offered to find an alternate camp hosting opportunity. By late March LROCG was offered another couple of options for Easter Camp Host:

Jerusalem Creek, Eildon, and Toolangi / Murrindindi region for which Alan brought the idea to our 1 April Club meeting and the Jerusalem Creek venue was selected. Toney & Alan were joined by Colette & Jan Parniak and Peter Durrant for an interesting weekend and a rewarding experience.

What?

The 4WD Camp Host Program was developed by the Four Wheel Drive Advisory Committee, comprised of members of Four Wheel Drive Victoria, Parks Victoria and the Department of Environment, Land, Water & Planning. Camp Host supports the principle that 4WD Clubs are a lot better at educating and policing not only their own members, but the general public also pursuing their recreation. This is provided in a non-

confrontational manner, thus increasing the effect it has on individuals who are more open to learning about reducing their impact on the environment. The 4WD Camp Host program places volunteers from 4WD clubs at selected camp sites in parks across Victoria to provide visitors with local information on four wheel driving as well as park based information.

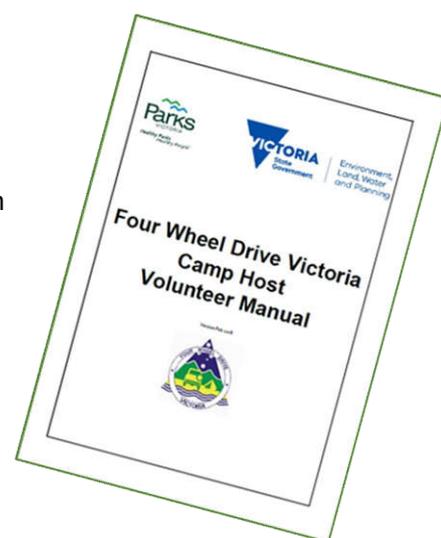
The presence of a Camp Host ensures that travellers have a point of contact for information and assistance. This presence is also aimed at reducing incidences of damage and anti-social behaviour by other park visitors, through 4WD camp hosts reporting incidents to PV or DELWP

Some 35 sites are available for clubs to be part of the camp host program. Visitors to a Camp Host site are given information regarding environmental awareness and education which they can take away with them and utilise on future trips.

The Camp Host program is rewarding for clubs who participate as they can promote their club whilst out there and attract new members as well as doing their part to help create a more sustainable environment.

By reducing vandalism and waste we are saving money usually spent on repairs. This saved money can then potentially be re-allocated to improving four wheel drive tracks and campsites, which is ideal for four wheel drivers everywhere.

All personal amenities such as foodstuffs, fuel, personal camping and vehicular equipment are the responsibility of the individual volunteers who man a Camp Host Site, and



all volunteers are required to abide by sustainable camping and driving guidelines.

Scheduled communication links between the base camp and the local PV/DELWP office are established to support the volunteers during their placement.

Program Aims and Objectives:

- Increased customer service in remote areas through providing information on sustainable four wheel driving and camping techniques, total fire ban and campfire information, assisting in reducing incidences of damage and anti-social behaviour;
- Provide an avenue for furthering the partnership between PV/DELWP, 4WD clubs and FWDV;
- Provide visitors with information to inform them of their natural surrounds, safety codes and sustainable practices;
- Providing visitors with an avenue for emergency contact;
- Demonstrate four wheel driving to be a socially responsible recreational pursuit which contributes back to the environment.

Where?

The camp host opportunity was in the Lake Eildon National Park which comprises the former Fraser National Park and Eildon State Park and is a major nature conservation area, as well as a very popular destination for both park visitors and visitors to the adjacent Lake Eildon.

This area is an important conservation reserve and incorporates a significant representation of remnant Box Woodland in North East Victoria. It is managed primarily for nature conservation purposes and the Park continues to provide opportunities for visitors to enjoy the natural environment and magnificent adjacent lake and waterways.

Specifically; we managed the Jerusalem Creek Camp Area comprising 72 camp sites.

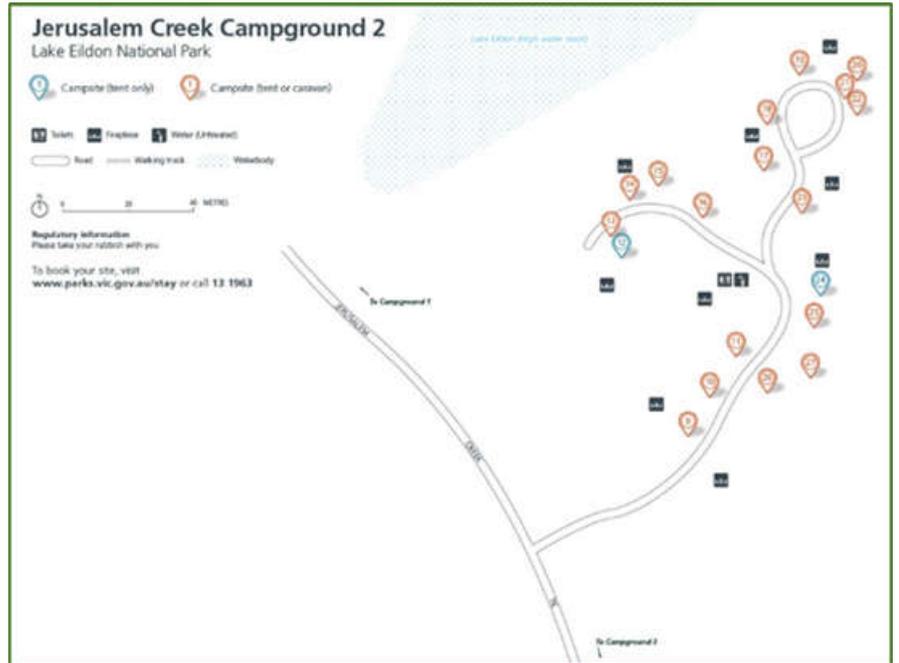
Jerusalem Creek offers eight camping areas with unpowered sites, there are fireplaces and pit toilets provided and interestingly, for a National Park - dogs are permitted on leash in the Jerusalem Creek Camping Area.

Jerusalem Creek is a short distance east of Eildon and is a series of bush camps set high on the banks of Lake Eildon. Being close to town and a nearby boat club there are plenty of opportunities to grab supplies. The campgrounds are very basic with fire pits and drop toilets provided. The lake is the draw card here providing opportunities for all kinds of water based activities. However, at 30% of its capacity the views are somewhat stark at the moment. Most sites are set up for tent and caravan/trailer based camping. We were allocated three sites in the Area 2 – 9 (Alan and Tonee), 10 (Jan and Colette) and 13 (Peter)

What?

Importantly we had a job to do, the documentation was 'substantial' and comprehensive, our role involved:

Assisting rangers with the management of Park camping areas.



Providing visitors with information and assistance regarding all aspects of the National Park experience, including: activities, things to see and do, 4 WD Tracks, walking tracks and trails, where to see and how to identify the park's flora and fauna.

Orientating visitors to their site and insuring they are on their booked site. We were available on site in the morning and afternoon (2 hours approx.) and visited each site – in the morning and talk to the visitors, provide information and ensure they have booked their site. On our Easter weekend we were to be available for most of the day on the Friday and Saturday, however, we had a presence on site at all times as it turned out. Friends and family are welcome to join, Parks Victoria training was provided, and we were required to bring drinking water and food.

Peter took the opportunity to bring his young cousin's four children, aged 13, 11, 9 and 6 for an adventure that they would not normally enjoy. Mum stayed at a cabin in the Eildon Camp Ground and the boys were shared by the two, Cousin and Peter to ease the pressure on Mum. Alan, Tonee, Jan and Colette were very generous with their time and attention to the boys who valued their participation in their adventure.

The surroundings were spectacular, for example from Mount Pinniger Lookout - you get panoramic views of the lake, the township of Eildon and Lake Eildon National Park which surrounds the lake. When you arrive at Eildon via the Goulburn Valley Highway and just before you cross the bridge into town, turn right onto Pinniger Road. Travel 2 kilometres then turn right onto Jerusalem Creek Road. Follow this road until you see the sign to the lookout. Each night was spent sitting around a camp fire enjoying the company of friends and the sounds and sites of the night bush sharing tasty treats washed down with your favourite drink, helping the kids toast and eat marshmallow.

Tonee, Alan, Jan and Colette found time to visit the Lions market in Eildon on Saturday, which was very well attended by the

hordes of visitors to the area. Lunch was at the Eildon boat club Aqua bar which overlooks the lake and the houseboat moorings. We returned in time to do our afternoon rounds of the camp sites.

On Sunday after an early inspection of the camp sites we set off to Alexandra about a 20 minute drive for coffee and cake followed by a walk around their town shops and market and a visit to a miners cottage (Dove cottage) which we discovered was being looked after by a women from Moe who shared many common friends, once again showing what a small world we live in.

On Monday after an early inspection of the camp sites which had been left very clean we packed up and gave our final report and our thanks for the opportunity to the local rangers (this happened twice a day am and pm) before headed home over the Black Spur to Healesville for lunch and cake at the Beechworth Bakery, the two lines for service were 20 deep but the short wait was worth it. By 4pm we were back home and unpacked and definitely thinking about hosting again in the future.

You can find more photos on the LROCG web site. <https://lrocg.jimdo.com/>



Korumburra Working Horse & Tractor Rally

David, Krystal and Harley Murray and myself attended the Working Horse rally at Nyora in March. I took my Unimog over, on my semi, while David drove my GS Perentie and number 5 trailer. I think that Nyora is a great day out as there is always a good variety of cars, tractors, trucks, stationary engines, bull dozers, farm machinery, along with some working Clydesdale horses on display. There also was 2 World War 2 tanks. In amongst the car display was this beautifully restored ex army late 2A Workshop Land Rover. 470 Workshop Land Rovers were built for the Australian Army between 1960 and 1981, of these, 40 were Series 3's and 430 were Series 2 and 2A's, with only about 38 of them being late 2A's.



East Gippsland Field Days.

After all the beautiful weather we had in East Gippsland over the Easter and Anzac Day period, the 26th and 27th of April, featured strong very cold wind and a sprinkling of rain. Not ideal for the annual East Gippsland Field Days.

The East Gippsland Field Days began in 1986. After the first few years the popularity of the event meant that a larger permanent site had to be found. The Lindenow Lions Club, with the assistance of the East Gippsland Shire, secured the use of the Bairnsdale Aerodrome. With up to 300 exhibitors and crowds in excess of 8,000 the East Gippsland Field Days is one of the largest events in the East Gippsland Shire. All proceeds from the event go back to improving the site and to projects in the local community.

Gippsland Jaguar Land Rover had a site at this year's Field Days, something Charlie has done for many years. Over the last few years I have helped Charlie out so that he can get some breaks during the two days. It's a good excuse for us to sample all the food vendors tasty treats. I get to exercise my limited product knowledge until Charlie comes to rescue me.

On display this year were two Land Rover products, a Discovery and a Discovery Sport. There were also three Jaguars, an E-PACE, an F-PACE and an XE Sedan.

The Jaguars attracted plenty of attention. The badging of the E-PACE caused some confusion with people thinking the "E" meant it was the electric version. The fully electric Jaguar is the I-PACE, so it is a little confusing.

The Discovery and Discovery Sport also attracted significant interest. There are all the normal questions like; "where is it made?", "what's the towing capacity?", "is it expensive to service?". This year we were able to answer the question, "when is the new Defender coming out?" Hopefully, with a launch time of last quarter this year and models apparently in Australia by the first quarter 2020, Charlie might be able to have one at the next Field Days. An interesting phenomenon this year was the number of families looking at the SUV style vehicles as they were dissatisfied with the dual cab utilities they had purchased as family cars.

With the weather improving, by mid-morning on Saturday, there were very big crowds. The East Gippsland Field Days have a great family friendly atmosphere. There is plenty of musical entertainment and a full program of arena events and displays to keep everyone happy. The big topic of conversation among attendees this year was speculation on when, if ever, there will be significant rain in the region.

Keep the Field Days in mind for next year. Watch the sheep dogs, the horse events, buy some heirloom seeds or some new boots, feast on a capricciosa pizza and chat to Charlie.

Greg Rose.

1949 Land Rover 4x4 Station Wagon sold at auction in UK

Chassis no. R06200012

- * Rare early coachbuilt Station Wagon variant
- * Present ownership for 37 years
- * Restoration completed in 2010

'A Tickford was built for the landed gentry, for hunting and shooting and fishing, to be driven along a few dirty tracks and then brought home to be cleaned by the chauffeur. It's a coachbuilt upmarket, off-road limo for the post-war big spender.' – Introduced in 1948, the very first Land Rover Station Wagon was built by Newport Pagnell-based coachbuilders, Tickford Ltd; it featured an aluminium-panelled, timber-framed body, and was intended to extend the Landie's appeal beyond the agricultural sector. However, the Station Wagon was treated as a car by the taxation authorities, adding a



hefty chunk of Purchase Tax to its already considerable cost. In total, only 641 were sold, with most sent for export, and today this early 'luxury' Land Rover is one of the most sought after variants. This example was purchased in 1981 by the current vendor, a long-standing Land Rover enthusiast, and painstakingly rebuilt over the course of the next 30 years. 'ONU 208' was bought from a farmer in Wantage, Oxfordshire, in very poor condition and with its original engine missing. Although the station wagon looked fit only for scrap, its rarity saved it from that fate. Interviewed for an article on its restoration published in Classic LRO magazine (April 2011 edition) the owner recalled: '... I assumed it would be my only chance of ever owning one. That's the way it is with Tickfords, if you want one, you have to take what you're offered. 'Despite its dilapidated condition, the Station Wagon was remarkably complete and original, with enough of this rare model's unique parts surviving to facilitate the reproduction of new replacements. The mahogany body frame was sound, with only two sections requiring renewal, while the chassis was sent away for shot blasting before being repaired. Stripping paint from the aluminium body panels revealed the original colour scheme: light green with ivory white window frames. As there was no engine, a period-correct 2.0-litre unit was acquired, overhauled, and installed together with the rebuilt gearbox. The owner enrolled in an evening class to learn upholstery, enabling him to re-trim the interior himself. This marathon project was finally completed in 2010, and the end result is a credit to the owner's perseverance and skill. This Land Rover was sold at auction in England for £ 41,400 (AU\$ 75,629) inc. premium



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Some pictures from the Victorian 4Wheel Drive Show at Lardner Park



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