

LAND ROVER OWNERS' CLUB

OF GIPPSLAND
AUGUST 2019 NEWSLETTER



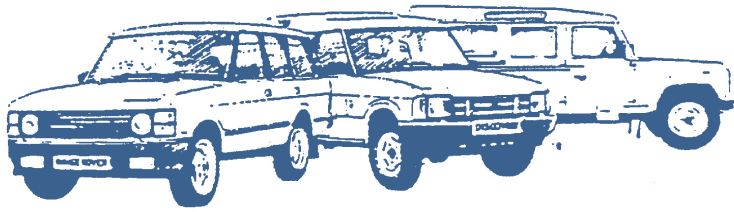
GIPPSLAND LAND ROVER

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LAND ROVER OWNERS' CLUB OF GIPPSLAND

P.O. Box 554 Traralgon 3844 Telephone 03 51721100 Club website lrocg.jimdo.com

LROCG News August 2019.

The Year's Best Big Toy Show And Tell.

Thanks to Wayne Foon, Parks Victoria Ranger Foothills and Southern Alps Team Heyfield, for bringing a Forest Fire Management Mercedes Unimog to the August meeting. At fourteen and a half tonnes it was a truly impressive vehicle. Even though it was a very chilly night members crawled in, over and even under the mighty machine. Some folk even played fire-fighter and used the high-pressure hoses.

Unfinancial Members.

There are still quite a few long standing members who are currently "unfinancial". This has insurance implications for club events. If this jogs your memory could you please pay the annual fee as soon as possible.

Club Coffee Mornings.

The days for the monthly club coffee get together have been formalised. It will always be the second Friday after the meeting, not the second Friday in the month. Keep an eye on the newsletter for the venues as it changes every month. The coffee mornings are proving to be very popular.

Pre Meeting Dinner Venue.

Time for a change. The pre meeting dinner venue, for at least September and October, will be the Royal Exchange Hotel, 64 Princes Highway Traralgon, (corner of Church Street). There is off street parking which can be accessed from the highway or Church Street. The menu is extensive and seniors' meals are available. The menu can be viewed on the hotel's website. All members welcome. A group booking will be made, by Bob and Annette, for 6:00 on meeting nights.

The Victorian 4x4 Show.

Our club has supported the Victorian 4x4 Show (Wandin and now Lardner Park) for many years. A motion was passed at the August meeting not to have a club site in 2020. The club will be able to have representation on the Gippsland Jaguar Land Rover site.

Annual General Meeting.

The September meeting will be our Annual General Meeting. All positions will be declared vacant, the annual financial and President's report will be presented. In the event of more than one person nominating for a position, as per the constitution we work from, a secret ballot will be held.

This month's cover; Jan and Collette Parniac's Discovery 4



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	

Christmas Picnic Meeting.

Don't Panic (as it says on the cover of "The Hitchhikers' Guide to the Galaxy") Christmas isn't that close yet. However, the date and venue for the LROCG Christmas picnic have been set. We are going to try Cowwarr Weir, again, it was abandoned last year due to wild wind and rain. The date is Sunday the 8th of December. A fun, bring your own everything including Christmas hat, event with a short end of year meeting thrown in. There will be the annual club awards too.

Greg Rose.
President, LROCG.



2020 Land Rover Defender Details Emerge: Air Suspension, 22-Inch Wheels

Land Rover designed it to exceed the company's capability targets.

While we're still a few weeks away from the official reveal of the all-new 2020 Land Rover Defender, a handful of publications were allowed to ride in the new SUV on an off-road course. Official specs are still under wraps; however, Andy Deeks, Land Rover's product engineering team leader for durability and reliability, did give away a few details that should please Defender enthusiasts fearful the new model would be too soft for the iconic off-road nameplate.

The Defender will come with two different suspension types – air and coil. The air suspension is the more capable of the two; however, according to Deeks in *Top Gear*, the coil suspension is the most capable in its class. The air suspension features a temperature monitor in the dampers to protect the vehicle; however, that's not the only suspension upgrade. Land Rover also strengthened it with reinforced sub-frames and other, stronger bits.

Deeks said Land Rover designed the Defender to exceed the company's usual capability targets, according to *Autocar*.

Underpinning the new Defender is Land Rover's D7U aluminum monocoque architecture, the same platform for the Range Rover, Range Rover Sport, and Discovery, according to *CAR* magazine. Right now, two different Defender flavors are launching, the three-door 90 and five-door 110. The numbers no longer correspond to wheelbase length, though. There's also the possibility of a 130 model, too.

Eighteen-inch wheels are standard with sizes up to 22 inches available

with all-terrain and mud-terrain tires both available options. However, there are no 21-inch wheel options.

Land Rover is doing a lot to quell any fears the new Defender won't live up to the nameplate's legendary history of off-road capability. Earlier this month, the automaker highlighted the Defender's rigorous testing by taking it to Dubai. There, the company said it'd already covered 1.2 million kilometers (more than 745,000 miles) of testing. Land Rover also did a "whole vehicle life test," according to *Top Gear*, that simulates 10 years or 150,000 miles of use. It runs 24 hours a day for eight weeks. The Defender name has a lot to live up to, and it sounds like Land Rover is planning for it to exceed expectations.



Land Rover Defender takes aim at Toyota Prado

Broader capabilities mean box-fresh Defender may be one of Land Rover's best sellers

LAND ROVER is confident that the incoming next-generation Defender will lure Toyota Prado buyers as well as brand loyalists and traditionalists with its combination of evocative design, modern-day engineering, contemporary packaging offering flexible seating choices, and leading off-road abilities, to make it one of the company's best sellers.

Sharing nothing with its smaller 71-year-old predecessor, the boxy retro-style 4x4 due in Australia in the second quarter of next year following its global unveiling next month is also expected to appeal to owners and fans of the previous-generation Discovery 3 and 4, since the succeeding technology-heavy and luxury-laden Discovery 5 vacated the hose-down family friendly wagon set by climbing significantly more upmarket when released in 2017.

Speaking at the launch of the Jaguar XE facelift and F-Pace SVR flagship in Byron Bay last week, Jaguar Land Rover (JLR) Australia managing director Mark Cameron was hopeful that the 2020 L663-series Defender will become one of the most popular vehicles the brand offers as a result of its broader, everyday appeal.

"We're a top-ten market globally for that car, and it's going to be close to one of our best-selling individual nameplates," he revealed. "If you look at it in that context, and versus the historic affection for the



brand and nameplate, and what I know about the car and what it is going to deliver, it is going to be massive for global sales, massive for JLR, and massive for Australia.

“Keep in mind, we did very well with the Discovery 4 here. Many people have bought Discovery 5’s, but some others are waiting for something that is square design and utilitarian. And there is a huge market out there for that size and type of vehicle that we know is seducible, and I’m confident we will deliver.

“So, I think new Defender is going to be a car that has broad appeal to existing Land Rover customers – Discovery 4 customers for example, previous Defender customers, as well as a whole lot of conquest opportunity, particularly from another popular brand that I am not going to mention.

“It will be spot on for the psyche for the Australian consumer, where it is about the practicalities of outdoor life, transporting families longer distances, going out to the beach and hills or whatever. If there’s a country in the world that this car is best suited to, it’s got to be Australia.”

While the next Defender is downright utilitarian, it is far from crude. Leaked documents from abroad reveal three sizes known by their historical imperial (in inches) wheelbase measurements of ‘90’ (short wagon at 4343mm in length and 2587mm wheelbase, three doors with five or six seats – the latter evidently due to the aid of a van-style ‘1+2’ three-seater ‘bench’ seat up front), ‘110’ (mid-size wagon at 4758mm and wheelbase of 3022mm, offering five, six or seven seats) and the ‘130’ (long wagon at 5100mm, 3022mm wheelbase and eight seats).

The production 90 is first (October), followed by the 110 in March and 130 in September 2020, though that may not arrive in Australia until 2022.

Engines are 2.0-litre four-cylinder and 3.0-litre six-cylinder turbo-diesels in D200/D240 and D300 guises respectively, as well as turbo petrol engines in P300 (2.0-litre) and P400 (3.0-litre) configurations. A P400 PHEV is a plug-in hybrid version of the 2.0-litre petrol unit.

All are mated to an automatic transmission (expected to be the ZF eight-speed torque-converter unit deployed in most other JLR models) and four-wheel drive.

To help keep prices down, the new Defender is based on the current Discovery 5’s aluminium-intensive D7U platform (that also underpins the existing Range Rover and Range Rover Sport) rather than the upcoming MLA flexible modular architecture that will underpin all JLR models from the completely redesigned and reengineered Range Rover that is likely to come out in 2021.

The Defender joins today’s Discovery (as of last year) in being produced at JLR’s new Nitra factory in Slovakia to further contain costs.

“Defender will be absolutely huge for the Land Rover brand, as the bullseye for what the brand stands for, as well in its own right making a very significant contribution to our business and our sales numbers in Australia.

“We use the line ‘Above and Beyond’ as the definition of Land Rover, and we have a very clear idea of what that car has to be and that’s what we are going to do.”

Bringing a vehicle with such high expectations riding on it has not come without cost, Mr Cameron

said, revealing that the highly publicised delays (the Defender was originally pencilled to be released in 2016) are in part due to JLR attempting to reconcile modern consumer demands for on-road driveability, emissions, crash-test, performance, refinement and packaging abilities with the can-do go-anywhere toughness, character and charm of the old Defender.

“The biggest challenge and why it has taken us a little while to bring this to market is that we have to deliver on the DNA on that car that it is instantly recognisable a Defender and as a flag carrier for the brand. This is so important for us,” he said.

“If you look at the rational attributes of the car that we stopped selling in 2016 in terms of its cabin size, its safety, its on-road driving, its turning circle... time had passed it by. But the great thing is that the affection of the old Defender, the amount of money they pass hands for, and the people who drive those in the cities where those attributes I just mentioned rationally don’t work, it’s just iconic.

“Fortunately, there are enough people in this world that love to buy a car from their heart rather than their head. And the old Defender in its latter years was definitely a heart decision rather than a head decision. What we have to do with the new car then is still deliver on the affection side and emotional attributes, but correct the errors that affect a 70-year-old car.”



Land Rover Series I expected to sell for up to \$29,000

Series I Landy with limited keys goes under the hammer at the 2019 Shannons Sydney Winter Auction. THE BEST of British will be on display at Shannons Sydney Winter Auction on Monday, August 26, with a tidy 1958 Land Rover Series I lining up as one of the headline acts.

According to Shannons, the Land Rover is one of the last examples of its type produced in 1958, and it's powered by a 2.0-litre petrol engine and comes with optional free-wheeling hubs.

The vehicle was originally delivered to its first owner near Hervey Bay, Queensland, and it is said to be in remarkably original condition, having enjoyed limited use in the hands of several enthusiast owners, the last two who kept it in storage.

At the time of cataloguing the old Landy was showing just 8400 miles (13,500km) on its odometer, and Shannons is expecting a sale price in the \$25,000-\$29,000 vicinity, reflecting a rise in values of early Land Rovers.

Update ; This Land Rover made \$ 40,000.



Join the posh off-roader owners getting down and dirty

At the Land Rover Experience days, owners learn to exploit their vehicles' capabilities, often at hair-raising angles.

Our Land Rover is leaning on such a steep angle that I'm pressed against the side window and the wing mirror is about to scrape the ground. I think it's going to tip on to its roof. "No way. There is at least another 10 degrees before the tyres even

begin to slide," says Land Rover Experience guide Allan Jackson, a former commando with nerves of steel.

So we press on in the Discovery TD6, apparently defying physics in the grounds of Rockingham Castle in the East Midlands of England.

The muddy tracks and man-made obstacles we're negotiating seem a far cry from the leisurely drive up from Heathrow, wafting along in leather bound comfort, as the 3.0-litre diesel chewed up the kilometres



on the country's busiest motorway, the M25. The stark contrast highlights why owners love their Land Rovers.

In town, it's just another luxury SUV, dropping kids at school, cossetting occupants with its multi-adjustable powered and heated seats and making life easy with its auto tailgate. But over the ruts, dips and slopes of Rockingham, the cruiser reveals its hidden talents, transforming into an all-conquering off-roader with few peers. Very few people driving around the high-end shopping precincts of Australian cities in super-stylish Discos or Range Rover relatives have any idea of their incredible off-road ability. I was part of that crowd myself until I ventured to this 11th-century castle to get acquainted with the Land Rover's vast capabilities. Rockingham Castle was built for William the Conqueror and used by Henry VIII but in the controlled conditions of the Land Rover layout there is no chance of losing your head. The experience centre, near the quaintly named Market Harborough, uses a former quarry to put the Discovery through its paces. I turn a knob on the console to engage the low-range in the eight-speed automatic transmission, then select the terrain — mud and ruts, thank you — to open up a world of improbable motoring possibilities.

As we come to the edge of what appears to be a sheer drop, Jackson gives completely counterintuitive advice: "Start down the hill and then take your foot off the brake."

That's right, "off".

What happens next is astonishing. As it edges down the almost vertical gravel face, the Land Rover's software grips and releases the brakes 11 times



a second to maintain the standard road tyres' hold on the surface, virtually feeling its way down the slope. This is a far cry from the days of engaging the 4WD-Low on an old Defender and ending up soaked in sweat from pumping the brakes and wrestling the brute all the way down the hill. "Really, we could be sitting here having a cup of coffee," Jackson says. We sink one corner into pot holes that lift the diagonally opposed wheel a metre clear of the surface. The onboard computer brakes the wheel that's suspended in the air, to transfer the power to the wheels that have traction.

There is no wheelspin. Instead the Land Rover continually tests the wheel with a fractional turn to see whether it is back on the ground. "Land Rover had computer experts sit with our best test drivers for months, mimicking what they do and building it into the onboard systems," Jackson says.

Going through water creates a whole new set of problems. The Discovery does not have a snorkel but breathes through the gaps just above the headlights, enabling a wading depth of 900mm once the air suspension has been raised. Triple door seals ensure no water dampens that plush leather interior. "It is so watertight it effectively becomes a boat and could float," he says. The Land Rover boffins went to work on that and built in voids for ballast — in a water crossing, the Disco floods its door skins and exhaust surrounds, then the water just drains out when you drive off.

Land Rover runs courses at the experience centre so that new owners can fully explore and understand the potential of their purchase, even if most of them will only use that knowledge to mount suburban kerbs in search of a prime parking spot.



Defender Ute! Land Rover considering Ford Ranger rival

Land Rover has confirmed the British brand is considering taking on the likes of the Toyota HiLux in the form of a Defender ute. Speaking at the Australian launch of the new Jaguar XE and F-Pace SVR, the director of Jaguar Land Rover's overseas region Martin Limpert told *CarsGuide* he knew how popular off-road utes such as the HiLux and Ford Ranger were in Australia and was aware of the demand in other markets, too. "We're getting that feedback and obviously there are markets that indeed are asking about the potential for a pick-up or that kind of derivative of one of our products in the future," he said.

"We are permanently looking at and evaluating opportunities. Let's first launch the Defender. And we're taking on that feedback and we're trying to evaluate. In the end it has to be a viable business case for us as well, but we understand the demand," he said. *CarsGuide* asked Jaguar Land Rover Australia managing director Mark Cameron if a high-performance ute to rival the Ranger Raptor could also be on the books. "I think for Australia we could carry that off and it would do very well," he said. "But as Martin said, we'd have to make a global business case, because as we've seen in Australia, manufacturing just for one market is not viable." Whether the upcoming Defender platform could be used for a ute is uncertain outside Land Rover. While the previous vehicle's body-on-frame construction allowed for various body styles, such as a ute, the new-generation Defender is expected to use a variation of the aluminum monocoque which also underpins the Discovery.

There has even been speculation Land Rover could embark on a joint venture with another carmaker to give it access to a platform capable of supporting a four-wheel drive ute. *CarsGuide*'s off-road specialists believe the British brand would steer clear of this to avoid the risk of diluting its 'go-anywhere' heritage. Instead, it seems more likely Land Rover will solely develop a platform or use one of its own existing chassis for a Defender ute. In 2018 sales of utes in Australia came to 210,000.

Jaguar Land Rover wants to beam 3D movies right into your eyes

Jaguar Land Rover is creating in-car technology that will project 3D images in your line of sight.

The technology would be used to project augmented reality directions and warnings into your field of view, avoiding the need to take your eyes off the road to check the next turn while giving you early notice of oncoming obstacles. When vehicles become fully autonomous, JLR says the system could transform a car into a mobile cinema, projecting 3D movies to keep you occupied while it whisks you to your destination. Details of the technology itself are scarce so far, but the company claims the system will work without the need for glasses (definitely a benefit for driving), and will track head and eye movements to ensure visuals remain in your line of sight. JLR isn't the only company conceiving ways to keep us entertained once cars are able to roam the streets on their own. Tesla is busy adding games and apps that will keep drivers busy while their cars are charging, and will eventually provide entertainment on the move as well. Audi, meanwhile, is developing an in-car 3D platform called Holoride, which allows passengers to enjoy a gaming experience that factors in the car's movements. This



should help combat motion sickness, which could be a serious problem for in-car entertainment. JLR doesn't make any specific references to motion sickness, but seems confident that it's cracked in-car VR. "In a fully autonomous future, the 3D displays would offer users a personalised experience and allow ride-sharers to independently select their own infotainment," the company said in a press release. "Several passengers sharing a journey would be able to enjoy their own choice of media – including journey details, points of interest or movies – and optimized for where they are sat."

Jaguar Land Rover is not leaving Australia

Jaguar Land Rover's local boss says the British brands are not about to abandon Australia despite sliding sales of its vehicles. Speaking at the launch of the new Jaguar XE and F-Pace SVR, Jaguar Land Rover (JLR) Australia managing director Mark Cameron said that while German prestige rivals may be selling more cars locally, JLR are not about to pack up and leave.

"Categorically not. Absolutely not," he said. "In the segments we compete in we get really good market share. If you look at absolute sales versus maybe BMW or Mercedes-Benz we're a reasonable amount smaller, but there's loads segments we don't play in and choose not to play in. "We're not just chasing volume. For us and our dealers it's about profitable volume."

July's sales for Jaguar in Australia were down by 19.1 per cent compared to the same month last year, with 140 vehicles sold, and Land Rover's figures dropped by 30 per cent with 510 sold. Comparatively, Mercedes-Benz and BMW sold 2792 and 1758 units respectively last month. "We saw the July figures still being down on last July and if you remember, last July was when we first really started sliding on the previous year. So, we're watching carefully and hoping that government stimulus and putting money in people pockets from tax returns will start to bring a bit of confidence back," Mr Cameron said. "We're here for the long term and our brands have huge brand strength we know this from the studies that we do. So no, we're not about to abandon Australia."

In year-to-date sales, Jaguar is actually slightly ahead of last year after seven months of trading, up 1.1 per cent to 1440 units, largely thanks to increases in sale of its E-Pace small SUV and F-Type sports car.

Meanwhile, Land Rover has dropped 14.1 per cent of volume to 5690 units compared to last year. The Range Rover and Range Rover Evoque are performing well, but the remainder of its line-up continues to slide in sales.

New Land Rover Defender leaked

Born-again British off-road icon breaks cover on set of latest James Bond flick.

The all-new 2020 Land Rover Defender appears to have been leaked in its entirety for the first time courtesy of Instagram user Steve Firth, who also provided some interesting observations about the reborn British SUV. "Here is what looks like the first uncovered

#defender2020 — straight (apparently) from the film set of the new #bond movie! Makes sense!" said Firth. "A few things come to mind. Firstly, the winch is excellent. Secondly, the alpine windows are still there! "Thirdly, the rear passenger door looks massive — you'll never open that in a Tesco car park! "Fourthly, there seems to be quite a bit of wheel clearance (though it's unknown if this is standard height, off road height, or on coils!).

"Fifthly, checker on the bonnet (yes, the bonnet is a funny shape and there is no real wing to speak of).

"Sixthly, I'm not sure about the mirrors at all. Seventhly.... well, this could clearly go on a bit!"

What we do know is the new Land Rover Defender, which is due on sale in Australia next year, will be a radical departure from the boxy model that ceased production in 2016. Still squarish but with more rounded edges like the DC 100 concept, the next Defender will be offered in three body styles – 90, 110 and 130 – with the 110 to be officially unveiled next month in five-, six- and seven-seat guises.

All new Defenders will come with all-wheel drive and an automatic transmission, but six engines will eventually be offered alongside – at least in the UK – five equipment grades: Standard, S, SE, HSE and X.

Expect generous standard features for all models, including 18-inch alloy wheels, LED headlights, a 10.0-inch touch-screen infotainment system, 7.0-inch driver's display and powered driver's seat.

In an even bigger departure from the original military model, top-spec Defenders will be lavishly equipped with a 12.0-inch digital instrument cluster, leather trim, 14-speaker 740W Meridian sound, 16-way power seat adjustment, 20-inch alloy wheels and matrix LED headlights.

2020 Land Rover Defender reveal confirmed for Frankfurt show

It's been confirmed, the all-new 2020 Land Rover Defender will be revealed at the Frankfurt Motor Show in just over three weeks. After much speculation, spy shots and information leaks, fans around the world will soon finally get to see the new rugged SUV.



Land Rover Owners' Club of Gippsland - Minutes for meeting held on Monday 5th of August 2019.

Meeting held at Gippsland Jaguar Land Rover Traralgon.

Meeting started at: 8.05pm

Thanks. To Wayne Foon who brought along a Forest Fire Management Mercedes Benz Unimog for members to inspect.

Attending: Greg Rose, Lois Rose, Charlie Calafiore, Bob McKee, Wayne Foon, Brian Johnson, Ken and Susan Markham, Phil and Christy Croft, Ian Blake, Eric Shingles, Shannon Brill, Mal Trull, Paul Whitehead, David, Krystal and Harley Murray, John Jennings, Mark and Eliza Broadbridge.

Visitors: Richard Beilharz

Apologies: Alan Harlow, Tonee Harlow, Alan MacRae, Helen MacRae, Annette Fleming, Ross Howell, Sue Howell, John Kerr, Heather Kerr, Jan Parniac, Collette Parniac, Ted and Shirley Allchin, Terry and Barb Heskey, Sharna and Indi Foon, Don and Shirley Little, Shaun Johnson and Craig Murray.

News from travellers:

Several of our members have managed to meet up with each other in far flung places over the last month. Tonee and Alan in Yeppoon with Alan and Helen catching up with them. Jan and Collette meeting up with them later.

Minutes of August Meeting:

Moved that the minutes be accepted by Lois Rose, Seconded by Wayne Foon

Passed. Business arising from the minutes of the previous meeting. Nothing raised.

Correspondence:

In: Victorian 4x4 Show. Information about 2020 event, Lardner Park, February. Regarding change of sites and map of available sites.

Out: Updates of membership to Four Wheel Drive Victoria.

Emails: Patrick Sutcliff: Land-Rover Guru. Classic Land Rover Event. Held in Lithgo NSW. End of November for the week-long event. Patrick also praised our editor Eric.

Treasurer's Report:

Moved: Bob McKee, Seconded: Brian Johnson

Unfinancial members: There are still quite a few long-standing members who are currently "unfinancial". This has insurance implications for club events. If this jogs your memory, could you please pay the annual fee as soon as possible.

Publicity Officer's Report:

Charlie reported interest from new owners / potential new members from Land Rover Experience. With a number of new members Charlie indicated that he may run a Dinner Plain Trip next year.

Editor's Report:

19 years as LROCG newsletter editor.

Eric has nominated as Editor of Land Rover Owners Club of Victoria "Review" magazine.

Webmaster's Report:

Greg presented Alan's webmaster report as Alan is in Yeppoon. Web had 104 visitors to website with 369-page views. 20-page views on 27.07.2019. Mystery location clue from Greg. Look at where Alan has been travelling-Outback Queensland.

Technical Report:

Information from Bob: Choice Magazine has determined that 200 Series Land Cruiser most expensive large 4x4 vehicle to run. Bob added the Discovery was not far behind.

Events Coordinator's report:

Past Events.

July Coffee Get Together. This was held on Friday, July 12th at the Yarragon Bakery. Good lunch out.

July 27th. Clean up day along the Wellington River Campsites in the Alpine National Park. Parks Victoria partnership - 8 members involved. 2.5 campsites cleaned. 4 trailer loads of rubbish removed.

Future Events.

Coffee Get Together. Coffee morning. Friday 16th of August, it will be held at St Peter's Church in Morwell. (Next to Red Rooster in McDonald Street) Contact Rod Catchpole for details. Coffee heavenly!

September 2nd. LROCG Annual General Meeting. All committee positions will be declared vacant. President's annual report, etc. General Meeting following the AGM.

October 7th. LROCG Meeting.

November Cup Weekend. Rod and Loris have organised a



"I've combined a laxative and alphabet soup. I call it 'Letter Rip'."

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. The traditional chicken lunch will be replaced with a spit this year.

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

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

LROCG/PV. Details via newsletter. Several members already booked into this event. This will be along Kelly Lane north of Licola. Work on historic hut surrounds. Greg will be trip leader for the club and Wayne Foon will be the supervising Parks Victoria Ranger. We will be camping at Thomastown. Shade, creek, toilet. One of the most picturesque spots in the Alpine National Park.

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

We will again try Cowwarr Weir.

December: Date to be decided. Wayne and Sharna

Foon's pre- Christmas madness multi day trip. Details as it gets closer. This will be a mild baby friendly 4x4 adventure with a couple of camping nights.

Four Wheel Drive Victoria Delegate's Report: Nil to report this month.

General Business.

Congratulations to Charlie on his new position as Dealer Principal of Gippsland Jaguar Land Rover.

Victorian 4x4 Show, Lardner, February 2020.

Disappointment at the sites available to LROCG for 2020 show and the poor location of the 2019 site. Considerable discussion about the merits or otherwise of continued participation. Discussion that the club have been involved with this LROCG event over many years, actively portraying the history of Land Rovers and our Land Rovers Owners Club of Gippsland.

A motion was put that LROCG do not attend the Victorian 4x4 Show in 2020. The motion was carried unanimously.

Land Rover flag will be flying through Gippsland Jaguar Land Rover site. Charlie has membership information for any enquires and would welcome members attending.

Bob McKee – issues with the quality of meals and service at the Italian Club Morwell.

Motion passed: Pre-Meeting dinner to be held at Royal Exchange Hotel for at least September and October meetings.

Moved: Bob McKee, Seconded: Wayne Foon. The motion was carried unanimously.

Royal Exchange Hotel is located at 64 Princes Highway, Traralgon. (Cnr Church Street.). Off-street Parking accessed from either Church street or Princes Highway entrances. All members welcome. A group booking will be made, by Bob and Annette, for 6pm on meeting nights.

A number of the Pat Callinan's 4x4 magazines brought to the last meeting by Greg and Lois are still available to good homes. Located at Gippsland Jaguar Land Rover premises.

Clarification that coffee mornings are to be held the second Friday after our club meeting. Keep an eye on the newsletter for the venues as it changes every month. The coffee mornings have proven to be very popular.

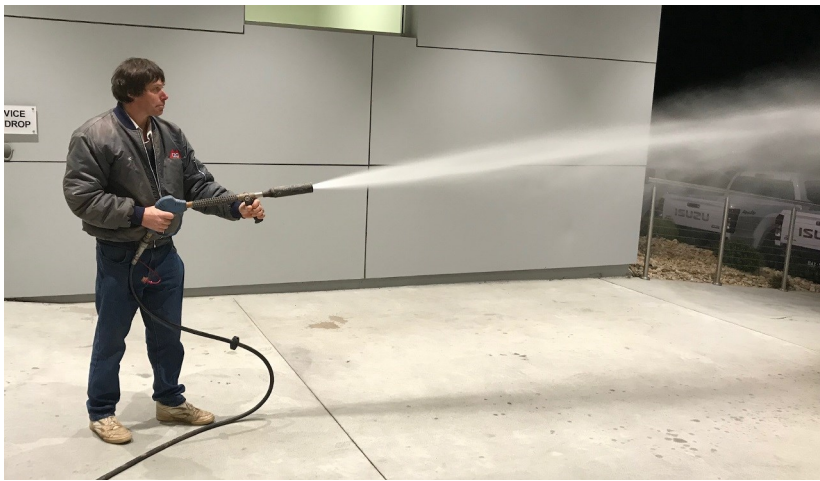
Training days may be held in the future. To be discussed with Shaun Johnson to see if he would be able to run a day. To occur within next 6 months if possible.

Thank You to Wayne Foon, Parks Victoria ranger Foothills and Southern Alps team, Heyfield, for your presentation about the Forest Fire Management Unimog and a follow up



Former deputy prime minister and Nationals leader Tim Fischer has died in a southern NSW hospital after a fight with cancer. He was 73. A young Tim Fischer (second from right) pictured with his brother and sisters on the family farm, Peppers, at Boree Creek





inspection of the vehicle by members. An impressive vehicle at 14.5 tonnes.

Meeting closed: 9.05pm

Following the meeting Wayne showed a video about the Unimog and then members inspected the Forest Fire Management machine.

Land Rover Owners Club of Gippsland. - Minutes of the 2018 Annual General Meeting

Meeting held Monday 3rd September 2018.

Meeting commenced at 8pm.

Attending: David Murray, John Jennings, Eric Shingles, Don and Shirley Little, Ian Webb, Ken and Susan Markham, Paul Whitehead, Lois and Greg Rose, Mick Hammett, Shaun Johnson, Siobhan Walker, Sharna and Wayne Foon, Alan and Helen Macrae, Bob McKee, Annette Fleming, Ian Blake and Charlie Calafiore.

Visitors: Tom Stoise, Marco Tripodi.

Apologies: Bruce Coulter, Bob McKee, Annette Fleming, Ron and Dot Prince, Jim Hood, Brian Johnson, Loris and Rod Catchpole, Sue and Ross Howell, Alan and Toni Harlow, Jan and Colette Parniac, Mal Trull, Shirley and Ted Allchin.

Greg Rose opened the meeting.

Minutes of the 2017 AGM were moved by Ian Blake and seconded by Alan MacRae.

Carried.

No Business Arising from Minutes.

Treasurer's Annual Report was presented by Alan MacRae and moved that they be accepted. Seconded by Annette Fleming.

President's Report presented by Greg Rose, which highlighted a successful year for the club. The President's report will appear in the next LROCG newsletter.

All positions were declared vacant. Marco Tripodi, Dealer principle, VSL (Gippsland Land Rover) chaired the election of the new committee. Marco thanked the outgoing committee and began the nominations.

Nominations for president:

Greg Rose nominated by Bob McKee, seconded by Ian Blake. Greg Rose accepted the position and elected President.

Nominations for Vice president:

Charlie Calafiore nominated Bob McKee, Ian Blake seconded. Bob McKee accepted and was elected Vice President.

Nominations for Treasurer:

Ian Blake nominated Alan MacRae, seconded by Greg Rose. Alan MacRae accepted and was elected Treasurer.

Nominations for Minute Secretary:

Dalai Lama's 1966 Land Rover Series IIA Up For Auction With RM Sotheby's

RM Sotheby's latest celebrity listing is a 1966 Land Rover Series IIA 88 that once belonged to the Dalai Lama. Delivered to Nepal on February 17, 1966, the sturdy Land Rover was His Holiness' official vehicle, driven by his brother Tenzin Cheogyal through the mountainous Dharamsala region of India, Nepal and the Himalayas. The slick-looking 4X4 in fantastic condition was chosen for its ability to traverse the treacherous terrain, with the Land Rover used by the Dalai Lama for 10 years during his exile in Tibet. The vehicle was retired in 1976 after His Holiness upgraded to a Range Rover, but was maintained by his brother Cheogyal until 2005. It was then donated to the Dalai Lama Foundation in Palo Alto, California, where it was fully restored by Micheal Green, owner of Land Rover repair shop West Coast British. The restoration cost AU\$72,500, but the Rover still comes with its original seats, interior parts, tires and a retains the classic Bronze Green paint job. Accompanying the vehicle is extensive documentation, including paperwork signed by both the Dalai Lama and his brother Cheogyal, along with the car's original license plates. His Holiness' former transporter will go under the hammer this Saturday and is set to fetch between AU\$148,000 - AU\$220,000. For more details about the sale visit rmsothebys.com

