

# LAND ROVER OWNERS' CLUB

OF GIPPSLAND  
DECEMBER 2019 NEWSLETTER



MERRY CHRISTMAS  
& A HAPPY NEW YEAR



**GIPPSLAND LAND ROVER**

5535 PRINCES HIGHWAY, TRARALGON (03) 51721100

**GIPPSLAND'S HOME OF LAND ROVER**

*Proud sponsors of the Land Rover Owners Club of Gippsland*







# LAND ROVER OWNERS' CLUB OF GIPPSLAND

P.O. Box 554 Traralgon 3844 Telephone 03 51721100 Club website [lrocg.jimdo.com](http://lrocg.jimdo.com)



**2019 LROCG Club Person of the Year is Jan Parniak.**

**This month's cover; Ross Howells Defender in the Mitta Mitta River**

## Land Rover Owners Club of Gippsland 2019-- 2020 Committee

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

## BEWARE LANDROVER ENTHUSIAST DISEASE

**HIGHLY INFECTIOUS TO MALES OF ALL AGES**

**THE SYMPTOMS :** The sufferer becomes confused and bewildered when not near a Landrover. Will be observed wandering around with blank expression, muttering strange words. Rapid rise in temperature at the sight of a Landrover. Behaviour then becomes very erratic, much rushing about and waving of arms. Foaming at the mouth is not unusual. The patient spends much time and money at Landrover shops.

**THIS CONDITION IS NOT FATAL**

**THE TREATMENT :** The patient must be kept well supplied with Land rover interest. Should be encouraged to go on Landrover tours and to Landrover 4x4 gatherings where he can meet lots more victims of the illness and exchange ideas with them. Friends and relatives can aid recovery by talking constantly about how brilliant Landrovers are. In case of an emergency rush the patient to the closest Landrover spares day or Landrover off roading event...

### JAGUAR LAND ROVER REPORTS NOVEMBER SALES

Jaguar Land Rover retail sales in November 2019 were 46,542 vehicles, down 3.4% compared to November 2018. Sales continued to improve in China (up 29.0% year-on-year) marking the fifth consecutive month of double-digit sales growth in the region. North America also grew (4.9%), achieving best ever November sales levels. Sales were down in the UK (-10.8% reflecting lower industry and lower incentives on selected models), Europe (-16.8%, largely reflecting higher sales a year ago ahead of tax changes in certain jurisdictions), and Overseas (-16.7%, largely Russia and MENA). Model highlights include the new Range Rover Evoque (up 25.2%), the refreshed Land Rover Discovery Sport (up 4.4% and just launching in China), as well as the Land Rover Discovery (up 15.5%) and Range Rover Sport (up 4.8%).

Land Rover retail sales in November 2019 were 35,078 vehicles, up 5.5% year-on-year, and Jaguar retails were 11,464 vehicles, down 23.1% year-on-year.

Against the backdrop of a downturn in the global automotive market, we were pleased to see our sales grow in the US and China. Despite the ongoing headwinds in China, we continue to see green shoots of recovery in our sales there. The intensive work with our retailers in the region, combined with significant process and product improvements are starting to gain traction.

Land Rover continues to perform well overall, with a very rich mix of models. Sales of our comprehensively updated Land Rover Discovery Sport are also gathering momentum while appreciation of the all-new Range Rover Evoque is growing apace as customers opt for its combination of dynamic on-road handling, luxurious refinement and trademark Land Rover all-terrain capability. Said Felix Brautigam, Chief Commercial Officer.



## JAGUAR LAND ROVER'S 3D-PRINTED PAW ENSURES NEW CARS ARE TOP DOG

Jaguar Land Rover has developed a unique 3D-printed dog paw to help engineers assess the durability of future cars – with a little help from Yogi the Labrador and the new Land Rover Defender. The 'RoboYogi' paw was used to test the rear bumper's ability to withstand a dog's claws scraping the paint before and after dog walks, with results showing it can withstand more than a decade of use by dogs – highlighting how Jaguar and Land Rover vehicles are designed to meet the demands of owners' lifestyles.

Yogi the Labrador, a resident at the National Guide Dog Breeding Centre, was tasked with jumping in and out of the new Land Rover Defender boot, with every step recorded by pressure mapping technology. The data allowed the team to benchmark this real-world outdoor scenario against 'RoboYogi'; from how a mid-sized dog clammers in and out, to the pressure applied by the claws and the pads on its feet. Nine-year-old Yogi's paw was then used to model and 3D-print a spring-loaded replica, allowing the claws to follow contours and apply pressure evenly across the bumper. Spring-loaded claws also proved a cost-effective solution as they are easily replaceable. The life-like paw is now used by Jaguar Land Rover to complete a standard 5,000 cycle abrasion test; during which 'RoboYogi' scratches the panel at random ten times followed by a linear scratch to one side, before repeating the process.

The new Land Rover Defender proved to be the ideal testbed because of its iconic side-hinged door featuring a flat rear bumper for dogs to climb onto, compared to the more traditional split tailgate or rounded boot opening on other Land Rover models. The new method was developed collaboratively across Jaguar Land Rover by experts in Materials Engineering team, working with the Additive Manufacturing and Robotic Engineering teams. Our performance testing covers plenty of scenarios that our cosmetic parts are exposed to, but sometimes we have to think outside the laboratory to come up with bespoke solutions. Creating globally renowned vehicles means applying a quality mindset at every stage of a product's lifecycle to ensure we meet the needs of our customers' lifestyles. In this case we were able to achieve it by getting a dog, printing a paw and using a robot, said Julie Nicholls, Senior Engineer in Materials Engineering.

Prioritising the comfort and safety of our furry friends is a well-trodden path for Land Rover, which offers a range of Pet Packs on the Discovery, including a full height luggage partition, a loadspace rubber mat, and loadspace liner tray. The Jaguar Land Rover Additive Manufacturing Centre produces more than 80,000 parts a year for a variety of applications, including functional prototyping, design mock-ups and manufacturing assembly aids and fixtures. Jaguar Land Rover is also able to 3D print parts for production cars with the Jaguar XE SV Project 8 – the most extreme performance Jaguar ever – one of the first to use them.

Whether you are the proud owner of a pet dog or – as is the case with our dogs – they play an even more vital working role, we recognise the importance of working with responsible manufacturers like Jaguar Land Rover to ensure vehicles are fit to carry animals safely. We were delighted Yogi could lend a paw to the engineers – we hope it will help more design teams make future models easier for our canine companions to get in and out of, said Suzanne Boggan, Dog Care and Welfare Supervisor, National Guide Dog Breeding Centre.



## JAGUAR LAND ROVER CHINA'S DREAM FUND PROGRAMME AWARDED INDUSTRY-FIRST CSR ACCOLADE

Jaguar Land Rover China has been awarded the inaugural 2020 Chinese Car of the Year Corporate Social Responsibility (CSR) Reputation Award in recognition of its outstanding work through the China Dream Fund programmes.

The Jaguar Land Rover China Children & Youth Dream Fund, in association with the China Soong Ching Ling Foundation, was named the inaugural winner of the 2020 Chinese Car of the Year Corporate Social Responsibility (CSR) Reputation Award at the 2019 Guangzhou Motor Show on 21 November. Jaguar Land Rover was commended by judges for placing CSR and sustainability at the core of its business development,



and gave the global automotive company a special mention for its long-term commitment to China.

The Dream Fund, launched in 2014, is the first CSR fund in the Chinese auto industry exclusively dedicated to helping children and youth, particularly in many of China's most underprivileged areas, realise their potential so that they can achieve their dreams and shape a brighter future. Programmes include a football coaching partnership with Tottenham Hotspur and a teacher training project called the 'Dream Class' and a Road Safety Experience Centre in Beijing.

In total, Jaguar Land Rover China has invested more than RMB 80 million (\$11 million) over five years, and the programme will benefit in excess of 500,000 people in China. Selected by a panel of 38 esteemed judges from across the industry, the award used Prime Research's statistics and influence data to assess the outcomes of the many shortlisted CSR programmes. It was the first time organisers had dedicated a specific category award to recognising outstanding CSR work, highlighting the growing significance of social responsibility and sustainability across the industry.

The China Soong Ching Ling Foundation Jaguar Land Rover China Children & Youth Dream Fund forms part of Jaguar Land Rover's Destination Zero vision; an ambition to make societies safer and healthier, and the environment cleaner – sharing its skills and technology to make a difference to people's lives and make communities stronger.

Beyond the Dream Fund and the China projects, Jaguar Land Rover's global workforce volunteered more than 75,000 hours in 2018/19 to support team education visits and community projects focusing on regeneration, the environment, education and the community. China Car of the Year (CCOY) is China's most influential annual award in the automotive industry. Co-launched by 38 senior auto editors-in-chief and supported by Prime Research, the Award recognises the very best companies and initiatives in the Automotive sector.

### **Land Rover to develop an affordable SUV, on Harrier's platform**

News has come that Land Rover are working on an entry level SUV to bolster their global line-up. Codename the L860, it is set to be the company's most affordable offering. As per reports, the L860 will be underpinned by an updated version of Land Rover's D8 platform. This platform, seen on the Tata Harrier, is a cost-effective derivative of Land Rover's famed platform. It is known as the OMEGA ARC platform (Optimal Modular Efficient Global Advanced Architecture) in short. The L860 is based on the previously rejected L851 project that Tata and Land Rover considered to develop. But, due to some unknown reasons, it had to be shelved. Now, it seems that the project will finally see some light and the end of the tunnel. The Harrier, despite intense competition from its segment, has emerged as a successful offering from Tata.

It has delighted auto experts and public alike, largely due to the value it offers for the money. The OMEGA ARC platform has also received a fair share of its fame as well, due to its handling and off-road capabilities. Land Rover will look to translate the success of the Harrier to the European market as well, launching one of its own there.

The L860 will be offered in both petrol and diesel engines, coming mated either to a manual or an automatic transmission. It has not yet been disclosed on which powertrains will be powering the L860. What we can expect from Land Rover is to give the L860 the options of FWD and AWD modes. The L860 will likely be offered at a price of €25,000. It is expected to launch in 2021, initially in the UK followed by other European countries.

### **Props And Counterpoints To Hagerty's List Of Collector Cars To Buy In 2020**

Classic car insurance company Hagerty has spent the last few years expanding its brand, which now includes editorial content and commentary on the value of old cars. This week it released a list of "10 collector cars (and one bike) on the rise [in 2020]," and I have Opinions. I'm sure you do too. Let's talk. Hagerty seems to have a good crop of data and research into the classic car market, so as it stands, it's probably one of the better arbiters of this realm. If you check out the article the site so nicely illustrated with original photographs, you'll also see a neat infographic on valuations which is quite nice.

That said, generally speaking, cars are objectively weak investments. Even if you buy something cheap and it's worth more than you paid years later, your odds of making money against inflation, maintenance, storage, and other ancillary automotive costs are slim. Usually, you're better off parking money in a conservative stock market play. But stocks are boring, and cars are cool, so I totally understand the desire to figure out which cars are likely to appreciate. If nothing else, getting a car that "increases in value" can relieve the financial burden of old-car ownership somewhat. There's also one more factor to keep in mind when considering lists like this: the difference between what's a good car for the money and what's a true appreciating classic. They're not always the same thing. Here is one vehicle on Hagerty's list.

Range Rover Classic

Hagerty says: "This is a vehicle that appeals to millennials and Gen Xers, and it's affordable because it's known to be troublesome. The brand's current success gets people to look back at the catalog of past vehicles, and this one established a lot of the design cues that guide Land Rover now and have been copied by other manufacturers."

I reckon: People have been calling these "future classics" since they were new. But, actually, the 1995 model was branded as the Range Rover Classic by Land Rover itself, as it was briefly sold alongside the then-new P38. Rangies look cool and it's a lot of truck for the money, but between the significant quantities that were built and their even more significant maintenance costs, I wouldn't rush into buying one as an investment. I would buy one, though. They will never go out of style.





## Jaguar Land Rover Acquire Performance-Specialist Bowler

UK-based manufacturer of all-terrain performance cars, parts and rally raid vehicles, Bowler has been acquired by Jaguar Land Rover. Founded in 1985, Bowler specialised in the production of dedicated off-road competition cars in the UK and has achieved success in international rally raid events. The expertise Bowler amassed for all-terrain vehicle dynamics, low-volume production techniques, and proving the durability of components under extreme conditions, is highly sought-after and will only add to the capabilities of JLR's production vehicles. Bowler will continue to operate from its premises in Belper for the foreseeable future.

Special Vehicle Operations is a fast-growing business that amplifies the key attributes of Jaguar and Land Rover vehicles to create distinctive, bespoke and unique products – including SV, Vehicle Personalisation and Classic. Bowler will be the fourth addition to the business unit. Since its inception, Bowler has had a close affiliation with Land Rover, which was formalised with a brand partnership in 2012 that led to the creation of the popular Defender Challenge by Bowler rally series in 2014-2016.

Company founder Drew Bowler died suddenly in 2016, but his legacy and spirit live on in the team based at Bowler's premises in Derbyshire, including members of Drew's family. Michael van der Sande, Managing Director, Jaguar Land Rover Special Vehicle Operations, said: "For almost 35 years the Bowler name has stood for innovation and success, with a reputation forged by its participation in the world's toughest off-road motorsport competitions. It's exciting that we're now in a position to participate in and lead the Bowler brand's future as part of Jaguar Land Rover."

He added, "At Special Vehicle Operations we are all eager to start working with our new colleagues at Bowler. Adding the Bowler team's skills and experience to those of SV, Vehicle Personalisation and Classic is a key step in our strategy to create an exciting and diverse portfolio of products and businesses within Special Vehicle Operations. Our immediate focus is on ensuring continuity of support for Bowler employees and customers during this transition to Jaguar Land Rover."



## The new Land Rover Defender has gone into production

The new Land Rover Defender has entered production at the marque's Nitra plant in Slovakia. Cars will be reaching UK dealers in the spring, with the five-door 110 model coming first.

Land Rover's Nitra factory has been a £1.19 billion investment for the company. The new 300,000 square-metre site and its 2,000 employees will be able to produce 150,000 Defenders a year at maximum capacity. That could increase in future, though, as the workforce expands to 2,800.

The plant is cleaner and more efficient than many in the world, too. New autonomous paint processes ensure quality control and reduced use of water with dry lime brush technology. Paint waste can also be reused.

Emission-free adhesive welding is used in the construction of the car, while a new autonomous pallet transport system increases speed by 30 percent. All packaging materials are recycled, and adhesive waste is used to generate energy. Land Rover has dragged the Defender into the 21st century. It's brought over-the-air software updates to JLR, a feature that has since expanded to the rest of its range.

Under the bonnet, the new Defender also features mild-hybrid systems. Independent suspension and a mono-coque chassis should make it drive as well on-road as it does off-road. The new Defender will be able to wade at depths of 900mm, and its short overhangs ensure impressive approach and departure angles.





## Land Rover Defender Design Analysis: Our Expert on the Reinvention of an Icon

The Defender is back, but not really.

Some design jobs are simply impossible, and directly replacing the 67-year-old Land Rover Defender with a modern vehicle is one such example. The basic Land Rover is a legend, the strongest remnant of a company no longer extant, having been caught up in the integration and annihilation of the entire British motor industry. In 1885 Rover essentially invented the modern bicycle with equal-size wheels front and rear, the Rover Safety Bicycle. The company moved to motorcycles in the late 1900s and to cars in 1904. Known for quality, Rover was the first firm to make a gas turbine car, and with the 1970 Range Rover the company invented today's luxury SUV. Rover was eventually sold piecemeal to BMW and Ford, then passed on to Asian owners—cars to China's SIAC, utility vehicles to India's Tata—and Rover itself is no more. Land Rover remains based in the U.K. and retains its experienced product-creation staff, though the new Defender is made in Slovakia, not Solihull. Saying the original Land Rover—essentially a surplus Willys jeep chassis with a Rover sedan engine and a no-compound-curve sheet aluminum body—was on the rustic side is an extreme understatement. But as it evolved, it proved to be extraordinarily effective, its very rusticity a virtue. Easy to drive, simple to field-repair with minimal equipment, and nearly indestructible, it was almost unreasonably capable. It became much loved by owners everywhere, most particularly in nations once part of the British Empire, yet production stopped in 2015. However strong demand, there was no way to keep making something that did not and could not comply with modern legislation.

So the new Defender can't be maintained with a few adjustable wrenches, is crammed to the gills with elaborate electronics, doesn't pollute beyond today's low allowable limits, and has crashworthiness its progenitor lacked. Independent suspension replaces beam axles on all wheels, the separate chassis is gone, and its elegant styling is completely opposed to the original's attractive crudity.

It's now a modern vehicle in every way, including its high price and weight brought on by government-imposed specifications. It can perform most tasks the first ones could, but it's also luxury transport, as much at home at a country club as any limousine. Many

"Landy" enthusiasts find it entirely too sophisticated and dream of the departed simplicity, but I think the mechanical and aesthetic design teams have done quite well with this new version.

The new model retains a lot of the visual feel of the last classic Defender's front end, with what amounts to a big square in the middle of the nose, yet open areas are minimal, unlike an Audi or Lexus maw. Plan-view chamfering and soft rounding at the top give aerodynamic advantage. An inserted section of simulated diamond plating lets you think you could stand on the fenders—you can't; it's flimsy plastic for pedestrian safety. If the vehicle strikes a person, his or her head would impact a section 100mm above anything rigid. So it's good design functionally and stylistically, and it plays into the rugged image. Which is, and is not, truly real in this exceptional vehicle.



1. There is a huge panoply of 18-, 19-, 20-, and 22-inch wheels for the Defender. All of them we've seen so far are quite attractive, but these are particularly nice.
2. This flush fuel-filler door is a glaring design error, in my view. An apparent round cap could still be flush.
3. The spare tire is mounted on the tailgate to assure the best possible departure angle. It might also bash a lot of other cars' hoods, unfortunately.
4. The rear overhead skylights are identical pieces on both long and short (and longer still to come) Defender models.
5. Pay attention to this straight line, and you won't notice that the centerline profile is an elegantly aerodynamic tapering form. Nice sleight of hand.
6. This black plastic grille is legitimate; the engine's air cleaner breathes through it.
7. The "dog house" on the hood adds a bit of (artificial) visual ruggedness.
8. A nice conceit, this little indent in the black trim has appeared on other Land Rover products to good effect, however unnecessary.
9. Notice the profile is surprisingly aerodynamic for what is meant to be a blunt, upright vehicle. Again, very clever detail design.



## Magna Steyr helping INEOS bring its rugged Grenadier SUV to production

A basic, no-nonsense body-on-frame off-roader.

INEOS Automotive, the British firm on a quest to reinvent the original Land Rover Defender, announced it strengthened ties with Magna Steyr to finish developing the off-roader. The SUV will be assembled in Wales, and the first examples are scheduled to roll off the assembly line in 2021. Magna Steyr has been involved in the project since the beginning; it developed the Grenadier's chassis and suspension. The new partnership focuses on turning what's essentially a concept into a production model that's reliable, relatively easy to build, and hopefully profitable. The tie-up makes sense for both sides. INEOS is a chemical company with no experience in the automotive industry, but enough money to develop a car from scratch. Magna Steyr has a vast amount of experience in making cars for other manufacturers. It helped Mercedes-Benz parent company Daimler develop the original G-Class, and it still builds the second-generation model. Its Graz, Austria, factory also handles production of the BMW Z4 and the Toyota Supra, among other models.

The Grenadier will pick up where the first-generation Defender left off, and it sounds like it will completely bypass the technology packed in the second-generation model introduced during the 2019 Frankfurt Motor Show. "We want to take the S out of SUV," the company previously explained.

Full powertrain specifications remain under wraps. Four-wheel drive and a two-speed transfer case are givens considering the Grenadier is being developed as a no-nonsense off-roader, and buyers will be asked to choose between a gasoline- and a diesel-burning straight-six engine sourced from the BMW parts bin. We're hoping a manual transmission will be available, but odds are the familiar, ZF-built eight-speed automatic widely used by BMW will be the only option offered. Looking ahead, INEOS could make a hydrogen drivetrain available for buyers seeking a zero-emissions truck.

Like the old Defender, the Grenadier will use a body-on-frame architecture. It will have "more angles than curves," according to INEOS, and its boxy body will be made largely with aluminum in order to keep weight in check. The company pledged to deliver class-leading approach, departure, and breakover angles while keeping its first car simple enough to fix in the field if needed. The function-over-form interior will offer everything drivers need and nothing they don't. More significantly, the BMW-sourced engines will give the Grenadier a nearly 7,900-pound towing capacity, and a 2,240-pound payload. Its cargo compartment will be big enough to fit a Euro pallet. Connectivity will inevitably be part of the package, even workhorse needs basic tech in 2019, and most features — including the infotainment system — will come from the BMW parts bin.

The Grenadier's body and frame will be manufactured in Portugal, its engine will come from Austria, and final assembly will take place in a new facility located in Wales. Deliveries are scheduled to begin in 2021.

### FOR THE HIGHER ROLLER

#### A ROLLS SUV MAKES PERFECT SENSE

Hasn't Rolls-Royce always been about peerless and imposing luxury motoring? With the Brit brand's 115-year history of tall, spacious and grand automobiles, an SUV looks a perfect fit. Easier for purists to swallow than a Ferrari SUV, anyway. Rolls says its customers were asking for one and such folk are used to getting what they want. Potentially losing buyers to Range Rover, Bentley or—shudder—Lamborghini SUV's wouldn't do. Cullinan is named after the world's largest flawless diamond, has suicide doors ("coach doors" in Rolls parlance) and seating for four (Individual) or five (Lounge). Boot space is 560L or, with seats folded, a Land Cruiser Prado-bettering 1930L. It's imposing, but beautiful? It looks better in the (all aluminium) metal than photos yet still resembles a giant London cab.

#### IT'S NOT FOR POOR PEOPLE

Cheapest drive-away price is \$695,000 before discussing options. Most owners do. For \$40K extra the four-seat version ups the luxe, including a console with refrigerator, champagne flutes and glass decanter. Running costs will sting, not least with the optimistic claimed thirst of 15L/100km—but, unlike, say, a VW Golf, it can run on standard 91 unleaded. Small blessings. Standard leather

is everywhere, augmenting digital dash, heated armrests throughout, colour-matched umbrellas in electric-opening doors, auto two-piece tailgate, air suspension and 22-inch wheels. Oh, and the Spirit of Ecstasy ornament sinks into the bonnet when parked so the peasants can't pinch it.

#### SOME OPTIONS DEFY BELIEF

Our test version was \$850,000 on the road thanks to its Launch Package, adding lambs wool mats, monogrammed headrests, ventilated seats, rear theatre with picnic tables and Starlight headliner. The latter means 1340 hand-drilled holes where fibre optic lights are inlaid—nominate your chosen constellation or galaxy and the Bespoke department will see to it. Previous jobs have included the Spirit of Ecstasy in solid gold and crushed diamonds in the paintwork. The Viewing Suite option installs two seats that electrically fold out from the boot so you can watch the polo. Pick a Recreation Module to house gear suited to your hobby. Rolls is ready to accommodate fly fishing, rock climbing...and volcano boarding. No mention of a factory fit 'roo bar.





Some pictures from the December Meeting / Christmas break-up / picnic at Erica





Some pictures from the December Meeting / Christmas break-up / picnic at Erica





## IT'S RAPID FIRST-CLASS TRANSPORT

Despite its 2660kg bulk, it reaches 100km/h from rest in 5.2 secs and is limited to 250km/h. that'll be thanks to the 420kW 6.75litre twin-turbo V12. With 850Nm it pulls relentlessly, in impossible-to-believe virtual silence. It leans a bit in corners but self-levelling air suspension continuously recalculates settings to vary damping reacting to acceleration, steering and camera data. Ride comfort is off-the-scale good. Cabin space is vast, you sit bus driver high, controls are pleasingly light and the turning circle surprisingly tight thanks to all-wheel steering. It's a long bonnet to see over but isn't that why you have a chauffeur? IT CAN, BUT WON'T, GO OFF-ROAD

You're not going to spot a Cullinan on the Birdsville Track, are you? If an eccentric oligarch fancied a try though, it may just make it. It's 4WD but there's no low-range or rear diff lock, there's a sole off-road mode and the spare's a space-saver. To maintain contact with the ground, the air suspension electrically adjusts to push down any wheel it detects is losing traction. Max ground clearance is 233mm and wading depth is 540mm, neither of which will trouble a Range Rover.

Iain Curry, *Herald Sun* 8 November 2019

## Land Rover Owners' Club of Gippsland, Minutes for meeting held on Sunday 8th December 2019.

Meeting held at Erica Recreation Reserve.

Meeting started at: 11am

Welcome & thanks by Alan Harlow.

Attending; Ted Allchin, Kel Robert Atkins, Ian Blake, Shannon Brill, Ashley Brill, Rod Catchpole, Loris Catchpole, Philip Croft, Christine Croft, Alan Harlow, Tonee Harlow, Terry Heskey, Barb Heskey, Ross Howell, Sue Howell, Sharna Foon, Indi Foon, Brian Johnson, Peter Johnson, John Kerr, Heather Kerr, Don Little, Shirley Little, Alan MacRae, Helen MacRae, Bob McKee, Annette Fleming, David Murray, John Jennings, Krystal Murray, Harley Murray, Jan Parniak, Colette Parniak, Ron Prince, Dot Prince, Greg Rose, Lois Rose.

Apologies: Shirley Allchin, Neville Prowse-Brown, Ann Prowse-Brown, Charlie Calafiore, Jim Hood, Jill Beck, Wayne Foon, Sue Markham, Ken Markham, Eric Shingles, Paul Whitehead.

Confirmation of November Meeting Minutes:

Motion-That the November minutes be accepted as true and correct:

Moved by. Sue Howell, Seconded by Alan MacRae, Passed.

Business arising from the minutes of the previous meeting. Nil.

Correspondence: Out:

Email from Greg Rose to Wane Foon PV thanking him for his input at Kelly Lane.

Invitation to Mike Dower, Parks Victoria Area Chief Ranger, to attend February meeting. (Fire watch pending)

Report to FWDV by Treasurer On membership numbers. As of 12th November the Club has 36 members.

Email to Gippsland Water re sponsorship (\$250) for hire of hall at Moondarra.

In:

Email letter of thanks from Mike Dower Area Chief Ranger Parks Victoria for our work at McMichael's hut.

Email from Ian Fletcher (FWDV) re camp hosting. LROCG scheduled to camp host in April at Jerusalem Creek, Alan & Tonee, Jan & Colette, Alan & Hellen will attend.

Offer to club to host at any other location we wish. Note Wane Foon PV has also indicates we can camp host at McMichael's Hut.

Email from Gippsland Water advising Hall is not available for hire at present.

Treasurer's Report:

Motion-The Treasurer's report be received:

Moved by: John Kerr, Seconded by: Bob McKee, Passed.

Questions of Treasure, Nil

Publicity Officer's Report: N/A

Editor's Report:

Hope you like the newsletter always looking for more stuff.

Webmaster's Report:

45 users; 40% return rate; 4.5 minuets on average view time

This month's question;

1st photo was Japanese gardens Cowra NSW.

2nd photo was Bathurst racing circuit NSW.

3rd photo Simpson & his donkey war memorial Canberra

4th photo Cleo Einasleigh Hotel Qld.

Winer of completion is Greg Rose.





Four Wheel Drive Victoria Delegate's Report:  
Report in newsletter and on website.

FWDV Regional Representatives;  
Report in newsletter and on website.

Events Coordinator's Report:  
Past Events.

- \* November Coffee Get Together. Held at the Old Gippsland Moe, and well attended, by 11 members
- \* November Cup Weekend Omeo Omeo Caravan Park from 31st October until the 6th November reports in newsletter and Web page.
- \* Kellys Lane. Monday the 18th till Wednesday the 20th of November 2019

Report by Greg Rose. Full report can be found on the club Web site.  
Future Events.

- \* January Coffee Get Together; Friday 17th January at 10am. At Thorpdale.
- \* February 16th; Navigation 4x4 trip, details at February meeting. This will be an easy trip but with river crossings and high clearance required. Alan & Tonee Harlow.
- \* April 9th to 14th. (Easter), Camp Hosting Jerusalem Creek coordinator Alan Harlow. This brings in \$250 for the club for each site. Looking for more participants
- \* May 2nd & 3rd; LROCG/PV volunteer days coordinator Greg Rose.
- \* November 16th, 17th, & 18th; LROCG/PV volunteer days, coordinator Greg Rose

Technical Matters:

Bob McKee happily reported that on their last trip, nothing went wrong! No issues.

Ross Howell, and others were happily able to report the same...

LROCG Awards;

Best non-recovery		Ross Howell
Just Parked		Jan Parniak
Best dressed on club trip		Susan Markham
Certificate of Appreciation	Outstanding Treasurer	Alan MacRae
Certificate of Appreciation	Outstanding President	Greg Rose
Certificate of Appreciation Best new Idea		Jan Parniak.
Club Person of the Year		Jan Parniak.

General Business.

Offer from PV to LROCG to be the primary club looking after McMichael hut on Kelly Lane.

Motion

The LROCG volunteer to look after the McMichael hut on Kelly Lane.

As hut custodians we would be required to visit the hut regularly and report any issues to PV. Preferably also camp host over a busy weekend such as labour day in March, and/or Easter. There is no obligation to fund works, in fact under its heritage listing, we would be unable to carry out any works without the appropriate approvals.

Moved Ian Blake, Seconded Bob McKee.

Passed. Action: Letter to Wayne (PV) to advise.

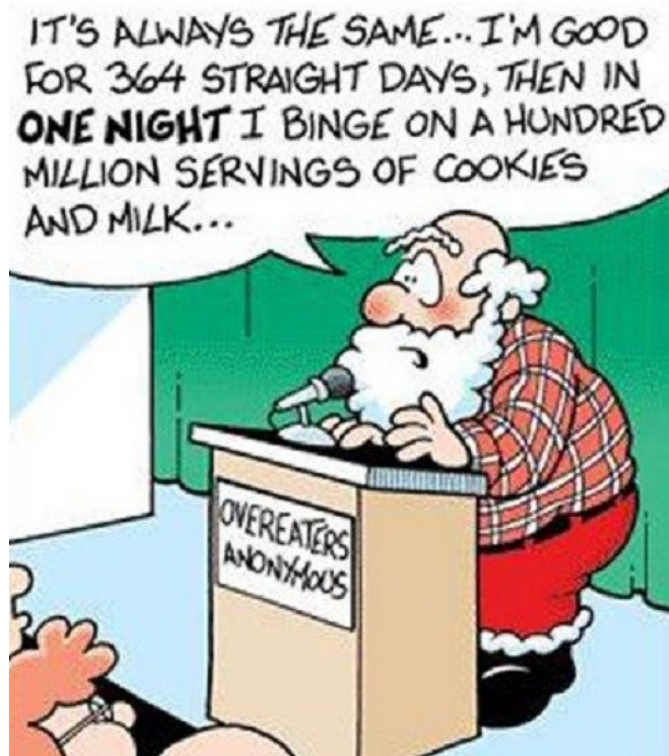
Next Meeting:

Monday February 3rd at Gippsland Land Rover, 5535 Princes Highway Traralgon @ 8pm

Pre meeting meal at 6pm at Royal Exchange Hotel Traralgon.

Merry Christmas to all and a happy new year.

Meeting closed at 11:45 am



Hoody putting up his Christmas lights



## HISTORIC LAND ROVER "WEEK" AT PAXINA-ANOTHER VICTIM OF THE BUSHFIRES!

November 15th – 19th 2019

### Trip Leaders

Patrick & Margaret Sutcliffe Series 1, Series 2, Series 3 LROCV LROCS & RRC NSW

### Attendees

Hal & Atholie Hankinson RRS LROCV

Barry & Elaine Collier, "Oscar" & "Bella" Perentie RRC NSW

Mark Murnane Series 2A Visitor

Keith Fripp Discovery 1 LROCS

Mervyn Vessey Defender 110 Ute LROCS

Paul Morton Defender 110 LROCS

Peter Nash Series 1 LROCS

Phil Challinor Series 1 LROCS

Ralph Radovan Range Rover P38 LROCS

Mike Lake & Jill Rowling Discovery 3 LROCS

Things did not get off to a good start, and it was all downhill from there!

All through the week preceding this, the 16th gathering of Historic Land Rovers at Paxina, I had been fielding phone calls asking whether or not the event was still going ahead. I assured everyone that it was. Yes, it was going to be hot and, yes, there was an out-of-control bushfire in Wollemi National Park, but following discussions with the local Ranger, things were still OK. However, it didn't stop a number of people pulling out due to potential threats to their Sydney properties, including most of the RRC members. Then, the day before we were due to go, things got worse. The fire had really taken off and all the National Parks were closed, which meant that two of our planned trips were not going to be able to go ahead.

Most of the participants arrived on Friday and there were nine people sitting in the shade for Happy Hour. No fire though, as there was a Total Fire Ban.

On Saturday afternoon, we went down to Glen Davis to give the vehicles a run and to check on the fire situation. Coorongooba Campground in the National Park was closed, and when we arrived in Glen Davis we could see why – three helicopters were busy with buckets attempting to douse a number of fires burning in the escarpment overlooking the campground and the old shale works. To compensate for the reduced trip, we went along a track that ran along parallel to the escarpment, and there the extent and ferocity of the fire was clear to see. We returned to camp in time for afternoon tea followed a little later by Happy Hour. But the day wasn't finished. As we finished our dinner up at the house, a message appeared on my iPad from the "Fires Near Me" app to say that there was "a bushfire out of control in Mugii Murum-ban Conservation Park", which is located next to Paxina and to the west, i.e. upwind. We decided that the sensible thing to do, was to get out, and so everyone packed up in the dark as quickly as possible and made their way to Capertee.

Here we discussed what we were going to do, until someone suggested checking at the RFS station up the road. Peter came back with the news that it was a false alarm! Apparently someone had seen all the smoke from the Wollemi fire, which had increased dramatically in the last couple of hours, and thought it was coming from much closer. So we all retraced our steps, apart from Barry and Elaine who were leaving the next day anyway and who decided to go home, and the campers set themselves up again in the dark. An unfortunate interruption, but it's better to be safe than sorry.

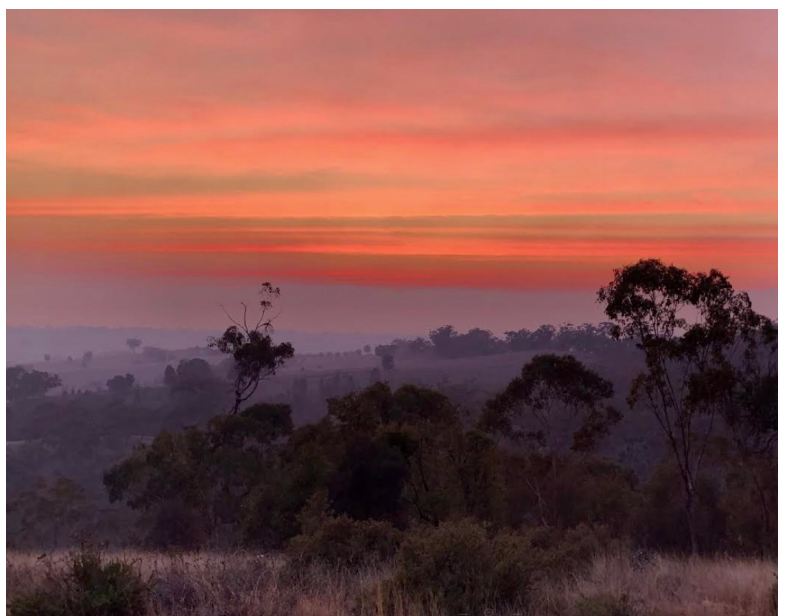
Next day, Sunday, things were a lot cooler and we were able to run the scheduled trip through the Sunny Corner State Forest to Portland. This involves some interesting rocky tracks, a few picturesque crossings of the Turon River and a stop at Woolshed Flats for a leisurely morning tea. There were no incidents and we arrived at the pub for lunch half an hour early, where we were joined by Hal and Atholie. After a cheery lunch, we said goodbye to Mark, who lives in Portland, and drove back up the tarmac to Paxina.





Each morning, Margaret and I were assessing the various conditions. On the Monday morning, the forecast for Tuesday, Thursday and Friday for the area was “a severe heat-wave”. This added to the Total Fire Bans, the worsening situation with the Wollemi fire, the thick smoke at the campground at night, and the closure of the National Parks, convinced us that we should abandon the event and go home the next day. There was some disappointment, but everyone agreed that it was the prudent thing to do. That morning we set off on the run along the Turon River to Sofala, after meeting Mike and Jill at the Capertee Rest Area, who were joining us for the day. This track has now been graded the whole way and is suitable for an ordinary vehicle (as long as it doesn't rain, which is extremely unlikely!). So once again our timing was out and we arrived at Sofala nice and early. However, the second-hand bookshop was open and some of us spent some time there, before heading a few kilometres back along the river to a riverside picnic/camping area for lunch by the dry Turon River. After the usual feed and discussion, the group returned along our morning route briefly before turning off onto Ridge Top road to Cherry Tree Hill. It was then highway conditions back to Capertee where the group split for refuelling or returning to camp. That evening, there were only eight people at Happy Hour, but an Award had to be presented. There were obviously no Awards for the Motorkhana or Trials. But the Spirit of Paxina Award could be made. This is presented to those attendee(s) who best exemplify the spirit and enthusiasm of the event by restoring old Land Rover Series vehicles and assisting with ensuring it is a success. It wouldn't have mattered how many people were in attendance – Peter Nash and Phil Challinor from LROCS would have won hands down. They were the only ones with Series Ones and they built the magnificent shower shed that was much appreciated by all those attending. Unfortunately they couldn't receive the Award itself, as Brendan, last year's winner, was not scheduled to come till the next weekend. But they thoroughly deserve their certificates and Land Rover caps. So next morning, everyone packed up and went home. We will not be running a Historic Week again, and certainly not in November. The plan now is that we go back to running it over a weekend, possibly in combination with the Trials, and probably in April. Finally, a special thanks to Mervyn for the gas shower.

Patrick Sutcliffe (LROCV)





### Three Days of Volunteer Work in The Alpine National Park.

Monday the 18th, Tuesday the 19th and Wednesday the 20th of November 2019.

Participants.

Trip Leader Greg Rose. Lois Rose, Alan MacRae, Alan Harlow, John Kerr, Ian Blake, Mal Trull, Craig Murray, Vivian Lee.

Members of the Land Rover Owners Club of Gippsland spent three days, in mid-November, working at sites on Kelly Lane with Parks Victoria.

Kelly Lane, in the Alpine National Park north of Licola, runs off Tamboritha Road, following Shaw Creek, heading north and joining Howitt Road. Along the track there are several campsites and two historic huts; Kelly Hut and McMichaels Hut.

Our volunteers first assisted Parks Victoria with a clean-up of the huts in November 2012. On that first occasion it was just Ian Blake, Lois Rose and Greg Rose working with Mike Dower from Parks Victoria. One of the features of our club is the long and close partnership we have with the Parks Victoria Foothills and Southern Alps Team.

This time, our small group of seven volunteers in five vehicles, met at the Heyfield DELWP/PV work centre on the morning of Monday the 18th. Craig and Vivian joined us late on Monday afternoon, making nine volunteers and six vehicles. We were looking forward to the three days and the weather forecast was excellent for the work we had planned. Two trailers were to be towed by club members' vehicles. One of the trailers was the newly completed "volunteer trailer" towed by Mal Trull. It was great to see our club logo proudly displayed on the trailer along with other Parks Victoria volunteer partners for the Foothills and Southern Alps Team. The volunteer trailer carried fencing tools, hand tools, power tools, gloves, hi-vis vests, safety glasses and other bits and pieces we would need. The second trailer, towed by Alan Harlow, carried thirty long fence posts. A second load of fence posts would be collected on the Tuesday. More of that saga later.



Our group travelled to Licola for the essential coffee stop. Wayne Foon, Parks Victoria Acting Ranger Team Leader Heyfield, met us at Licola. Wayne's Parks 79 series Land Cruiser was towing a trailer with a Dingo digger and auger attachments. A welcome site for club members after years of digging holes for bollards, picnic table sets and fence posts with nothing more sophisticated than shovels and crow bars.

One of the problems for volunteers and Rangers working in the Alpine National Park is the time it takes to get materials and personnel on site. It was nearly midday before we entered the northern end of Kelly Lane, through the locked Seasonal Closure gate, off Howitt Road. The wooden bridge over Shaw Creek at Thomastown on the southern end of the track had been declared unsafe by an engineer. The bridge will be repaired over the next few months. On site at McMichaels Hut, after initial safety briefings and a quick lunch, unloading the first load of fence posts began.

Our key tasks for the first day were to place bollards around the hut site and to repair some flashing on the hut itself. Over the three days our club members put in forty-eight bollards and fence posts, made repairs to the hut, removed some old wire fencing and cleared trees from Scrubby Creek Track. Wayne Foon instructed club members in the use of the Dingo digger, an added bonus to the trip. It's always good to increase our skill set. Some of the more enthusiastic members of the club worked







hard smashing their way through rock that the Dingo digger's auger refused to tackle. The scene was like one of those prison movies from the fifties; hardened criminals breaking rocks!

Wayne Foon and I had a strange day Tuesday. The quick trip to Sale to drop off the Dingo and be back by 2:00 p.m. turned into an all day event not getting back to camp until 6:30. Towing a trailer with 1200 litres of diesel fuel, for the big CAT generator, and the Land Cruiser tray loaded with twenty more fence posts didn't contribute to a quick trip.

The remote location brings some challenges.

Careful planning ensures that everything we need is with us. It's a long way to Bunnings if you've forgotten the roofing nails. Medical help is a long way off too. We have First Aid trained members on the trips. The club has its own defibrillator, snake bite kit, First Aid kits, etc. Alan MacRae and I had satellite phones to supplement the Parks Victoria trunk radio.



We had the luxury of being able to stay at Surveyors Creek work camp. Hot showers went some way to soothing the tired muscles at the end of each day. We shared the night-time catering with Wayne Foon cooking a spaghetti banquet on Monday night and the club putting on an excellent bar-b-que on the Tuesday evening. Many thanks to Jan's son for his succulent meat. We had so much food left; meat, salads, bread, pickles, sauce, etc. that Wednesday's lunch was a picnic of leftovers under the shade of the big peppercorn tree in Licola.

All tasks and clean-up were finished on Wednesday morning. On the way out the club members were able to "unlock" Scrubby Hill Track gate and do a check on Dingo Hill Track to clear any fallen trees. I use the term unlock loosely as Craig had to







use the battery powered “key” as Wayne had the Parks keys. The Kelly Lane gate had been unlocked earlier in the day by Wayne.

We journeyed back to Heyfield to drop off the trailers. Once again, we had enjoyed the privilege of working with skilled Parks Victoria Rangers. We spent time in a magnificent part of the Alpine National Park. We solved the worlds problems and told a few tall stories and jokes. Our volunteer hours will be added to the thousands of hours logged by clubs affiliated with Four Wheel Drive Victoria. Importantly we had helped improve the visitor experience for all Park users.

Thanks to all the club members who came along. Unfortunately we had a few people unable to attend due to medical and family concerns. I hope all is well with those folk. We will set dates for 2020 joint works in the next month or two and announce them at the February meeting.

Greg Rose.

Land Rover Owners Club of Gippsland Trip Leader.  
FWDV Regional Representative Southern Alpine National Park.



**For Sale ;**

1997 Land Rover Defender 110 Wagon, White in colour, 300 TDI engine, Registered until June 2020. Travelled 442,802 km., but 99.99% were road miles, no 4 wheel driving, Discovery Series 2 transfer case, Cargo barrier, Rhino roof rack, ARB bull bar, Warn winch, Driving lights, Snorkel, Kaymar spare wheel carrier. Hema sat nav, Heads-up speedo. Codan HF Radio, GME UHF radio. Engel fridge. Had the Head, injectors and glow plugs replaced about three years ago. One owner, fastidiously maintained, always garaged. Deceased estate. \$15,000 ONO.

Contact Eric Shingles 0429 424 791



**For Sale ;**

2006 Ex CFA Land Rover Defender 130 TD5 twin cab, Alloy tray with removable drop sides, 100,000kms, Will be sold with current RWC and registration. PTO winch w. plasma rope, Ridgy Didge bull bar, Reverse camera, Central locking, LED headlights, LED light bar, 80 channel UHF radio, CD, DVD, USB BLUETOOTH, Water tank, Tinted windows, Computer remap, Maxi drive axles, Anderson plugs, Under rear seat storage, Fully plumbed under rear seat camp stove, Front seat rail extensions, Electric trailer brake, Sill rails / 'A' frame, Thousands spent (in my ownership of 4 years) replacing or upgrading with receipts ; New Ashcroft gear box & Reconditioned transfer case (40,000ish kms ago), New clutch and fly wheel (3 months ago), Replaced Front and rear diffs, New starter motor, Always serviced and garaged. Also available by negotiation; Large removable lockable tool box /camping box with; Interior lights, Anderson plug, removable wind up legs on wheels, roof rack, 3 lift up doors with gas struts, Custom made, Cost over \$6000.

\$40,000 with everything listed, 10% off for club member,

Chris Brain,  
0427 197 923,

