

LAND ROVER OWNERS' CLUB

OF GIPPSLAND
FEBRUARY 2020 NEWSLETTER



GIPPSLAND LAND ROVER

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LAND ROVER OWNERS' CLUB OF GIPPSLAND

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Land Rover Defender: The story behind the 4x4's production

The Defender has finally been reinvented for the 21st century – and so has the way it's built. We visit JLR's new plant in Nitra, Slovakia, to learn more.

When production of the Defender ended in 2016, it felt like the end of an era. Never before had such an impressive send-off been organised, as the world's press gathered at Jaguar Land Rover's Solihull plant to watch the last example roll off the line after 68 years of production.

Four years later and following much hype, the all-new Defender is here, billed to be as tough as ever but with on-road comfort too. And it's being built at a new plant in another country: Slovakia. The factory in Nitra has been up and running since October 2018, when it began building the Discovery, which also relocated from Solihull. A bit like Nitra's operations director, in fact: Russell Leslie is a friendly Brummie who moved to Slovakia after 26 years working around the world for JLR, including managing the Defender



This month's cover; Mal Trull's Range Rover



WHEN I WAS YOUR AGE, I HAD TO MAKE EMOJIS WITH MY OWN FACE.



Land Rover Owners Club of Gippsland 2019-- 2020 Committee

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line. He explains that getting production moving at Nitra was easier than usual, because the Discovery already had an established engineering process, but now the real challenge begins: “The eyes of the world are on us. We’re hugely proud to be building the Defender.”

Of course, some purists cried foul that the new model isn’t being built in Britain. Leslie comments: “We’re on a global expansion journey. We’re committed to the UK as our design and engineering base. We needed to find space in the factories in the UK for future products and therefore there was a need to move. And actually this plant gives us access to markets we didn’t have before, and it helps with currency fluctuations.”

At two million square feet, the purpose-built facility is almost twice the size of the Solihull plant and has clearly been a boon for the area; miles of perfectly smooth new roads lead here, passing a host of supplier factories. The figures back it up: local unemployment has fallen drastically. JLR employs 2800 people, more than a third of them women – unusually high for a vehicle plant. Its processes were ergonomically designed, it says, so 97% of people can do the job.

Nitra has an annual capacity of 150,000 cars; last year, around 38,000 Discoverys came off the line, plus up to 2000 Defenders. JLR won’t comment on volume predictions, but the fact the site is at just a quarter of its capacity suggests there’s an awful lot resting on the new Defender. Leslie says: “We always build facilities with a three-shift capacity [there are two shifts at present]. You have to design a facility to enable a certain jobs-per-hour rate. We have what we believe we need for both today and tomorrow.”

As well as the Discovery, Nitra is set up for the 90 and 110 wheel-bases alone, but a family of Defenders is coming. Due in the next few years is a Mercedes-AMG G63-rivalling luxury model, the 130. This will be crucial in creating a cost-effective and profitable model line – a feat the previous generation failed to achieve.

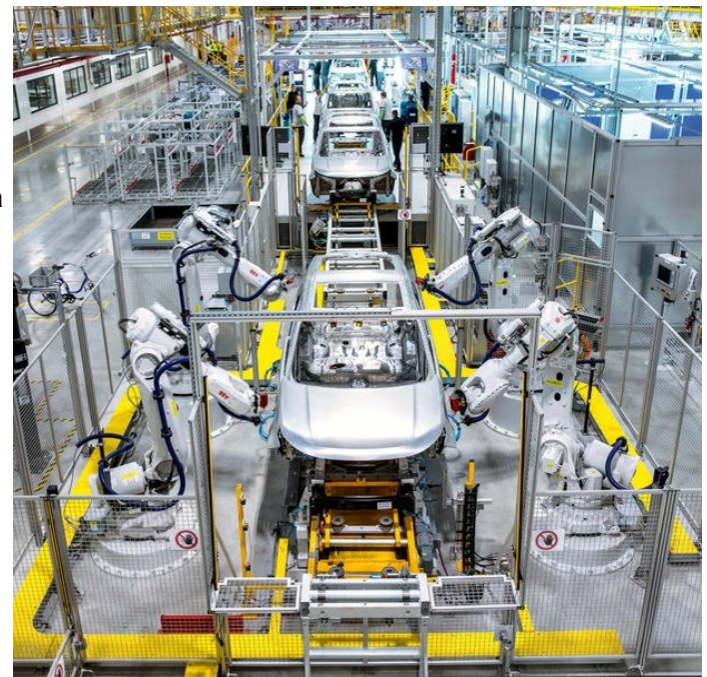
The Discovery and Defender run on the same line, back to back, and there’s total flexibility on how many of each is built. Leslie explains: “There are nuances of the cars being slightly different. For example, we purchase the Discovery’s tailgate and make the Defender’s tailgate. But in general, we drive for a standard process in order to drive efficiency on the manufacturing lines. We put the seats in both cars in the same station, for example.”

This high-tech site is a world away from the line in the West Midlands, but what are the main differences in producing the old and new Defender? “The technology is significantly different,” explains Leslie. “We build both Defender and Discovery in a bodyshop with 642 robots. I don’t know how many we had in the Defender bodyshop back in the day, but it was probably single figures. “There’s a highly technical paintshop now with environmentally friendly kit and the trim hall is worlds apart from the one I used to run back in Solihull. All in all, the old and new production lines are almost like chalk and cheese.”

Among a number of firsts for JLR in Nitra is an innovative conveyor belt, running through the bodyshop, that’s most easily explained as using similar technology to a maglev train. This marks the first European use of the Kuka Pulse, which is claimed to move parts 30% faster than traditional set-ups, able as it is to run at a hasty 3.7m per second.

The system helps to transport 400 parts that together form the shell of the car. The first major step is assembling the underbody, bodysides and roof header, creating a box that’s instantly recognisable as the Defender. Bodyshop director Christian Clason says: “Everything here has to be perfect to half a millimetre of accuracy. It takes two minutes to put a bodyshell together.”

To achieve the required stiffness in the aluminium structure (and this Defender is claimed to comfortably be the stiffest Land Rover yet), 3600 rivets are



used, plus 170 metres of glue. Classon comments: "The beauty of building an aluminium structure is that it's cleaner and quieter than welding shops. But riveting is very sensitive; it's not as forgiving as the welding process."

The only human-led part of the bodyshop is the cladding line, on which the doors, fenders, bonnet and boot door are applied. Finally, the car goes to be checked. "There are three stations to rectify any issues," says Classon. "In the UK, the line is much longer, so we're proud because we have to get it right first time." Bypassing the paintshop, it's time to head to the trim and final hall – easily the largest, at 134,000 square metres. The first job here is removing the vehicle's doors so that workers can easily fit the interior. But far more mesmerising is a glass-fitting robot that lifts, glues and places a sun-roof in less than a minute.

Trim and final director Ulas Bagci walks us through the major stages, including where the engine and radiator are fitted. "This is where the body finds its soul," he says. At each of the 250 stations in his hall, there's a subtle yellow cord. Pull it once if you need help from your team leader, twice to stop the line. "Stopping a line when you have two minutes per job is very serious," warns Bagci. But the biggest challenge of the build process, he says, is "bottlenecks in electronics because of its complexity. Everything is electronic." Leslie concludes: "Launching a new car is always an experience. Launching it in a new country with a new team? It's a bumpy road. You learn lessons as you go. The Defender was designed and engineered in the UK, but this is the first time we've put a new car into a new factory. But we're on target; we're on the ramp-up curve exactly where we should be." As our tour ends, hundreds of workers arrive for the shift change, fresh off seven buses paid for by JLR. There's not yet public transport to get workers to the site. Conversations are ongoing with the local council to rectify that, but having witnessed how perfectly choreographed the whole production process must be, you'd hope Slovakian public transport is more punctual than our own...

What comes to mind when Slovakia is mentioned? Maybe beer or castles, but probably not the car industry. Yet, remarkably, since 2007, this central European country has been the world's biggest producer of cars per capita. Last year, 202 cars were produced per 1000 inhabitants, with a total of 1.1 million vehicles built. Alongside Jaguar Land Rover, other big players include Kia, the PSA Group and the Volkswagen Group, which builds the Volkswagen Up and luxury SUVs including the Audi Q7 and Porsche Cayenne there.

The car industry is estimated to generate around 275,000 jobs. In Nitra, an area eligible for regional state aid, the unemployment rate has dropped from 11.2% in December 2015 to 2.1% in December 2019, making it the lowest in the land.

Once an agricultural country, Slovakia can now thank vehicle makers for half of its total industry.



Former Minister Bimha Demands \$310 000 For Vehicle Damaged In Accident

FORMER Zimbabwe Industry Minister Mike Bimha has dragged two Harare men and Clarion Insurance Company to court demanding \$310 776 compensation for his vehicle damaged in 2018 in a road accident in Harare. The accident occurred in June 2018 when Thomas Tusso was involved in a road accident and smashed into Bimha's vehicle, a Land Rover Freelander 2. Tusso is employed by Tonderai Mageje, a driver. The two are cited as respondents in the summons.

Bimha said Mageje agreed to meet the costs of repairing the vehicle after Tusso pleaded guilty of causing the accident. Bimha in summons before the High Court complained that no progress had been made regarding the repairing of the vehicle, which he needs to use. In his declaration, Bimha said despite demand for payment, Tusso and Mageje had failed to fulfill the agreement. Clarion Insurance Company was cited in its capacity as Mageje's vehicle insurer.

"On or about June 8, 2018 at Creative Harare and at around 9:50 am, the second defendant (Tusso) in the course of his duties and employment was involved in an accident with plaintiff's (Bimha) motor vehicle namely, a Land Rover Freelander 2, thereby damaging the said vehicle," read the summons submitted by Bimha's lawyers.

"The second defendant admitted liability and was consequently arrested by police and was caused to pay a fine of \$15 at Avondale Police Station, as an admission of guilty." According to Bimha, Mageje assured him he would ensure all the spare parts required for repairing the vehicle were made available by September 30, 2018.

"Plaintiff has been deprived the use of his motor vehicle for the period from date of accident to date. Plaintiff incurred costs to hire another motor vehicle at the rate of \$120 per day from June 8, 2018 to February 28, 2019 thereby incurring the sum of \$32 400. "From the period March 1, 2019 to date, plaintiff has incurred costs of hiring another motor vehicle at the rate of \$300 per day which amounts to \$108 000. Plaintiff has therefore incurred a total cost of \$140 400 as a result of hiring an alternative motor vehicle," he said. The matter is yet to be heard.

2020 Land Rover Defender 90 lands in Australia in October

As expected, demand for the all-new 2020 Land Rover Defender has been overwhelming since its initial unveiling last year. But now the company has confirmed some arrival times for the first examples. In Australia, the Defender 110, which is basically the standard wheelbase version with front and rear doors, will start to arrive here in August. This will be followed by the short wheelbase, three-door Defender 90 First Edition models in October. Just 100 of these are up for grabs, all featured in Pangea Green with a Fuji White roof. The Defender 90 First Edition is based on the P400 powertrain, consisting of JLR's new

mild-hybrid 3.0-litre turbo-petrol inline-six engine that produces 294kW. Acceleration from 0-100km/h comes up in as little as 6.0 seconds, making it the quickest production Defender ever. It's not only the quickest, though. Land Rover is very serious about this new model being the "toughest and most capable" Land Rover ever. It promises unstoppable off-road performance, with a range of on-board technologies and components to help it get through and over the toughest of conditions. Other diesel powertrains will be available for the 90 and already for the 110, with the D200 producing 147kW and the D240 developing 177kW. Mark Cameron, Jaguar Land Rover Australia managing director, said: "The compact, short wheelbase Defender 90 is the perfect vehicle



for Australian conditions and joins the 110 as the most capable and durable family of SUVs in the world. We are delighted with the interest shown in the 110, and have a high level of confidence that the new Defender 90 will prove just as popular." Land Rover says since the unveiling at the Frankfurt motor show in September, over 1.21 million potential punters have used the company's online vehicle configurator. And over half of them have also selected one of the four Accessory Packs; Adventure, Country, Explorer, and Urban.

Following the arrival of the Defender 90 First Editions, the remainder of the 90 range will be available from December. Prices for the 90 First Edition will be announced closer to launch, but the new Defender 110 has been confirmed to start from \$69,990 (excluding on-roads).

Jaguar Land Rover's Chinese factory reopens after Coronavirus shutdown

Jaguar Land Rover's Chinese factory has reopened following a period of closure because of the coronavirus outbreak. The factory in Changshu, a joint venture with Chinese car maker Chery, was closed in accordance with "local government advice". A Jaguar Land Rover spokesman said the factory had reopened this week and employees were now back at work. Speaking about the factory's closure earlier this month a Jaguar Land Rover spokesman said: "At Jaguar Land Rover, the health of our employees is important to us and we continue to monitor the coronavirus situation in China. "We are following Foreign Office guidelines regarding travel from the UK to China." The factory in Changshu opened in 2014 and produces a range of Jaguar and Land Rover vehicles. As of February 2019, output included two specifically created for the Chinese market, in the shape of 'stretched' versions of the Jaguar XE and Jaguar XF. The Jaguar XEL and Jaguar XFL were also produced alongside the Jaguar E-Pace, Land Rover Discovery Sport and Range Rover Evoque.

There is also an engine plant manufacturing Ingenium four-cylinder petrol engines for Chinese customers. When it opened the plant created 2,000 new jobs as part of a 10.9 billion yuan (£1.1 billion) investment. Dr Ralf Speth, chief executive officer of Jaguar Land Rover, described it as “an important milestone” for the company. Jaguar Land Rover recently published a rosy set of results for the final quarter of 2019 but at the same time said the coronavirus outbreak would impact on its end of year results for the 2019/20 financial year. In its results statement it said: “Despite the many challenges presently facing the industry, Jaguar Land Rover has continued to expect improved profitability and cashflow for the financial year ending 31 March 2020 with an EBIT margin of around 3%, however, the developing situation with the coronavirus could have some impact on this.” The coronavirus also sparked a warning from PB Balaji, group chief financial officer at Tata Motors. He said: “As we look forward, a few things worry me in our horizon - the big one being the coronavirus in China that is now developing at this point in time. “We’ll have to watch that very closely.”

Last week Jaguar Land Rover warned it may run out of parts in its UK factories because of the coronavirus outbreak. The firm’s chief executive Sir Ralf Speth admitted he did not know when things would be back up to speed.

He said there was uncertainty over whether the company would have enough parts to maintain production in the UK.

“We are safe for this week and we are safe for next week and in the third week we have ... parts missing,” he told Sky News at the National Automotive Innovation Centre in Coventry.

He added: “We don’t know how long it will take until the supply chain in China comes on stream again.”

Motoring News: New Land Rover Defender as tough as a tank

THE Land Rover Defender has always been a symbol of strength and the new model is the toughest and most capable vehicle yet, combining a new body structure with all-new technologies and proven hardware to create a Defender that is fit for the 21st century. The new Defender is built for adventurous hearts and curious minds.

The unmistakable silhouette is familiar yet new. Iconic in name, shape and capability, every detail of the exterior design has been creatively developed to re-enforce the DNA of the Defender model – sophisticated, durable and extremely tough, a vehicle design like no other. The new Defender is the first Land Rover vehicle available with an optional factory-fitted Satin Protective Film which delivers enhanced design and durability. The PU-based wrap is applied to external bodywork and gives the standard metallic paint a rich and contemporary satin finish.

Raising the position of the vehicle’s body structure by 0.8-in compared to the existing range of large SUVs within the Land Rover line-up and relocating elements including the battery and cooling circuits, has enabled vehicle engineers to deliver ultra-short front and rear overhangs and a wheelbase of 119-in on the Defender 110 – 3.9-in longer than a Land Rover Discovery. This new body architecture provides ground clearance of 11.5-in and exceptional off-road geometry, giving the Defender 110 approach, break-over and departure angles of 38, 28 and 40 degrees respectively.

Customers will be able to choose between a turbocharged four-cylinder engine, badged P300, and a six-cylinder Mild-Hybrid Electric Vehicle (MHEV) powertrain, badged P400. The P300 powertrain, which produces 296hp, uses an advanced twin-scroll turbocharger for smooth performance and efficient power delivery, accelerating from 0-60mph in 7.7 seconds.

The P400 MHEV powertrain harvests energy normally lost during deceleration and redeploys it to optimize performance. The inline six-cylinder petrol engine features both a conventional twin-scroll turbocharger and an advanced 48-volt electric supercharger. A belt-integrated starter motor replaces the alternator to assist the engine under acceleration, while the 48-volt lithium-ion battery stores energy captured as the vehicle slows down. In combination, these advanced technologies provide 395hp, 406-lb ft of torque and acceleration from 0-60mph in 5.8 seconds.

This Spanish Land Rover Variant May Be The Ugliest Land Rover Ever

Santana Motor was a Spanish company established by the government in 1954 as part of a program to encourage economic growth in Anadaluca. In 1956, they entered an agreement with Land Rover to build Series Land Rovers from CKD

(Completely Knocked Down) kits, with production starting in 1958.

Eventually, they began doing some of their own development and modification of Land Rovers, which is where the Ligeró came from.

Our Spanish-speaking pals may have already realised that “ligeró” is Spanish for “light,” which gives a clue to the origins of the car: the Land Rover Lightweight.

The Land Rover Lightweight was a military vehicle developed by Land Rover to be able to be carried and deployed by helicopter. The standard ones were too heavy, so a cleverly stripped-down version was developed that shaved a significant chunk of weight from the original, and the Lightweight was the result.

There was never a civilian version of the Lightweight offered by Land Rover, even though some now have ended up in civilian hands. Santana’s version of the Lightweight was the only official non-military version built and sold, which is great, I’m just a little baffled at some of the aesthetic choices.



The original Lightweight wasn't bad looking, especially for a military vehicle with zero consideration spent for how it looked: The problems are all in the front end. The original version, with its lower fenders, mesh grille, and headlamp setup looks utilitarian but fine, appealing in a machinery sort of way. Santana's decision to raise the fender height to nearly the hoodline, while leaving a good six-inch gap between the lower fender and the front bumper, all while incorporating rectangular headlamps and using the standard stamped trapezoid-over-a-rectangle Land Rover grille just make the front end look like a confused, insectoid monster. It's got an oddly unfinished-looking quality as well. It's not exactly easy to put your finger on just what's not right there, but it's hard not to feel like something is very amiss.

That said, I kind of love it, and would drive one in a lightweight heartbeat. Ugly weirdos always have a place in my garage.

2021 Range Rover spied testing in long-wheelbase guise

With it may not seem all that different on the surface, the new Range Rover is likely to receive a fairly major under-the-bonnet overhaul. Jaguar Land Rover's fifth-generation Range Rover has been spotted testing its winter chops on the roads of Arjeplog in Northern Sweden, ahead of its anticipated release in 2021. These spy photos offer a first glimpse at a long-wheelbase prototype of the car, which JLR is positioning as an even more luxurious vehicle capable of taking on upmarket competitors like the Bentley Bentayga. Additionally, the new Range Rover – typically available in both long- and standard-wheelbase form – will see a powertrain overhaul expected to herald the eventual arrival of an all-electric version of the established SUV.

While the camouflage makes it difficult to ascertain any specific details, the new Range Rover appears to have retained its instantly recognisable boxy body without adding much more length or height beyond the existing model.

The vehicle appears complete under its disguise, with production headlights and taillights just barely visible – albeit with well-camouflaged details.

We already know this newcomer won't be a styling game changer, with JLR previously suggesting the 2021 Range Rover will bear a more "evolutionary approach" to design. But where the car will see the most marked changes is in its underlying architecture and powertrain options. The key difference is that this particular model marks the first time the big Range Rover receives JLR's new Modular Longitudinal Architecture (MLA), which will also be used on the new Range Rover Sport and Jaguar XJ. The lighter platform is compatible with combustion engines, hybrids and fully electric models, with the new Range Rover expected to utilise a range of powertrains, from plug-in hybrid, to mild-hybrid and the brand's first all-electric powertrain. The latter will likely not be available at launch but is expected in 2022. It's rumoured the new Range Rover will also receive a V8 powertrain supplied by BMW, as part of JLR's plans to partner with other manufacturers in order to share powertrains and architecture.

The Range Rover will also receive a new sibling, an all-new Range Rover crossover, underpinned by the MLA platform. Land Rover design director Gerry McGovern has previously spoken of the brand's new design direction, telling Auto Express: "For me, what we've actually shown is the ability of the brand to stretch and be different.

"We always have been quite pioneering. Let me just put it this way – if people like Bentley and Rolls-Royce can do an SUV, why can't Land Rover or Range Rover do a luxury car?"



JAGUAR LAND ROVER REPORTS DECEMBER RETAIL SALES UP 1.3%

Jaguar Land Rover reported retail sales of 52,814 vehicles for December 2019, 1.3% up on the previous year.

For the month of December, Jaguar Land Rover retail sales were boosted by China (up 26.3% year-on-year), a sixth successive month of double-digit growth. This offsets lower sales in North America (-1.1%), UK (-2.9%), Europe (-5.3%) and in Overseas markets (-7.6%). The new Range Rover Evoque continues to perform very well (up 33.2%) and the refreshed Land Rover Discovery Sport is gaining traction (up 19.6%). Sales of the Land Rover Discovery were also up, while other models were lower.

For the quarter to December 2019, Jaguar Land Rover retail sales were 141,222, down 2.3% year-on-year, reflecting similar market and model trends. Sales were up in China (24.3%) and North America (1.1%), but were offset by lower sales in the UK (-11.9%), Europe (-10.1%) and overseas markets (-11.5%). Sales were up for the new Evoque (30.0%) and the refreshed Land Rover Discovery Sport (9.2%) as well as the Land Rover Discovery (4.3%) and the Range Rover Sport (2.5%), while sales of other models were down.

For the calendar year 2019, Jaguar Land Rover retail sales were 557,706, down 5.9% compared to 2018. This reflects the currently more challenging industry conditions across markets with sales down in China (-13.5%), Overseas Regions (-14.2%), Europe (-4.9%) and the UK (-1.7%). However, the double-digit sales growth in China over the last six months has been encouraging, as has been the record sales achieved in North America (up 1.8%). Sales of the newer Range Rover Evoque, Jaguar E-PACE and multiple award-winning I-PACE as well as the established Range Rover Sport were up for the year, while sales of other vehicles were impacted by the generally weak market conditions and model changeover in the case of the new refreshed Discovery Sport.

In 2019, 6% of Jaguar Land Rover's global sales were either fully-electric or with plug-in hybrid electric powertrains. In the UK, for example, 4% of the company's sales were electric (BEV) and 4% plug-in hybrid, more than double the overall market take-up, with 23% of all Range Rovers and 20% of all Range Rover Sport vehicles being plug-in hybrids.

Jaguar Land Rover was the first company to launch a premium all-electric performance SUV, the multiple award-winning Jaguar I-PACE that was revealed in 2018. In addition, plug-in hybrid variants are already offered on the flagship Range Rover and Range Rover Sport and will be available on the Land Rover Discovery Sport, Range Rover Evoque, as well as the recently-revealed New Defender vehicles in 2020. All of these vehicles feature mild-hybrid electrification options from launch.

JAGUAR LAND ROVER PROFIT INCREASES TO £318 MILLION IN THIRD QUARTER OF 2019/2020 FINANCIAL YEAR

Jaguar Land Rover Automotive plc today reported financial results for the three-month period ending 31 December 2019. Revenues increased to £6.4 billion, up 2.8% year-on-year. While total retail sales fell 2.3%, sales in China continued to recover (up 24.3%) and sales in North America increased by 1.1%. Product mix was stronger, with global sales of the new Range Rover Evoque luxury compact SUV up 30.0% and the refreshed Land Rover Discovery Sport rising 9.2%. Retail sales of the Range Rover Sport and Land Rover Discovery also grew year-on-year.

Pre-tax profit increased to £318 million in the quarter, representing a £591 million year-on-year improvement versus the £273 million loss in the third quarter of last year (before an exceptional non-cash asset impairment of £3.1 billion in Q3 of the prior year).

The improvement reflected a combination of the higher China volume, stronger product mix, lower operating costs (including Project Charge) and favourable foreign exchange. Margins also turned positive year-on-year with an EBIT margin of 3.3% and an EBITDA margin of 10.8%.

The company's Project Charge transformation programme reduced operating costs by £154 million, investment by £200 million, and inventories by £405m in the quarter. This brings the total cost and cashflow improvements to £2.9 billion, exceeding the £2.5 billion target three months ahead of schedule. The company has now embarked on 'Project Charge +', the next phase of Project Charge, which will primarily target cost savings and deliver a further £1.1 billion of cost and cashflow improvements for a total of £4 billion of improvements by March 2021.

Free cash flow was negative £144 million, up £217 million year-on-year, reflecting the improved profitability and lower investment spending. The latter decreased £128 million to £892 million for the period.

In addition, the Company raised £1.6 billion of new funding in the quarter, including €1 billion of five and seven-year bonds and a £625 million five-year amortising loan backed by a £500 million guarantee from UK Export Finance (UKEF).

At the end of the period, Jaguar Land Rover had cash of £3.9 billion and a £1.9 billion undrawn credit facility, resulting in £5.8 billion of liquidity.

The new Land Rover Defender, which has been completely reinvented for the digital age, was revealed at the Frankfurt Motor Show in September. Deliveries of the world's most iconic 4X4 are expected to start in the spring. As part of the company's continuing product offensive, the new Jaguar F-TYPE was unveiled in December, generating a very positive customer and media reaction to the two-seat sports car that embodies Jaguar's design DNA. In addition, the all-electric Jaguar I-PACE won the coveted Golden Steering Award for Best Mid-Size SUV in November.

Despite the many challenges presently facing the industry, Jaguar Land Rover has continued to expect improved profitability and cashflow for the financial year ending 31 March 2020 with an EBIT margin of around 3%, however, the developing situation with the coronavirus could have some impact on this.





Land Rover Owners Club of Gippsland and Parks Victoria joint work 2020.

Members of the Land Rover Owners Club of Gippsland have worked in partnership with Parks Victoria, Foothills and Southern Alps Team, since 2012. These, usually multi day, volunteer activities have taken us to some fantastic places in the Alpine National Park. Wonnangatta Valley, Talbotville, Eaglevale, Wellington River, Horseyard Flat, Howitt Hut, Guys Hut and the two huts, McMichaels and Kellys, on Kelly Lane have all been work sites.

This year we have already started planning for a weekend in May and the traditional three days in mid November. Due to the commitment to fire roles Parks Victoria Rangers have not been available to complete details for tasks and work sites for the year. Last year we were not able to undertake a May volunteer weekend due to significant fire damage in the work area.

At this stage the 2020 dates are:

Saturday the 2nd and Sunday the 3rd of May.

It was planned that the tasks would be to complete work begun at McMichaels Hut. The club has indicated to Parks Victoria that we would be interested in taking on a custodial role of McMichaels Hut.

Monday the 16th, Tuesday the 17th and Wednesday the 18th of November.

Some preliminary talks have been held with Dargo Team Leader Ranger, Conor Wilson, about a venue and tasks for these three days. It will most likely be in a location not previously worked at by club members.

We always have a great time on these joint activities and have an enviable relationship with the Parks Victoria Foothills and Southern Alps Team. If you have not been on one of these adventures, give the dates some consideration. You do not have to be super fit or have a great skill set. Volunteers can select the roles they perform and how much work they do.

There will be "Intention to Participate" sheets at the next few meetings. For further information talk to Greg Rose, LROCG liaison person with Parks Victoria or club member Wayne Foon, who is part of the Parks Victoria Foothills and Southern Alps Team.

Land Rover Owners' Club of Gippsland - Minutes for meeting held on Monday 3rd February 2020.

Meeting held at Gippsland Land Rover Traralgon.

Meeting started at: 8.05pm

Welcome & thanks by Alan Harlow.

New members Neville & Liz Trimnell were introduced.

Attending;

Ian Blake, Mark Broadbridge, Eliza Broadbridge, Rod Catchpole, Loris Catchpole, Alan Harlow, Tonee Harlow, Terry Heskey, Ross Howell, Sue Howell, John Kerr, Brian Johnson, Heather Kerr, Alan MacRae, Helen MacRae, Bob McKee, Annette Fleming, David Murray, John Jennings, Krystal Murray, Harley Murray, Jan Parniak, Colette Parniak, Greg Rose, Eric Shingles, Mal Trull, Neville Trimnell, Liz Trimnell,

Apologies:

Charlie Calafiore, Barb Heskey, Wayne Foon, Sharna Foon, Lois Rose,

Visitors; Nil.

Confirmation of December Meeting Minutes:

Motion; That the December minutes be accepted as true and correct:

Moved by Greg Rose, Seconded by Ian Blake, Passed.

Business arising from the minutes of the previous meeting. Nil

Correspondence:

Out:

Email to Wane Foon advising LROCG would be happy to take responsibility (become custodians) for McMichaels Hut.

Report to FWDV by Treasurer On membership numbers. As of January the Club has 37 members.

In:

Four Wheel Drive Victoria is looking to donate \$2,000 on your (the LROCG) behalf, to the Fire Relief Fund.

Action: Club will actively participate by spending money and volunteering in effected areas.

From Wayne Hevey (FWDV CEO) on Icon drives workshop group to evaluate how we can identify opportunities to improve their appeal. Craig Murray volunteered for Davies high plains, Greg Rose for Wonnangatta

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

Trackwatch; our club features on p.18

Request for survey participation by FWDV.

Treasurer's Report: Dec & Jan John Kerr

Questions of Treasurer, Nil

Motion; The Treasurer's report be received:

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

Publicity Officer's Report:

N/A

Editor's Report:

Hope you like the newsletter, always looking for more stuff.

Webmaster's Report:

December; 26 visitors, 52 pages.

January; 81 visitors, 321 pages.

FWDV Delegate's Report:

Nothing new; covered in correspondence.

FWDV Regional Representative's report;

Little correspondence occurred due to fires.

Lots of road closures, including Alpine Park area, and Den of Nargen. Sadly some 4WD groups are still running trips despite the dangers and inconvenience to emergency workers.

Wellington River campgrounds are open.

Donated goods to East Gippsland are getting through thanks to blue/green 4WD crews (4WD groups within emergency service organisations).

Events Coordinator's Report:

Past Events.

December; Erica Christmas meeting, Great day and Good venue.

January Coffee Get Together was run by Jan Parniak, and held at the Thorpdale Bakery, and was well attended by 14 members.

Future Events.

* February Coffee Get Together; Location will be Mia's Cafe, George St Moe on Friday 14th February at 10am.

* Navigation 4x4 trip. After a show of hands, date changed to 23rd February, 9:30am start at dealership. Leaving at 5 min intervals. Bring morning tea and lunch including drinks. Clip board and pen. This will be an easy to medium trip with river crossings so high clearance required. PIF/Medical forms req on day, As per club rule, If the day is declared a Total Fire Ban, trip is automatically cancelled. Trip leaders are Alan & Tonee Harlow.

* Easter, April 9th to 14th. Camp Hosting Jerusalem Creek coordinated by Alan Harlow.

The MacRae's and Harlow's are attending, but there is room for 1 more couple, Box of hosting requirements to be collected from HO. Greg or Bob have indicated they may be able to help out with that.

* Bushfire relief trip coordinated by Bob McKee. A mid week leisure trip, to visit and financially support a suffering community. Aiming for 3rd week of April. Options were discussed, a list was passed around for members to contribute suggestions. Bob will investigate further and advise at March meeting.

* April post Easter, Day trip to McMichaels Hut. Rod Catchpole suggested that as custodians, it may be appropriate to arrange a day trip for our club members to visit the hut and do a post Easter clean up as required. Details to be confirmed, in conjunction with Parks, via Greg.

* May 2nd & 3rd, LROCG/PV volunteer days coordinated by Greg Rose. May need to camp at Thomastown, as Surveyors Creek likely taken by fire crews. List passed around for members to nominate their interest.

* October 29th to November 5th, Melb Cup Trip, run by Rod Catchpole.

Looking at Mallacoota to support the fire effected area.

* November 16th, 17th, & 18th. LROCG/PV volunteer days, coordinated by Greg Rose.

Preliminary talks with Connor re potential areas & works. Not yet determined.

Technical Matters:

Greg Rose has available for loan:

a) scan device for Discovery 3 & 4,

b) fuel priming pump for Defender (Pima engine models only)



Alan Harlow reported issue with intermittent loss of dash lights and instrumentation display. Greg advised similar past problem solved with a quick fix to software

General Business.

Simpson Desert trip planned March 23rd to April 4th approx 12 days, if anyone interested in participating contact Alan Harlow ASAP.

John Jennings talked to members about the impact the fire ravaged areas has had on truck drivers delivering hay etc, and how badly shaken they have been by the distressing sights they've been confronted with.

Greg added to this with the tragedy friends of his have experienced at Mallacoota.

Mal gave us a good news fire story, involving some lovely, safe and very pink sheep.

Ian Blake has the contact details for BlazeAid in Bruthen, if anyone is interested in joining him there from next week.

Neville Trimnell advised he is heading there tomorrow.

Greg Rose advised of changes to Blue Rag and Mayford tracks since our members were last there, including the clearing of dangerous trees in the area.

John Kerr sold off our last 2020 club calendar.

Meeting closed at 9.28 pm.

Next LROCG Meeting will be Monday March the 2nd at Gippsland Land Rover at 8pm

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

For Sale;

Discovery 4 19" OEM Rims, Corris Grey Metallic Paint. Have put 18" Compomotive Rims on my 2016. Discovery 4 So now have 5 factory painted OEM 19" rims for sale. 1 with originally supplied 255/55R19 Goodyear Wrangler All Weather M&S tyre (unused) and 4 with Kumho ATRs With about 7 mm tread. 1 wheel has some minor gutter Scuffing. Will deliver Melbourne metro area, Baw Baw, Latrobe and Wellington Shire. Or pick up Moe. Asking \$1200 lot, or nearest offer. Bob 0407 963176, or email bobmckee46@gmail.com



Some pictures from the Longwarry Heritage Truck display



Some pictures from the 2020 Victorian 4WD Show at Lardner Park



Part of the Gippsland Land Rover display

