

LAND ROVER OWNERS' CLUB

OF GIPPSLAND
APRIL 2020 NEWSLETTER



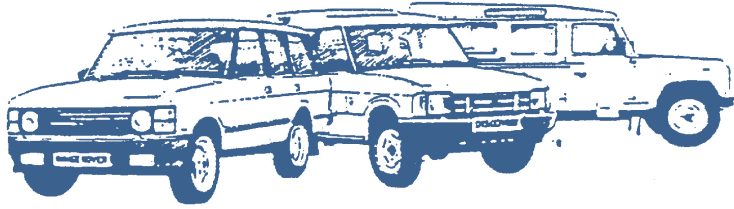
GIPPSLAND LAND ROVER

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LAND ROVER OWNERS' CLUB OF GIPPSLAND

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A note from the LROCG President.

Lock down, isolation, social distancing, words we have come to recognise as common place; who would of thought? So as I write this note I'm thinking of the future and I think by the time you read this we won't be far away from starting to get life back to normal even if normal is a bit different from what we were used to.

This makes me think about when we may be able to once again meet as a club. May is unlikely, but I am optimistic that June will be possible even if its later in the month. So, I look forward to that possibility as I'm sure you are as well.

As the possibility of a return to the new normal improves and restrictions are lifted, we will organise a trip to celebrate our return to freedom. So those expert trip leaders (you know who you are) please put your thinking caps on and start planning. I'm sure the club will be able to find the funds for a celebration cake when we do meet again.

Our club fees will be due in June and we will need to consider what we should do in relation to setting then for the 20/21 year. You will see a letter from FWDV later in this newsletter that they have reduced their fees and we as a club may have similar thoughts for our fees. We will find a way for members to contribute to any decision we may make in regards to this.

As many of you know I have children but no grandchildren (which I feel deprived of) but in the current lock down my thoughts go out to all those grandparents and parents in our club who are struggling with this separation from our family and friends, and to those of you who are struggling in general with the isolation.

Looking on the bright side of things, have we ever had such an opportunity as good as this to get all those jobs at home done? My garden is in top shape, I'm even painting (which I dislike) and although my much loved Discovery is not going (yet) there is no pressure to get it fixed as time is not an issue.

To those among us who are still working and keeping our economy going or still doing your volunteer work, or those who are in the front line, keep up the good work and know your efforts are appreciated.

Regards Alan Harlow, LROCG President.

This month's cover; Greg Rose's Discovery crossing Bindoola Creek on the Gibb River Road in The Kimberley. Photo taken by Lois Rose.

Land Rover Owners Club of Gippsland 2019-- 2020 Committee

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Hoody's thoughts on CoVid-19

Half of us are going to come out of this quarantine as amazing cooks. The other half will come out with a drinking problem.

I used to spin that toilet paper like I was on Wheel of Fortune. Now I turn it like I'm cracking a safe.

I need to practice social-distancing from the refrigerator.

Still haven't decided where to go for my next holiday - The Living Room or The Bedroom

Every few days try your jeans on just to make sure they fit. Pyjamas will have you believe all is well in the kingdom.

This morning I saw a neighbour talking to her cat. It was obvious she thought her cat understood her. I came into my house, told my dog.....we laughed a lot.

Went to this restaurant called THE KITCHEN. You have to gather all the ingredients and make your own meal. I have no clue how this place is still in business.

Day 5 of Home-schooling: One of these little monsters called in a bomb threat.

I'm so excited - it's time to take out the garbage. What should I wear?

I hope the weather is good tomorrow for my trip to Puerto Backyarda. I'm getting tired of Los Livingroom.

Saw a Classified Ad: Single man with toilet paper seeks woman with hand sanitizer for good clean fun.

My body has absorbed so much soap and disinfectant lately that when I pee it cleans the toilet.

Better 6 feet apart than 6 feet under

Jaguar Land Rover Australia's customer service chief takes on sales director role

JAGUAR Land Rover Australia has announced the appointment of Scott Maynard as its new sales director. Officially starting May 1, Mr Maynard replaces Justin Hocevar, who had held the position for just over two years and came to JLR after previously serving as managing director of Renault Australia. JLR Australia said Mr Maynard is currently transitioning between the customer service and sales functions, and that a replacement for the customer service director role will be the subject of a future announcement. As well as making a "significant contribution to the success of the customer service division", Mr Maynard served for six months as acting sales director from late 2017 when Andrew Phillips left the company. He subsequently handed over to Mr Hocevar in March 2018.

JLR Australia managing director Mark Cameron said Mr Maynard "brings with him into the new role a deep understanding of JLRA at a senior level and also commands great respect from our retailer network". Mr Maynard said he was looking forward to the new role, which he enters in unprecedented times with the coronavirus epidemic throwing the industry into turmoil.

"This industry challenges, rewards and inspires like no other and I feel fortunate to have worked in and around it for 28 years," he said. "However, we have not seen conditions such as those that currently prevail. "I look forward to doing all that I can in making a contribution to the JLRA network and to assist Mark Cameron in leading our business through the next period and then into the future."

Mr Maynard has led JLR's customer service division since 2017, when he replaced Chris Lidis and shifted to the British car-maker after almost 12 years at Audi Australia. Many of those years at Audi were spent in sales positions, rising through the ranks at the German prestige brand in areas such as regional sales, regional aftersales and ultimately general manager of sales nationally. Earlier in his career, Mr Maynard spent five years as service manager at Stevenson Automotive Group in Launceston, Tasmania.

Jaguar recorded 2274 sales last year, which marked a 15.1 per cent downturn on 2018, while Land Rover managed 8879 new registrations (-12.0%).



Jaguar Land Rover Rating Cut By Standard & Poors As Virus Fallout Undermines Plans

Financially troubled maker of sports cars and luxury SUVs Jaguar Land Rover (JLR) was downgraded by Standard & Poors Global Ratings (S&P) because it expects JLR's profits to be hit by a sales dive of up to 60,000 in the current financial year following the coronavirus crisis. British-based and Tata Motors of India owned JLR is not alone in this downgrade movement. Late last month Moody's Investors Service cut the credit ratings of BMW, Ford Motor, Toyota, Nissan and Honda, and put Mercedes parent Daimler, Groupe PSA, Renault, Volkswagen, and JLR, on notice they might be subject to a cut soon. S&P, while cutting its debt rating to "B" from "B+", said it expects JLR sales to fall from about 510,000 in its financial year ended March 31, 2020, to between 450,000 to 460,000 in the current year because of the ongoing uncertainty caused by the coronavirus. This is a long way from JLR's declared ambition for long-term annual sales to hit 1 million.

S&P said JLR made a small operating profit in the last fiscal year. It estimates the company had negative free operating cash flow of up to \$1.6 billion in that financial year, and that will continue in the current year ending March 31, 2021. The company lost \$4.5 billion the previous year and has embarked on a big cost cutting program.

JLR was hoping to receive a boost from the launch of the new Land Rover Defender, but production has been halted at the Nitra, Slovakia plant and global launch plans are on hold. Like the vast majority of the global auto industry, JLR is currently at a production standstill. As JLR stumbled, there have been reports Tata Motors would seek to sell it. JLR and BMW have announced a plan to collaborate on developing electric motors and transmissions. Late last year rumours circulated that Tata was seeking a partnership with BMW or China's Zhejiang Geely Holding.

Jaguar Land Rover announces five-year Australian warranty

Jaguar and Land Rover have followed in the wheel tracks of Mercedes-Benz by extending their new vehicle warranties in Australia to five years/unlimited kilometres – with a catch. Unlike the German manufacturer, which broke the traditional luxury mould in March by extending its factory warranty beyond the three-year norm on a permanent basis, Jaguar Land Rover Australia's new provisions will only be available for a limited time and on certain models. Customers who purchase select new or demonstrator model Land Rovers between April 1 and June 30, 2020, will be eligible for the five-year/unlimited kilometre new car warranty. Ditto for Jaguar, its sister company. According to officials, the Land Rover deal applies to selected new and demonstrator Discovery Sport, Discovery, Range Rover Evoque, Range Rover Velar, Range Rover Sport and Range Rover models.

Range Rover SV models, Range Rover Sport Special Edition and Discovery Special Edition models are excluded from the offer.

Meantime, the Jaguar offer applies to select new and demonstrator XE, XF, E-



PACE, F-PACE, I-PACE and F-TYPE models sold and delivered between April 1 and June 30, 2020.

In addition, Land Rover says it is offering savings on certain members of its Australian fleet equivalent to the GST – which amounts to about 10 per cent. “We are proud to be able to offer Australian customers a five-year/unlimited kilometre warranty,” said Jaguar Land Rover Australia managing director Mark Cameron. Further incentives are being offered to current Jaguar or Land Rover customers who trade their current vehicle in on a new one over the next three months, Cameron said. According to Land Rover, the loyalty bonus includes additional savings on select Land Rover vehicles: Discovery Sport (up to \$2000), Discovery (up to \$2500), Range Rover Evoque (up to \$2000), Range Rover Velar (up to \$2500), Range Rover Sport (up to \$2500) and Range Rover (up to \$5000). The Jaguar loyalty bonus applies to XE (up to \$1000), I-PACE (up to \$1250), E-PACE (up to \$1500), XF sedan and Sportbrake (up to \$2000), F-PACE (up to \$2000), F-TYPE (up to \$2500) and XJ (up to \$4000). Land Rover’s Australian website has more details of its new promotion,

2020 Land Rover Defender Pickup Truck “Technically Possible” But Won’t Happen

The Series and earlier Defender models are body-on-frame utility vehicles, no-nonsense 4x4s made for overlanding and pretty much no regard for creature comforts and luxuries. This time around, however, the Defender is a unibody with air suspension and all the gizmos that Jaguar Land Rover can throw at it. There’s no mistaking the Defender is a different animal altogether from its predecessor, representing a new beginning for Land Rover and the Defender alike. Because it’s a unibody, a truck bed is pretty much out of the question given that a ladder frame is better for payload and towing than unitary construction.

On the other hand, Autocar understands from Land Rover that a pickup is “technically possible.” Technically possible as in BMW M3 Pickup it may be, but from a commercial standpoint, it is only wishful thinking.

Ford, Volkswagen, and Hyundai are three automakers that are currently developing unibody trucks with compact proportions, blurring the line between crossover and a pickup. The Tarok, for example, is good for 1,030 kilograms (2,271 pounds) according to Volkswagen’s preliminary specifications. That’s more than the Ford Ranger’s maximum payload rating of 1,860 pounds (844 kilograms).

On that note, there’s also the problem of pricing. If the Defender 110 starts at \$50,925 including destination charge, can you imagine the retail price of a pickup truck with similar underpinnings? Autocar ends its report by mentioning “a distraction from the new Defender’s market,” an inspired choice of words that embodies Land Rover’s reticence about the pickup.

Codenamed L663, the all-new Defender for the 2020 model year is based on the latest evolution of the D7 vehicle architecture from eight years ago. Given that the next Range Rover will transition to the MLA – short for Modular Longitudinal Architecture – the L663 Defender is pretty old under the skin too.



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We’ve leapt into action: How Jaguar Land Rover is helping in Covid-19 crisis

The car giant is offering its advanced computing facilities and design and engineering skills across the world. The head of Jaguar Land Rover has written to customers spelling out how the car giant is helping to deal with the coronavirus crisis. Professor Sir Ralf Speth said few people can remember a time when families, businesses and public services all over the world were under such pressure. The chief executive said the health of JLR’s workers across the world was the firm’s main concern, adding: “Please be assured the Jaguar Land Rover family is helping wherever possible. Across the world we are offering our advanced computing facilities and design and engineering skills. “We’re manufacturing thousands of protective face visors per week for frontline health workers and loaning our vehicles to the national and international efforts to beat this virus”. “We’ve already sent more than 300 Jaguars and Land Rovers to support emergency response organisations around the world, and our new Defender has gone straight into action, with a 27-strong fleet joining the Red Cross to reach vulnerable people in the UK. “My colleagues around the world leapt into action to donate protective equipment from our manufacturing sites, with masks and protective clothing going directly to frontline health service staff, along with more than 6,000 pieces of IT hardware for temporary hospitals. “And other colleagues have banded together to make significant financial donations to charities working to tackle this unprecedented crisis.”

Jaguar Land Rover puts brakes on as car sales slump 30% since start of the year as lockdown bites

Jaguar Land Rover is this week expected to reveal sales have plummeted 30 per cent since the beginning of the year. City insiders said the miserable data for the three months to March 31 reflected the impact of the coronavirus lockdown on Britain’s biggest car maker. Sources said the maker of Range Rovers and the Land Rover Discovery suffered slumps in both Europe and China, where its cars are also popular. JLR, which is owned by Indian steel and automotive company Tata, is also understood to have suffered a fall in demand for diesel cars because of the tightening of regulations around emissions. JLR had been due to reopen its assembly plants – at Halewood, Merseyside, and at Solihull and Castle Bromwich in the West

Midlands – later this month after shutting them in March. But the company is now likely to have to extend its shutdown. It is understood to be slashing spending on all but its most profitable models, such as Range Rovers and the revamped Land Rover Defender. Spending on other car programmes, such as a new electric Jaguar XJ saloon, is likely to take a back seat. Two weeks ago Jaguar Land Rover's debt was downgraded further into junk territory by ratings agency Standard & Poor's, which said the company was going through £1billion a month to fund the shutdown from a cash pile of about £3.3billion.

Gordon Ramsay blasted by neighbour in row over his 4x4 as locals turn on him for isolating in £4m holiday home

GORDON Ramsay has reportedly been caught in a row over his 4x4 after the chef was slammed for moving his family to Cornwall during the coronavirus lockdown. Pictures show a shopper appearing to give the TV star a telling off after he was reportedly left unhappy about the way the chef's Land Rover Defender was parked. Gordon, 53, was previously slammed by locals after he quit London to move to his £4million mansion to wait out the coronavirus pandemic. Witnesses said the row occurred near Polzeath Beach and added the chef kept his cool throughout the dispute on Friday, April 10.

The other man - carrying a Tesco bag - confronted Gordon about the size and parking of the shiny black Land Rover. Pictures show the man gesturing towards the Kitchen Nightmares star - who can be seen over the roof of the 4x4. The man then walked off and the TV chef could be seen getting into his car with a bag of shopping and a coffee.

It comes as locals in the West Country have called for action to be taken on people fleeing to their holiday homes to beat the pandemic. Second home owners and holidaymakers have been accused of sneaking into the area and potentially bringing the virus with them. Furious villagers have threatened to hound the Hell's Kitchen star out of Cornwall. Gordon moved down with his wife Tana and five kids to isolate from the coronavirus by the sea. Neighbours feared the family - who moved from London - may have risked spreading the infection. London remains the worst impacted city in the UK for the virus. The family — including one-year-old Oscar — have been staying on the Cornish coast since restrictions began. Pals however have hit back - claiming he regards the property as his "family home". A friend called the complaints "hurtful" and an "unnecessary campaign" against the family.



KIM MCCULLOUGH, JAGUAR LAND ROVER'S VP OF MARKETING, STEPS DOWN

Kim McCullough, Jaguar Land Rover's VP of marketing for North America, has left the company, ending a long run with the luxury importer. For now, Joe Eberhardt, JLR's North American CEO, will assume McCullough's duties, said spokesman Stuart Schorr. McCullough, 59, took over as VP of marketing in 2014 after serving as brand vice president of Land Rover during some of Land Rover's highest growth years. Her departure ended her second stint at the company. From 1997-2001, when Land Rover was owned by BMW and then sold to Ford in March of 2000, McCullough worked in marketing for the brand. She then held numerous senior marketing jobs at Toyota, Nissan and Lexus. She returned to Land Rover in 2011. Her departure comes at a crucial time for Jaguar Land Rover as it grapples with the coronavirus pandemic. The company is on the cusp of one of the most important launches in its history. The new generation Land Rover Defender is scheduled to arrive at dealerships in a matter of weeks.

Even though the Defender plant in Slovakia has been closed since March 20 due to the pandemic, JLR officials say the Defender will launch on time in the U.S. in late spring. It's unclear when McCullough's successor will be appointed. Jaguar Land Rover, in a statement, said: "For an interim period, President and CEO Joe Eberhardt will assume the Marketing leadership role. We thank Kim for her many years of service in support of our two brands and wish her the best for the future."

McCullough, who owns a classic 1950s Land Rover Series (the precursor to the Defender), is a classic car enthusiast along with her husband. McCullough regularly displays her classic vehicles at car shows and will continue to do that, JLR said.



Jaguar Land Rover Steers Through The Time Of COVID-19 With A Little Luxury

The minds that promote everything Jaguar Land Rover are putting the company's social media feeds to work telling you two things: Whether you own a vehicle under their banner or not, you are not forgotten during this COVID-19 lockdown; and it's all right to enjoy yourself a bit while we wait for it all to lift.

Between Jaguar and Land Rover, the company has multiple Twitter and Instagram feeds for regions across the world. Regardless of the varietal or the part of the world, all those channels will offer a mix of moral support and entertainment as long as the Coronavirus quarantine continues.

According to Stuart Schorr, Vice President of Communications for Jaguar Land Rover North America, the automakers

recognized the severity of this unprecedented time and immediately used social media to provide messages of solidarity to customers, enthusiasts and employees.

"We've subsequently provided reminders for our followers to #StayHome, while encouraging them that better times lie ahead," Schorr says. "As the majority of the country has now transitioned into some degree of quarantine, we created social media series that provide our customers and enthusiasts a bit of escapism, in a manner that's authentic to the Jaguar and Land Rover brands." The Jaguar #StayHomeStayCreative series recognizes that vehicles and drivers may be off the road for now, but Jaguar design remains something gearheads can enjoy.

"Jaguar has always been known for beautiful design in our vehicles, and our customers tend to be creative in spirit," Schorr explains. "This social media series provides our audience with ways to test their creativity from the comfort of their own homes. We've provided tips for making latte art featuring the Jaguar leaper and a tutorial on how to create your own creative mood board."

The "Take a Break with Land Rover" series taps into the expertise of JLR's brand ambassadors and provides tips on how to stay connected to an adventurous lifestyle while at home. In upcoming efforts, Gabby Reece and Laird Hamilton will provide methods for keeping children engaged, focused and entertained during this time.

On the Zoom front, Jaguar Land Rover got into the game with its own set of backgrounds free for user to enhance their online meetings.

As TV and movie binge watching kicks up during social distancing, the company came out with a challenge for fans to go #RoverWatching and #JaguarSpotting, seeing if they can spot the vehicles on screen.

"Our approach to social media has always been to share our brands and vehicles in a way that's culturally relevant, and that doesn't waver given the virus," Schorr adds. "Knowing that our customers and enthusiasts are going through massive changes in their daily lives, we're using social media to express our support and provide some reprieve. Our hope is that the content we share with our followers shows them that the Jaguar creative spirit and Land Rover adventurous lifestyle can still be celebrated during this difficult time."

The 2020 Land Rover Defender Makes Delivering On Excitement An Art Form

Old-school versatility and an envious off-road pedigree, all wrapped up in a luxurious 21st century package. Unless it's either electric, produced by some exotic supercar company or fitted with armour plating and a bunch of equipment you'd only otherwise see in a tactical rover, it's not often anymore that you see a 4x4 generate the kind of hype that Land Rover did last year when they took the covers off of their re-invention of the Defender. Almost as soon as word started to spread of the Defender's re-birth a couple of years ago, the prospective off-roader became one of the most talked about cars in the automotive world. As little help as the Defender really needed to create excitement once designs of the car first started emerging into the press, the car's unveiling turned what was optimistic curiosity into rabid anticipation. It carried the classic Defender DNA, embracing the boxy shape of its previous incarnations, and if Land Rover were to be believed anyway, modern driving dynamics that built-upon, rather than taking away from, the rugged identity of Land Rover's past.

Top Gear's Paul Horrell summed up the general reception to the Defender's 2019 launch last year, praising it both visually and mechanically as a fantastic modern-day interpretation of a model that still holds its roots in old-school motoring values. "If the new G-Class wasn't so much a redesign as a restoration, the Land Rover designers have taken a far more imaginative approach. They wanted us to know it's a Land Rover, and one that's at home in both the actual and urban jungle. "They also wanted a new and modern vehicle that articulates a pioneering spirit, in both use-case and in the intrinsic qualities of the object itself. They succeeded."

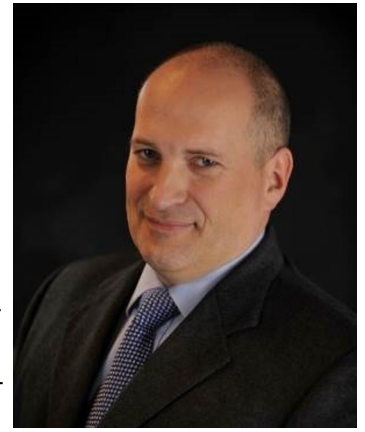
The final wait was to see whether or not Land Rover had actually made a car worthy of the build-up. Would it be comfortable, modern and luxurious enough to carry weight in a world where comfort and tech are at the top of prospective buyers' lists? More importantly? Would it boast the same kind of off-road capability that made its namesake such an enduring icon? Thankfully, now that the world's top reviewers have been able to get their hands on the steering wheel, the answer appears to be a resounding yes. "Land Rover has done a brilliant job dialling in an enjoyable drive that feels so engaging," wrote CarAdvice's Sam Purcell, who tested the car in the Namibian desert. Top Gear, who also got to drive the car in the sands of South-West Africa, were equally lavish in their praise of the Defender's characteristic's as both an off-road workhorse and a luxury cruiser. "Overall... it feels like a heavy luxury crossover. Honest. Then you turn off the road. Suddenly it's a whole different machine," writes the publication. "Articulation, traction, wading, ascents, descents, side-slopes, mud, sand. It's not just that it surmounts and traverses and dismisses all these obstacles, it's the effortlessness that amazes you... If you can make use of it, there's nothing to match it."

The new Land Rover Defender will land Down Under in mid-2020, where it'll start with a price of \$69,990 for the five-door '110' version. All that's left is to go for a spin ourselves. Land Rover, call me.



JLR President Joe Eberhardt on Land Rover Defender, Next Jaguar XJ

We chat about the off-road icon's return and the company's future. Joe Eberhardt, president and CEO of Jaguar Land Rover North America, has a long career in the auto industry, with stops at Chrysler, DaimlerChrysler, and Mercedes-Benz along the way. We spoke to Eberhardt recently on the occasion of the 2021 Jaguar F-Type's debut. The Defender 110 is planned to go on sale this spring, followed by the 90. What will its impact be? Obviously, it helps sales volumes. It brings to the front the totality of the Land Rover brand strategy with three families or subbrands, which is Discovery, Range Rover, and now Defender. We have waited a long time for the Defender in the U.S. The rest of the world waited a few years, but there has been a 23-year void for us in the U.S. It allows us to really communicate the purpose of each subbrand. They are all unified by design and engineering excellence, but they are differentiated. Range Rover stands for ultimate luxury and refinement. Discovery stands for versatility and functionality. Defender is the ultimate in terms of durability and capability. They share some core brand DNA, but then they accentuate certain elements. In the past it was difficult to get that across because of that missing third leg of the stool. Hopefully when customers look at the entire line up now, it is clearer what the intent of the overall brand strategy is. Defender helps define Discovery? Exactly. People say the Discovery doesn't look like an LR4. True, but that was on purpose because we knew Defender was coming and if the Discovery was too rugged, too off-road oriented, it would have clashed with the family.



Will the Defender be a high-volume vehicle? I fully expect the Defender to be up with our best-selling vehicles. The Land Rover Range Rover Sport sells about 24,000 units a year. And overall interest in Defender gets people in the showroom. It focuses attention on the brand. My hope is every other product benefits from it.

What is the Land Rover flagship? The icon is Defender, and the flagship is the Range Rover.

Will you keep adding SUVs for Jaguar and cut back on cars? A lot of our competitors have said they will walk away from sedans. We have no intention to do that. The fact that we just launched a refreshed F-Type is proof that we still believe in sports cars, especially the Jaguar brand.

While the volume might not be what it once was, we still think it's the heart and soul of our company. Walking away from that is definitely not going to happen. Sedans will have a future with the Jaguar brand. The question is what those sedans will look like and how many will there be. Those are all things we will study over the next couple of years. For instance, the next-generation XJ will be fully electric, so it's a different interpretation of a sedan, but it's a sedan.

Will XJ also get a gas engine? The XJ is fully electric, but other models will have a combination of engines. We have said every new Jaguar and Land Rover will have a form of electric powertrain: could be a mild hybrid, plug-in hybrid, or full battery electric.

Manual transmissions are gone for the 2020 model year? Manuals are gone. We tried.

Are there gaps in your lineup you'd like to fill? There always are, but we have to be realistic as a company of our size and scale. We cannot do everything, which is a helpful process because it drives you to focus on segments that ultimately will have the biggest, most immediate and direct return. There's still enough room to grow for us that we don't have to further proliferate our line up.

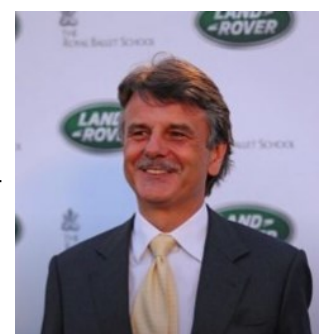
Do you need to go smaller in size? We don't need to go further down from where we are today. And no room to go bigger.

Are you a mainstream automaker? I see us as a mainstream luxury brand that is more focused. We're not everything-for-everybody luxury. There are segments we're not pursuing even though it might have incremental volume. We'll never attempt to match the larger luxury brands on volume. We're comfortable where we're at. Our compound growth rate in North America is well north of 15 percent over the last 10 years. We see the next two or three years more as a consolidation period. We'll be happy if we stay flat year over year for the next two, three years.



Ralf Speth to retire from Jaguar Land Rover

Sir Ralf Speth, the chief executive of Jaguar Land Rover, has announced he will retire in September. The German engineer has led the prestige car builder for almost a decade. Sir Ralf confirmed he would step back from heading JLR, and become a non-executive vice-chairman of Britain's largest car company based in Coventry with plants in Solihull borough. His leadership saw a modernisation of the Jaguar-Land Rover offering, but thousands of jobs were cut amid billion-pound write-downs. Dr Speth will also retain his role on the board of JLR's parent company Tata Sons. He focused on promoting the Range Rover brand in China and the United States to boost



profitability, but some workers believed plants were opened in Slovakia and Brazil at the expense of British plants. The group recently announced job cuts at its Halewood plant in Merseyside. It follows some cuts in the last two years at Solihull and Castle Bromwich.

During the early years of his tenure, JLR focused on diesel engine efficiency only to be stung by a government crackdown on air particulates. With investment in electric, the Jaguar I-Pace was well received with awards, but German car makers have stolen a march on producing hybrid and electric vehicles. N. Chandrasekaran, chairman of Tata Sons, said: "I want to thank Ralf for his passion and commitment over the last 10 years. Ralf developed Jaguar Land Rover from a niche UK centric manufacturer to a respected, technological leading, global premium company."

Land Rover Defender 80 will be an affordable off-roader

The new Land Rover Defender is arriving in two versions with two- and four-doors named the 90 and 110, respectively. While we're excited that the new Defender is here, a new report claims that Land Rover is planning a smaller Defender for the line-up. According to Car and Driver, Land Rover is working on a smaller and more affordable Defender, which might be called the Defender 80. There's also a chance that the Defender 80 will share its platform with a model from the parent company, Tata. It will also likely be powered by Jaguar Land Rover's new turbocharged Ingenium engines, including hybrid and plug-in hybrid powertrains. The Land Rover Defender 80 would be the perfect rival to other small off-roaders, like the new Ford Bronco Sport, plus it could probable also rival the Ford Bronco and Jeep Wrangler.

Land Rover has yet to confirm the reports about the Defender 80, but this latest report claims that it will arrive in 2022, which would likely mean that it will be a 2023 model.

Jaguar and Land Rover virus support: Delivery of 3D-printed visors begins

Jaguar Land Rover continues its efforts to support the fight against coronavirus (Covid-19) by providing an additional 150 vehicles globally, taking the number supplied to frontline services to 312. "The health and safety of our employees, customers and their families remains our priority. As a business we are doing everything we can to support people in need around the world including vehicle deployment, cash donations and engineering expertise," Jaguar Land Rover customer experience director Finbar McFall said.

"This week we started delivery of 3D-printed visors, developed with the National Health Service (NHS) for their frontline staff. We have also supplied an additional 150 vehicles globally to our humanitarian partners, of which 105 have been supplied to the British Red Cross, taking the total number of vehicles deployed to just over 300. In our 65-year partnership with the Red Cross we have never experienced a crisis on this scale. It's reassuring to see how our combined efforts are really making a difference, helping the most vulnerable during this global pandemic," McFall said.

Jaguar and Land Rover, thanking all those around the world involved in the fight against Coronavirus, deployed 308 vehicles globally to support emergency response organisations. Some 90 Jaguar and Land Rover vehicles are supporting the Red Cross Societies and other frontline services in Australia, Spain, South Africa, Brazil, Italy, Belgium, Russia, Germany and The Netherlands. A total of 164 vehicles have been supplied to the British Red Cross, including an additional 105 which will help provide practical support such as medicine and food deliveries, patient transport to those needing to get to and from hospital and more widely supporting the NHS with front line transport needs.

Meanwhile, 14 Jaguar and Land Rover vehicles are being used by West Midlands Ambulance Service University NHS Foundation Trust to test staff isolating with coronavirus symptoms. Testing allows the service to support staff with the virus and enables those fit and healthy to return to frontline duties.

"We are extremely grateful to Jaguar Land Rover for their kind donation of visors to aid our frontline staff in the fight against Covid-19. The innovation from their designers and engineers is helping the NHS to keep our staff safe and protected, while they provide care to our patients," South Warwickshire NHS Foundation Trust chief executive Glen Burley said.

Land Rover Discovery vehicles provided to Prometheus Medical UK to support home testing for Covid-19 on behalf of the British Health Authority.

Jaguar Land Rover started production and delivery of NHS-approved protective visors with the ambition to produce 5,000 a week in the UK. Jaguar Land Rover Brazil is now producing protective visors in Itatiaia, their Rio de Janeiro facility, to support local health workers. Jaguars have been deployed to the charity StreetGames, enabling them to support vulnerable young people at risk from hunger, isolation and inactivity.

Jaguar Land Rover Sales Dip 12% In FY20 As Coronavirus Takes A Toll In Q4

Tata Motors Ltd.-owned Jaguar Land Rover reported a 12.1 percent decline in retail sales for the financial year 2019-20. Retail sales stood at 508,659 units, with the coronavirus pandemic significantly impacting offtake in the fourth quarter. The company's total retail sales in the fourth quarter of the previous financial year stood at 109,869 vehicles, down 30.9 percent as compared with the January-March period of the financial year 2018-19, Tata Motors said in a regulatory filing.

Sales of the company were impacted across all regions, including North America, China and the U.K., during the previous



financial year, it added. "2019-20 has been a year of unprecedented disruption for the automotive sector. Despite the impact of regulatory change, shifting consumer tastes, Brexit and ongoing trade tensions, sales for JLR were showing improvement until the coronavirus pandemic hit in the fourth quarter," JLR Chief Commercial Officer Felix Brautigam said. JLR is doing whatever it can to support its communities through the current situation, he added.

"To date, this has included the deployment of more than 300 JLR vehicles around the world to organisations such as the Red Cross and other emergency services," Brautigam said. In light of the ongoing coronavirus situation, JLR has temporarily suspended production at its facilities outside China. In addition, the company is tightly managing all other costs and investments as well as working capital.

JLR will be reporting audited results for the financial year ended March 31 at a later date, but ended this financial year with 3.6 billion pounds of cash and short-term investments and an undrawn revolving credit facility of 1.9 billion pounds.

Mersey-produced Evoque offers hope for Jaguar amid sales slump

Sales of the Merseyside-produced Range Rover Evoque have soared 25% in the past year, new figures show, although Jaguar Land Rover (JLR) is reporting an overall sales slump due to coronavirus.

The company operates three manufacturing sites in the UK – two in the West Midlands and at Halewood in Merseyside where around 4,000 workers assemble the Range Rover Evoque and the Land Rover Discovery Sport.

JLR shut down production at Halewood on the advice of the NHS and Public Health England. They originally scheduled a return this week but the majority of its production workers are now furloughed, with 80% of their wages paid by the Government. There are a handful of critical maintenance staff still on site. The COVID-19 pandemic took a grip in China during January and spread across the world over subsequent weeks, leading to public lockdowns in many countries. This has had a devastating impact on both automotive production and sales. Prior to the pandemic JLR was on track with its turnaround strategy and had enjoyed a return to profitability and sales growth. The continuing uncertainty over coronavirus will be a huge setback for the business.



Due to the January to March slump, JLR is reporting annual sales falls in all of its markets – North America (7.5% down on record prior year), China (8.9%), UK (9.6%), Europe (16.1%) and overseas (20.3%). China had generated double digit growth in Q2 and Q3 and, with lockdown measures easing, nearly all of the company's retailers in the region have now reopened and sales are recovering.

Despite the impact of coronavirus, retail sales of the new Range Rover Evoque, produced at Halewood, were up 24.7% year-on-year and sales of the all-electric Jaguar I-PACE increased 40.0%. The very first sales of the new Land Rover Defender also took place in the fourth quarter.

Felix Brautigam, a JLR's chief commercial officer, said: "2019/20 has been a year of unprecedented disruption for the automotive sector. Despite the impact of regulatory change, shifting consumer tastes, Brexit and ongoing trade tensions, sales for JLR were showing improvement until the coronavirus pandemic hit in the fourth quarter.



Cancellation of LROCG / PV Volunteer Weekend.

I have, after looking at the current COVID - 19 social distancing recommendations and the speed at which advice is changing, cancelled the volunteer activity planned for Saturday the 2nd and Sunday the 3rd of May.

The nature of the tasks we do with Parks Victoria would make it difficult, if not impossible, to adhere to the distancing guidelines. The decision was made easier considering the close proximity we would be in at Surveyors Creek camp and the fact that some of us, due to age and underlying health issues, fall into an elevated risk group.

At this stage we can keep the three days in November on our calendar and reassess the position later in the year.

I have informed Mike Dower, Parks Victoria Area Chief Ranger Foothills and Southern Alps and Wayne Foon, Acting Ranger Team Leader Heyfield. Mike described the decision as a "good call" which he fully supports.

I would like to thank Wayne Foon for the planning already undertaken for the weekend.

Stay safe and well,
Greg Rose.

Navigation Trip Sunday February 23rd 2020

Trip leaders were Alan & Tonee Harlow,

We met at 9.30am at the Land Rover dealership for a staggered start. Alan & Helen McRae were first off! We were all given our instructions with a plastic bag to be filled with listed items as well as 2 emergency envelopes to be opened in case of getting lost. 1st envelope before morning tea, to tell you where to meet for morning tea (very important) & 2nd envelope to tell you where to meet for lunch (finishing point).

Seven vehicles participated in the trip. There was supposed to be eight vehicles, but Ross & Sue Howell had troubles with their vehicle & decided to bunk in with Rod & Loris Catchpole, so they could still participate on the day.

The day was a beautiful day & a great day to be out exploring the countryside. The clues took us out to Tyers & heading up to Walhalla, collecting flowers & litter along the way. Some of the clues were pretty cryptic and one of the clues had you searching for a phone number on a pole about 2" wide! All the clues made you get out of the vehicle & explore the area to find the answers.

We made it to Coopers Creek camp area for morning tea, only to find that Jan & Collette Parniak had managed to get lost along the way! With no radio on board or phone reception, we just had to hope they would open the envelope to find out where they had to go! Word got back that they had been seen heading in the opposite direction to where they needed to be.



After morning tea, we all left again on a staggered start, heading across Coopers creek, doing a river crossing in low gear with our height raised & heading towards Bruntons Bridge. The dirt track was very steep but in good condition. Utilising low range to get over some rocks & manoeuvring some large ruts in the track. Once at Bruntons Bridge we needed to get out & walk over the bridge to find the answer to the next clue. We then crossed the river to start heading back towards Walhalla. Looking







for answers to clue along the way. There was a lot of counting of signs and logging of km's to know how far to go and where to turn off. We followed Brunton's Bridge Rd on to Cowwarr Rd, which looped around to Eaglehawk Rd (one of the answers) & back onto Tyers-Walhalla Rd, which took us to our Lunch break & final destination of Rawson, where we had to find the answer to our final clue, which was the wetlands were created by a natural crater.

Alan is a very hard taskmaster & the answers had to be exact or no points! In 3rd place came Ross & Sue Howell who won Jaguar merchandise, 2nd place was Alan & Helen McCrae who won a LR drink bottle & LR hat & 1st place was Mark & Eliza Broadbridge who won a LR coffee cup, LR traveller coffee cup, LR hat & Jaguar cotton bag. The wooden spoon went to Jan & Collette who opened both their emergency envelopes, but thankfully caught up with the group for lunch.

Everyone had a fantastic time, enjoying being out in the outdoors and exploring various tracks and campsites and having perfect weather for the trip. Alan & Tonee put a huge amount of effort into putting the clues together and working out a route to go and places to meet up. Thank you Alan & Tonee for putting this trip together for club members and for making it such an enjoyable day out.

Eliza & Mark Broadbridge (Winners!!)



Happy Birthday Land Rover, released April 30, 1948

Looking Back to 1995.

Boom!

It was like a bomb had gone off in the back of our Carrigada green two door 200Tdi Discovery 1. We were two thirds of the way along the Oodnadatta Track and a rock had pinged off the front of the trailer we were towing up to Alice Springs, smashing the rear window. Glass went everywhere, all through our luggage and even under the front seats. We pulled up and spent a couple of hours removing what was left of the screen from its frame and trying to get all the glass out of the Discovery. With duct tape and a blue tarp, we covered the place where the window should have been. I wished I had taken the advice of the camping ground manager at Marree, who told me to, "go to the pub, get a cardboard box from them, cut it up and tape it over your rear window".

That was the start of a trip of a few months that was filled with amazing adventures and sights.

The saga of the rear screen went on for weeks, during which time we had a piece of Lexan cut to fill the gap, while we waited for the replacement glass to be found after it disappeared in transit. It was eventually located, sitting at the back of a freight depot shed in Alice Springs.

We based ourselves at the house of friends, Mal and Sandy Trull, in Alice Springs and did trips from there. The first journey was north on parts of what is now called Binns Track, to the Davenport Ranges. Now a National Park, twenty five years ago we found places by following instructions like, "keep going 'till you get to the 44 gallon drum the dozer crushed then head north following the wheel tracks for a bit, can't miss it".

From the Davenports we followed a succession of station tracks north and ended up in the Top End exploring some of the National Parks like Litchfield and Kakadu. After our fill of waterfalls, we headed back to Alice Springs. Our newly found rear screen was fitted. We planned to travel with Mal and Sandy, in the gold V8 two door Discovery, that Mal still has and do a double crossing of the Simpson Desert. All of us had crossed the Simpson a couple of times before. The day before we were due to leave it poured with rain. The Todd River flooded, and we were lucky to get out of town. The roads closed behind us. The drive to Old Andado homestead was interesting as we slipped and slithered down the waterlogged tracks. We spent the night with the legendary outback personality Molly Clark. There were two other couples there; a couple from Sydney in a brand new Discovery and an Adelaide couple in a well-used Toyota land Cruiser troop carrier.

After a breakfast of runny porridge with Molly the following day, we headed off to North Bore and started on the Madigan Line. It was really hard going. Summer rains had produced massive growth in grasses and shrubs, especially in the floodout area of the Hale River. The track was impossible to find in places and we used the new Magellan GPS I had bought for the trip, along with a compass and paper maps, to navigate towards The Twins. We used the grid references for the camp sites used by C.T. Madigan on his remarkable 1939 crossing of the desert, to help us find our way. We'd stopped for a cuppa when a faint radio signal came through on the CB, "Is there somebody called Greg out here?". Well, I thought, that was probably me. Making a long story short, the couple in the new Discovery had been talked into following the "experienced" couple in the Troopie, on what was supposed to be a short scenic route to Alice Springs. They were all hopelessly lost and short on fuel. Using our paper maps and



the GPS, which was quite a revolutionary bit of navigation kit in 1995, we got the travellers to follow us to a bore run track that would take them to Numery Station, where they could get fuel and continue on to Alice. We returned to the Madigan Line but getting tired of the very difficult terrain and complexity of the navigation, we made our way back to the Colson Track and headed south between the dunes, before turning east on the French Line. Our mud spattered and very scratched Discoverys took us to the Birdsville Hotel for a well earned bed, cold drink and hearty meal.



At Birdsville we washed and checked over the Land Rovers, stocked up on supplies, fuelled up and then headed down the Birdsville Track. We re-entered the Simpson Desert, with water at bonnet height, via the crossing at the flooded Warburton Creek. Our route west took us along the Rig Road with its pale coloured dunes. The only other vehicle we saw for the crossing was a Bill King Tours Mercedes, Mal knew the driver and we knew some of the passengers, small world. A few days on and knowing we would arrive late at the Mt Dare Hotel, I called ahead on the HF radio and Phil the proprietor had a massive steak and mashed potato meal waiting for us. To celebrate our successful double crossing, we shared drinks and songs with some adventurous German tourists. Our last leg back to our base was via the Ghan Line Track and Chambers Pillar.



In Alice Springs the Discovery was serviced, cleaned and reprovisioned. The Tanami Road heading into Western Australia was very badly corrugated, the Bilstein shock absorbers were working so hard that they would get too hot to touch and needed to sit and cool before they would effectively dampen the ride. In W.A. we explored the Kimberley area, did the Gibb River



Road and the Bungles. We splurged on a fixed wing then helicopter flight to the Mitchell Plateau and swam at Mitchell Falls. Canoeing some gorges on the Fitzroy River was a highlight. We travelled on the now closed Tablelands Track from Mornington Station beside the King Leopold Ranges and through Bedford Downs to the Great Northern Highway.

Heading further north we walked and drove in the Keep River National Park before heading back south through Gregory National Park and its fantastic tracks and camping areas along the East Baines and Humbert Rivers. We came out south through Mt Sanford Station and zig zagged about visiting Kalkarindji and Top Springs and back onto the Stuart Highway for a bitumen run to Alice Springs. It was winter by this time and we had to buy some warmer clothes in Alice.



The last few weeks of our time away were spent exploring the East and West MacDonnell Ranges, another trip to Chambers Pillar and a run out to Uluru and the Olgas for a couple of nights luxury accommodation. Returning to Alice Springs for the last time on the trip we tidied all our gear, said our farewells and reluctantly drove south, bitumen all the way home.

Sadly, the Discovery that had served us so well didn't make it home. It started to lose power near Bendigo. We called in to see Charlie Calafiore at Massaro Motors in Morwell, where we had bought the vehicle. An engine fault, easily fixed but requiring a part, was the issue. Charlie found a Ford Falcon station wagon for



us to drive home. The guys from the workshop helped us load most of our gear into the Falcon. Did we really have that much in the Discovery? A week later we had the Discovery back.

The Discovery, which we had bought new in December 1993, apart from the engine issue, had been faultless. The Discovery 1s were very strong and capable vehicles. For the trip we had upgraded the springs and shock absorbers, added an ARB bull bar, Warn winch, dual batteries, snorkel, short alloy roof rack and put on new BFGoodrich mud terrain tyres. For communication we had a PCM Hawk HF radio with Flying Doctor base channels and a CB radio. The rear seat had been removed to provide more space for our gear. Our fridge was an Engel that still works perfectly. As well as normal camping gear we carried two jerry cans of diesel and two 20 litre water containers, an inflatable kayak and a range of spare hoses, belts, filters, etc. On the short roof rack, we had a Freedom tent, still in use by some friends, a shovel and the second spare rim and tyre.

The whole trip lasted several months. It had been fantastic. Unfortunately, some of the places are no longer able to be visited and many of the tracks we traversed closed to the public. We were able to travel through many cattle stations and aboriginal settlements where we found everyone very helpful with local knowledge, a time before locals got tired of tourists doing the wrong thing. We were fortunate to do the trip when we did.

Greg Rose.

Some more pictures from Greg & Lois' 1995 trip

