

LAND ROVER OWNERS' CLUB

OF GIPPSLAND
JULY 2020 NEWSLETTER



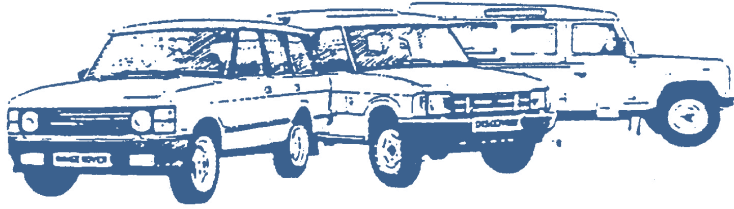
GIPPSLAND LAND ROVER

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LAND ROVER OWNERS' CLUB OF GIPPSLAND

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

A note from the LROCG President

By the time you read this, Greg Rose will have had his birthday (70th) without us, so I reckon he owes us all a cake when we are all able to get back together. We should not allow this virus to get between us and free cake. Happy 70th birthday Greg. On a more serious front, I hope you're all staying out of trouble and doing your best to limit the chances of covid-19 from spreading. As I write this note, Melbourne has been in lock down for about 2 weeks and the trend has not yet turned down and talk is starting of including regional areas in more stringent regulations, so if you have not yet taken the opportunity to pick up some face masks from Charlie, and you are able to do so, please drop in and pay him a visit. I know he enjoys catching up with club members. There is a limit of six per membership.

Tonee checked out retail outlets before the mandatory requirement in metro Melbourne to wear face masks and typically found them at \$7 for a pack ten, the next day after the requirement to wear them she went back to pick some up, "surprise surprise surprise..."(as Gomer Pyle would say), they were now \$16 for a packet of 10. Tonee did not buy them on principle. Some of us have been unable to travel north as we had planned and I (being one of them) fully understand the disappointment but we need to keep in mind that its one season and we have many more to come so don't feel too bad. On the positive side I have been hearing many small projects have been completed, so that's got to make you feel good. You may, like a small group did this month, have a small unofficial trip to break the isolation and enjoy the company of trusted (healthy) friends. (See the report later in this newsletter and there are more photos on the Web site).

As for club matters there is nothing on our agenda that I am aware of and I have had nothing from the members to add, so as indicated in emails the club will stay in hibernation until further notice. I note that some members have paid their club membership fees so thank you for that as it enables us to continue to be a part of the FWD fraternity. If you have not done so yet, Eric has included a membership form with the newsletter or you can download it from the Web site. Remember we have reduced the fees due to the effect the virus has had on our activities. The September AGM is not too far away so you may like to start thinking about nominating for the elected positions on the LROCG committee.

The positions are as follows: -



This month's cover; Shaun Johnson negotiates the side slope on the Adventure Circuit at the 2020 Victorian 4 Wheel Drive show. Photo; Ellen-Jane Browne (LROCV President)

President
 Vice President
 Secretary
 Treasurer
 Ordinary members (Requires a resolution at AGM to nominate the following positions and any others required as committee members)
 Minutes Secretary
 Publicity officer
 Equipment officer
 Newsletter editor
 Trip coordinator
 FWDV representative
 Web master.

As per this extract from the rules:

51 Nominations

(1) Prior to the election of each position, the Chairperson of the meeting must call for nominations to fill that position.

(2) An eligible member of the Association may—
 (a) nominate himself or herself; or
 (b) with the member's consent, be nominated by another member.

(3) A member who is nominated for a position and fails to be elected to that position may be nominated for any other position for which an election is yet to be held.

Regards
 Alan Harlow LROCG President.

Land Rover Owners Club of Gippsland 2019-- 2020 Committee

President	Alan Harlow	0419 530 117
Vice President	Bob McKee	0407 963 176
Minute Secretary	Tonee Harlow	
Treasurer	John Kerr	
Publicity Officer	Charlie Calafiore	03 5172 1100
Secretary	Charlie Calafiore	03 5172 1100
Events CoOrdinator	David Murray	AH)0438 369 110
Editor	Eric Shingles	03 56232 501
Property Officer	Ross Howell	
4WD Vic Delegate	Greg Rose	0427 456 546
Webmaster	Alan Harlow	0419 530 117
Life Member's	Ray Massaro, Greg & Lois Rose.	

We've been here before

This is an abridged and edited version of an article by Sharon Betridge that appeared in the June 2020 edition of History News, the newsletter of the Royal Historical Society of Victoria.

Isolation is not new to our world, though most of us have not experienced it before. However, Australia has experienced several waves of pestilence. Our Aboriginal peoples suffered high rates of mortality when exposed to diseases brought here by people from other countries. In the 19th and 20th centuries Victoria experienced several major health crises that sent people into isolation or quarantine, sometimes by force, at other times voluntarily - tuberculosis, diphtheria, typhoid, pneumonic influenza, polio, scarlet fever. We have managed these epidemics in a range of ways, isolation and immunisation being the most successful. Victoria has had quarantine stations since 1840, and from 1904 to 1996 the Fairfield Infectious Diseases Hospital provided isolation for those suffering from infectious diseases. From 1996 its functions were relocated to other Melbourne hospitals.

Pneumonic influenza, sometimes referred to as Spanish flu, spread around the world in 1918 with troopships returning soldiers to their homes. From early October, Australia instigated a range of measures, including quarantining all ships with any sign of influenza. From early January 1919 Victoria's newspapers were filled with articles of thanks to our leaders for their efforts to keep the State free from this epidemic, and grumbles from others about the way their lives had been interrupted. On 2 January Dr. Cumpston, Director of Federal Quarantine, said that 'not all risk is past, but it is certain that the critical period is over'. But others were sure the worst was still to come, and by late January newspapers were reporting increasing daily figures of reported cases and deaths. Throughout 1919 pneumonic influenza cast a very dark shadow over the lives and actions of Victorians. The Government announced the closure of theatres, libraries and other venues where the public met, except churches. It was recommended that people wore masks and gatherings be held outside. During 1919 all ships from South Africa and New Zealand were quarantined regardless of sickness. Where influenza was discovered, the local district was quarantined. Several cases were diagnosed at Yarram, and consequently that area was quarantined within a 20-mile radius. While travel across state borders was restricted, this did not apply to those residing within 10 miles of the borders and did not include transport of goods or mail. The Red Cross produced masks from six folds of muslin sprinkled with eucalyptus and creosote. These face masks were worn by front-line workers including medical personnel, bank workers and tram conductors. During 1919 people complained that restrictions were constantly changing. Come the first quarter of 1920, activities started to return to normal once pneumonic influenza cases diminished. Brighton District Poultry Society celebrated their first meeting for twelve months. The Young Phonographer League announced recommencement of their monthly meetings. The Catholic Church celebrated St Patricks Day, the celebrations having been cancelled in 1919. Schools closed from the beginning of February 1919 opened on 10 May and to make up for lost time they 'abridged the term holidays of that year'.

Carlton Community History Group NEWSLETTER Issue No. 18 August 2020



The Royal Exhibition Building converted to an emergency hospital during the Spanish Flu pandemic in 1919. (Photo: *Sydney Mail*, 19 Feb 1919).

Carlton Community History Group NEWSLETTER Issue No. 18 August 2020

LROCG Membership renewals

Thank you to all the members who have paid their membership for 2020/21. Club memberships for 2020/21 are due from 1 July 2020. The Committee has set the fees for the coming year at \$50 per member and family. This is a reflection of the reduced Four Wheel Drive Victoria's fees due to the current Covid-19 pandemic and the affects it is having on the Australian economy as well as a reflection of the restrictions on Club activities as a result.

An unknown member deposited \$50 into the Club's bank account on 13 July. Would that person please let me know who you are so that I can update our paid members list? This is particularly important for insurance purposes. All members who haven't yet paid your \$50 fee please do so by paying into our bank account, Land Rover Owners Club of Gippsland, BSB 083-785, Account No 631148781, and please put your name in the reference area. Otherwise you can drop cash or a cheque into Charlie at Gippsland Land Rover on the Princes Highway in Traralgon. Alternately you could send a cheque for \$50 made out to Land Rover Owners Club of Gippsland and send it to PO Box 554 Traralgon Vic 3844.

Regards

John Kerr

LROCG Treasurer



"FREE HAMMOCKS, all over town. It's like a miracle!"

Defender arrives at Gippsland Land Rover

The all new Land Rover Defender has finally arrived at Gippsland Land Rover.

If you haven't already been in to have a look, Charlie offers a warm welcome to the LROCG members, and their friends and family to come in and have a look at the newest version of the Land Rover Defender.



Stay Co-Vid safe while you are at Gippsland Land Rover, and remember, hygiene wasn't just a tall girl.



Defender arrives at Gippsland Land Rover



Land Rover Defender Review: Ignore The Purists, It's Brilliant

The Defender 110 is a compelling mix of luxury and dependable toughness, although it all comes at a price. As time passed following the reveal of the new Land Rover Defender, I became less sure with the way it looked. Yes, a 90 on steelies is a joyous sight to behold, but what most people will buy - a 110 with big alloys - was something I wasn't sure quite worked. It seemed too rounded and soft-looking, and too big a departure for the beloved original. If Mercedes could remake a G-Wagen that looked almost entirely the same as the old one, why can't Land Rover? And since then we've had the new Ford Bronco, a vehicle that brilliantly brings the styling of the 60s original into the 21st century. It only takes a few minutes with the Defender 110 in the metal, though, for you to warm to it.

Even if some of the details of the Adventure pack fitted to 'our' test car like the 'gear carrier' (which it turns out is a little fiddly to lock and unlock) are a bit try-hard, the 110 hits the spot on first viewing. It looks pleasingly different to anything else Land Rover makes right now, and it only gets better on the inside. Here, exposed screw heads, a chunky magnesium alloy dashboard (which is part of the car's structure) and a big steering wheel add a sense of purpose to proceedings.

Again, I wasn't sure in the photos, but when you sit in it, you wouldn't have it any other way. And despite the emphasis on ruggedness in there, the tech is first-rate; the new infotainment system is brilliant, and a world away from the shonky stuff JLR was using not that long ago. The rear view mirror meanwhile is a screen, displaying a feed from a rear-mounted camera.

On the move, the Defender has the kind of road manners the old one could only dream about. The '240' 237bhp, 317lb ft inline-four twin-turbodiesel is a bit noisy under load, but otherwise, the Landy is quiet and refined. Save for the occasional shake over rougher ground (this is a tall SUV on giant wheels, remember), it rides well too. And it corners. There's a reasonable amount of body roll, of course, and you don't have to push that hard for understeer to happen. But it



does way more than it needs to on the tarmac, while still avoiding trying to be something it isn't; the slow steering confirms that Land Rover isn't trying to make the Defender drive like it's a car.

The reason the Defender can do all this is down to what's under the skin. Gone is the ladder frame and binned are the solid axles. The new one is built around the 'D7x' aluminium monocoque and has fully independent suspension using coil or air springs. This doesn't mean it's gone soft though, as we discovered thanks to a mud-plugging trip to Eastnor Castle, Land Rover's favoured proving ground for mucky, axle-flexing silliness. A simple button push engages the low-range gearbox, which activates the off-road mode for the air suspension, giving 300mm of ground clearance (40mm higher than the old Defender).

The approach, departure and break-over angles are 38, 40 and 28 degrees respectively, compared to 44, 27.8 and 37 in a Jeep Wrangler Rubicon, which has a 30mm lower ride height.

Although it's worth pointing out that Land Rover wouldn't send us down a route the Defender can't handle, our route at Eastnor was tough-going, with deep ruts and an abundance of muddy slop. The 110 just makes it all feel very easy; you just switch the Terrain Response system to Mud and Ruts, set the hill descent to a sensible speed, and away you go. It's all just shrugged off.

All Defenders from our trip made it through entirely unscathed, and were ready for the road drive back to the end of the test drive at JLR's Fen End's test facility, requiring no more than a hose down. The drive back was as remarkably unremarkable as the first; a gentle waft down the motorway in something that didn't feel like it was up to its arches in mud less than an hour ago.

This fantastic duality does come at a price, though. The reasonably punchy 240 S is probably the one to have, happily hauling the Defender 110 to 62mph in just 9.1 seconds, but it starts at £52,110. Ours was optioned to over £60,000.

A Wrangler, though, which can't do the on-road stuff anywhere near as well as the Defender, isn't much less. It's worth pointing out that a Discovery isn't that much more than a Defender, but that opens up another can of worms; there's quite a bit of crossover between the two, and the latter very much feels like it's occupying the space left by the former when it was pushed up market.

That's quite an appealing thing; something which works as a luxury vehicle but is still, with its hoseable rubber floor mats and rugged sensibilities, tough enough for rough treatment. And for those bleating on about what farmers will buy - A) that's not a very big market and B) if they aren't already set on a pick-up truck, there's always the simplistic, £35,000 Commercial version to consider.

Replacing an icon like the Defender was never going to be easy; it's no wonder it's taken Land Rover so damn long. The end result is something which isn't going to be universally loved off the bat. But given time, it should win over the most ardent of purists. It's certainly good enough to manage that.



Land Rover Loses Defender-Related Trademark Lawsuit Against Ineos Grenadier

A little over a month ago, Ineos Automotive officially unveiled its very first car: the Grenadier off-roader. Said to be unlike any other on the market, Grenadier instantly drew comparisons to the old Land Rover Defender and the Mercedes G-Class. There was a history behind the Grenadier that also tied it directly to the Defender. Sir Jim Ratcliffe owns petrochemical giant Ineos and, a few years ago, wanted to buy the Defender line before it was killed off. His offer was turned down so there he was, sitting in a pub with a friend, talking about building his very own Defender-style off-roader.

Three years later, the Grenadier came to be – named so after the pub where Ratcliffe first got the idea for it. At the official presentation, which included the announcement for a late 2021 delivery, Ineos said the Grenadier was undergoing real-world testing and would be released internationally. Jaguar Land Rover sued Ineos in their home-country, the UK, saying that Grenadier was a shameless ripoff of the iconic Defender design – in more or less words. According to Bloomberg, earlier this week, in what can only be dubbed a most surprising and unwelcome twist, the court decided that JLR can't trademark those design elements. Sure, the Defender is iconic and those design elements mean a lot to JLR enthusiasts, the court agreed. At the same time, though, a regular buyer wouldn't be able to tell the difference. The trademark suit has been tossed out, which means that, at least in the UK, Ineos will be able to sell the Grenadier.

That said, JLR may have lost the battle but the war is far from over. Each territory has different trademark laws, and JLR could still – and will probably – sue Ineos in all the other markets it plans on selling the Grenadier.



Will the pandemic put the brakes on demand for Sport Utility Vehicles (SUVs)?

As the global pandemic rages on, bringing to fore climate change concerns like never before, the automotive industry finds itself facing the greatest upheaval since German inventor Karl Benz officially created the world's first modern car in 1886. Modern society now knows what cities could look like without cars congesting their streets, and a growing number of them – Paris, Milan and New York – are re-evaluating their relationship with automobiles. Then, there's the dramatic reduction in pollution levels as a result of lockdowns, evidenced by satellite imagery from the European Space Agency.

What do these mean for the viability of Sport Utility Vehicles (SUVs), which are known to be the biggest perpetrators of carbon emissions amongst automobiles? And the automotive industry, for that matter?

"There is no doubt that the virus is rewriting the rules of urban life with both customer and corporate behaviour changing as a result. However, we believe that there will always be a role for the car and the SUV," said Martin Limpert, Regional Director of Jaguar Land Rover Overseas Region.

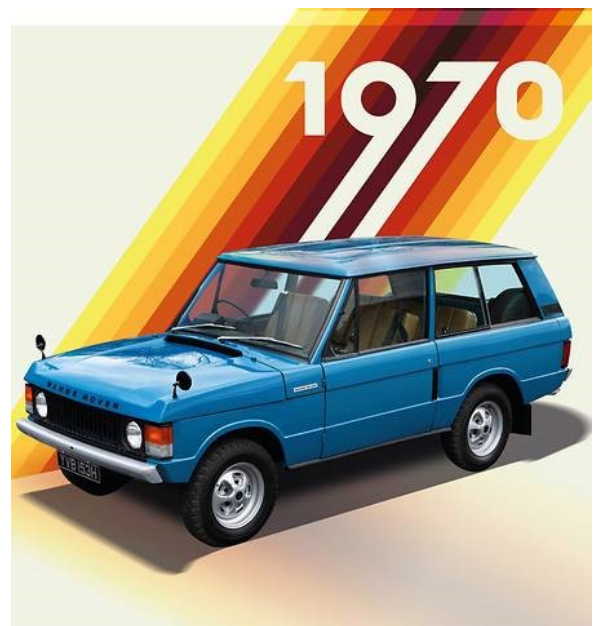
For the uninitiated, Jaguar Land Rover is the United Kingdom's largest automotive manufacturer built around two iconic British car brands: Premier luxury marque Jaguar and Land Rover, creator of the Range Rover, "the original luxury SUV", which celebrates its 50th anniversary this year.



In these five decades, the Range Rover has entered the history books for innumerable feats and accomplishments, which include crossing the notoriously impassable Darien Gap forest and mountainous region between the North and South American continents; winning the inaugural Paris-Dakar rally in 1979 and then again in 1982; and being the first vehicle to ever be displayed at the Louvre Museum in Paris in 1971.

"The Range Rover has evolved into the most desirable luxury SUV in the world," declared Land Rover's Chief Creative Officer Professor Gerry McGovern, who was this year conferred the prestigious Officer of the Order of the British Empire title by Her Majesty The Queen for his contributions to both country and industry.

By design or otherwise, the Range Rover has indeed transformed into an icon synonymous with luxury and is today a pop culture staple of music artists and rappers, social influencers and, of course, the Kardashians. Demand for SUVs has soared in recent years, with even supercar brands like Lamborghini and Maserati joining the fray. There was no sign of abating – until COVID-19 came along.



“Society has been significantly impacted by the global pandemic, which creates both challenges and opportunities for the automotive industry, which was already going through a period of extreme disruption,” noted Limpert. Global sales for the Land Rover family plummeted 37.9 per cent year-on-year, with the brand shifting 55,280 units worldwide between April and June, against the backdrop of the worst of the pandemic thus far. Best-selling models this period were the Range Rover Sport and the Range Rover Evoque.

Company officials, however, appear unfazed. The carmaker proceeded with the launch of new models in the past few months even as many countries were still under lockdown, and it noted a “positive response” to the releases.

These included the special edition Range Rover Fifty, limited to only 1,970 vehicles in recognition of the model’s launch year (Singapore will get just two units) and said to be designed with “forensic attention to detail”, as well as the Land Rover Defender, which was swiftly named Car Design News “Production Car of the Year” upon launch.

“While the COVID-19 pandemic continues to impact the global auto industry, we are pleased to see initial green shoots of recovery,” said Felix Brautigam, Chief Commercial Officer of Jaguar Land Rover.

The company is also expecting demand to continue its recovery, pandemic notwithstanding.

“It is unlikely that people will want to use shared services or public transport following the pandemic. As the world gradually returns to its ‘new normal’, they will want to get back on the road in their own form of private transport. This could potentially bring a renaissance of the car as customers crave a safe, clean space that they have control of,” Limpert added.

For an automaker that has put millions of SUVs on the planet for half a century, the pandemic is now accelerating the carmaker’s mission to shape future mobility and reverse its carbon footprint through its Destination Zero initiative of “zero emissions, zero accidents and zero congestion”.

“People are starting to travel again but their focus has moved to health and well-being when considering their transport choices. We have the ambition to make our societies safer, and our environment cleaner,” said Limpert.

The company is certainly leading the charge in this regard with the all-electric I-PACE, making Jaguar the first brand to offer a premium all-electric performance SUV.

Its sister brands are also hot on the electric trail, with the Range Rover Evoque and Land Rover Discovery Sport now available with state-of-the-art plug-in hybrid electric vehicle (PHEV) technology that combines the brand’s new 1.5-litre 3-cylinder Ingenium petrol engine with a powerful electric motor to deliver a total of 309PS and an all-electric range of up to 66km per charge.

But is it enough to sway motorists towards the adoption of electric vehicles (EVs) and justify their higher price tags?

“There are pros and cons associated with all body designs. The challenge with an SUV is to combine all the attributes customers expect in terms of strength, durability and capability with a powertrain that delivers real-world range. After all, these vehicles are designed to help customers reach and explore remote locations, where charging infrastructure may or may not be available,” said Limpert, acknowledging the drawbacks of current electric SUVs.



Jaguar Land Rover appoints Thierry Bolloré as CEO

Jaguar Land Rover has announced former Renault boss Thierry Bolloré will serve as its new Chief Executive Officer. While at Renault, Mr Bolloré was reportedly considered a close ally of now-fugitive Carlos Ghosn – who headed Nissan-Renault and helped bring Mitsubishi into the alliance – and stepped down as CEO in October 2019 amid controversy.

Mr Bolloré spent less than 10 months in the Renault role and will now embark on a new challenge to reverse Jaguar Land Rover’s recent profit slump.

Current Jaguar Land Rover CEO Ralf Speth agreed to step down earlier this year as profits plummeted. Mr Speth will serve as a Non-Executive Vice Chairman when Mr Bolloré takes over in September.

“It will be my privilege to lead this fantastic company through what continues to be the most testing time of our generation,” the incoming boss said in a media statement.

“Jaguar Land Rover is known around the world for its peerless brand heritage, exquisite design, and deep engineering integrity.”

The COVID19 pandemic has dealt a crippling blow to the already struggling manufacturer, which has suffered a massive sales slowdown in addition to profit shortfalls.

In 2020 Jaguar Land Rover posted a pre-tax loss of £422 million (approximately AU\$763 million) by March 31, and retail sales fell by 30.9 percent during the fourth quarter of 2019.

The British brands have also struggled to find their rhythm in Australia and have experienced a sales slowdown over the past 18 months, despite the rollout of new models that were meant to drive growth.

US tariffs, a shift away from diesel in Europe, and faltering sales figures in China have all contributed to the brand’s decline. Continued uncertainty around Brexit has also been cited as a major factor for Jaguar Land Rover’s recent struggles.

In Australia, Jaguar sales have fallen by 33 per cent in the first six months of 2020 and Land Rover deliveries are down by 27.8 per cent – in a market that has slowed by 20.2 per cent over the same period.



SVR Carbon Edition is the fastest Range Rover yet

Land Rover has revealed its most powerful vehicle yet: the new Range Rover Sport SVR Carbon Edition, which will make its way to local showrooms in the fourth quarter of 2020.

Recognisable by its racy carbon fibre exterior detailing and gloss black 22-inch alloy wheels, this range-topping model offers true sporting performance with a specially tuned 5.0l supercharged V8 engine that pumps out 423kW and 700Nm.

It gives the big SUV the ability to blast the 0-100km/h sprint in just 4.5 seconds, and top speed is a claimed 283km/h. This makes it the quickest and most powerful Range Rover yet built.

With enhancements to the chassis, the SVR Carbon Edition offers more dynamic handling without compromising traditional Range Rover comfort or all-terrain capability.

The engineers at Land Rover Special Vehicle Operations also focused on controlling pitch under heavy acceleration and braking, and the damping hardware is tuned to provide considerably improved turn-in, mid-corner grip and body control. Inside, lightweight SVR Performance seats are 30kg lighter than the standard pews and feature a more bucket-like design to hug your body during hard cornering. Other sporting touches include aluminium sports pedals, SVR Carbon Edition-branded tread plates that illuminate as you climb aboard, as well as a 19-speaker Meridian surround sound system.



JLR design, engineering teams draw closer

Jaguar Land Rover's Advanced Product Creation Centre, which opened in Gaydon, UK, last year, will play a pivotal role in the group's product development activities. The £500 million facility, positioned as the epicentre of product development, brings together the entire chain of design, engineering and product purchasing functions under a single roof.

A stronger collaboration among different verticals is not only being touted as the key for current and next-gen JLR vehicles, but also as the means for creating future technologies, including autonomous, electric, connected and shared mobility.

Highlights

Vehicle development a collaborative exercise between designers and engineers.

Next-generation Range Rover to probably have a 23-inch wheel size.

JLR vehicles launching this year to have car connectivity tech developed with Tata Consultancy Services (TCS).

Synergies between engineering and design

Nick Rogers, executive director, product engineering, Jaguar Land Rover and Gerry McGovern, chief creative officer, Land Rover, opined that vehicle development was a collaborative enterprise between the designers and engineers. "I think a part of the consideration is knowing how much you should push engineering – what is doable and what isn't, when to stop and when it is within costs and legislation," said design boss McGovern.

Mutual compatibility is paramount to deliver a balance between design and engineering in the final product, something that the executives feel shows through in the latest crop of JLR vehicles. "You can see from the new Evoque that we've just launched, or the new Defender, that we work very closely together," mentioned Rogers.

The prerequisites of any good vehicle design are optimum volumes and proportions, which are perceptible in elements like the wheel-body relationship, front and rear overhangs, position of the A-pillar relative to the wheel and so on. "And that's where the most interaction between the designers and engineers takes place, because Nick and his team need to engineer the architecture to give us that proportion. They have to be incredibly innovative about dealing with the legislation in a way that meets the laws, but can still give us the things we need to have that optimum proportion," elaborated McGovern.

For instance, creating cars with massive wheels is a trait popular with designers since it shrinks the visual mass of the vehicle. Consequently, the company bosses revealed that the next-generation Range Rover "will probably have a 23-inch" wheel size. Larger wheels need to be taken into engineering considerations, and if done correctly, can even bolster the vehicle's abilities in rough terrain, owing to a larger contact patch. This is reflected in the new Defender that wears massive 850mm diameter wheels.

Another example of the confluence of design and engineering in the latest Land Rover Defender is the company's decision to have an upright tailgate and rear-mounted spare wheel, in an effort to cut down on the rear overhang and boost the SUV's off-road prowess.



Evolution of car design post covid-19

The novel coronavirus pandemic has had a knock-on effect on all facets of life, and industry experts believe that car design is no different. Rogers explained, "We firmly believe that post-COVID, the world is going to be different. People are going to care more about personal transport. So there is a lot of work that we are doing on what the next-generation vehicles will look like." With the amount of time spent in vehicles set to increase, focus will primarily be on improving cabin space and delivering designs and functions that are more intuitive.

Need for differentiation

JLR reported sales of about a fourth of its German rivals in FY2020. A limited scale means that the British automaker has to leverage its product exclusivity to optimise revenues and cover investment costs.

"We don't have the scale of some of our competitors. That is exactly why we need to make sure that we are highly differentiated from them. We have to create compelling, emotionally engaging vehicles that truly resonate with people," commented McGovern.

Rogers even mentioned that the limited scale can be turned around as a positive since it gives them the opportunity to be agile, something which allowed the company to make the Jaguar I-Pace, one of the first luxury electric SUVs, and reimagine the iconic Defender.

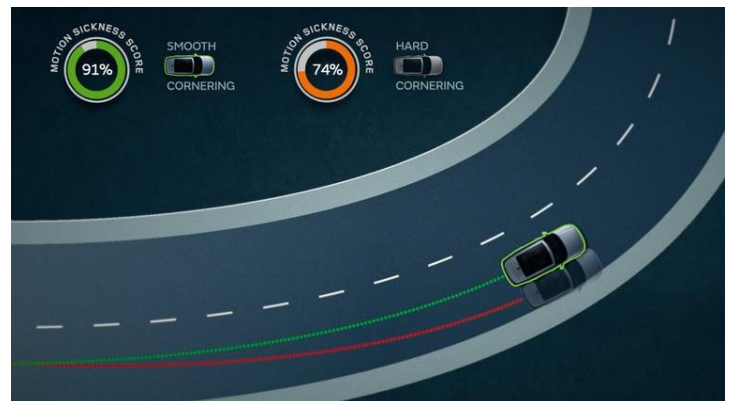
With in-car connectivity becoming one of the major disruptors for the automotive industry, JLR is in the process of rolling out its own solutions, which have been developed with the support of Tata Group companies such as TCS.

"This year, every single car that we launch will be always on, always up to date and have connected tech. Every single car will have a diagnostics engine. So we can monitor the health of the car continuously and send software updates out," said Rogers. He added, "The fact that every JLR car that we now make, as we launch the new ones – all 21 models we see this year, none of them will have to go back to the dealership for a software update or for diagnostics, we will do all of that through the back-end. That is a real transformation."

Jaguar Land Rover autonomous cars to adjust how they drive so you don't get motion sickness

Jaguar Land Rover is creating software to help passengers in its future autonomous cars avoid motion sickness. Estimated to affect more than 70 per cent of people, motion sickness is often caused when our eyes are observing doesn't

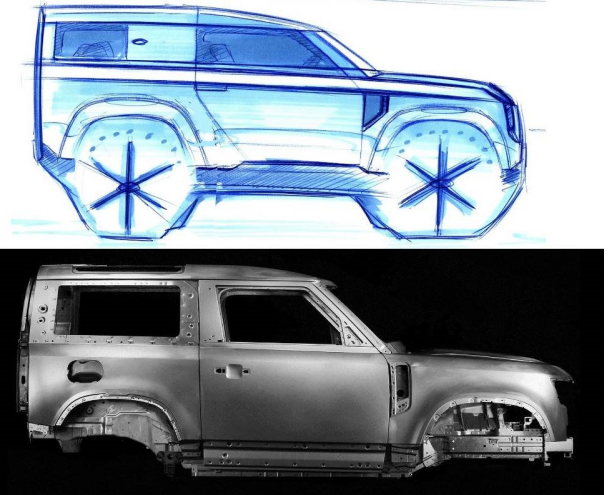
match up to what the inner ear, skin or body is sensing. This is why reading in a car can often trigger feelings of nausea. However, autonomous JLR vehicles will adjust their acceleration, braking and lane positioning – which are all found to contribute to motion sickness – to reduce or avoid the issue in passengers. Jaguar Land Rover chief medical officer Steve Iley said the technology was crucial in autonomous cars truly succeeding in the future. "Solving the problem of motion sickness in driverless cars is the key to unlocking the huge potential of this technology for passengers, who will be able to use the travelling time for reading, working or relaxing," he said. The software combines 20,000 real-world and virtually-simulated test miles. It can also be used to allow autonomous vehicles to maintain individual characteristics unique to different types of cars, be it sportiness in a Jag sports car or luxuriousness in a Range Rover.



Jaguar Land Rover hits Ingenium engine production milestone

Jaguar Land Rover has now built 1.5 million examples of its Ingenium powertrains. The firm's engine manufacturing centre in Wolverhampton builds the engines, which get used in various models across the JLR range. The Ingenium name refers to the company's newest family of all-aluminium engines, which include both petrol and diesel versions. JLR says the engines are designed to 'maximise performance whilst at the same time reducing the environmental impact and running costs for customers'. A six-cylinder diesel engine is the latest addition to the line-up and is offered on the Range Rover and Range Rover Sport. It features mild-hybrid technology and is built alongside the six- and four-cylinder engines built in the West Midlands.

The engine manufacturing centre is also home to electric drive unit production to support the electrification of the range, while the firm is also developing a hydrogen fuel cell powertrain concept that could power vehicles in the future. Ken Close, Jaguar Land Rover's powertrain operations launch director, said: "We are experiencing unprecedented demand for cleaner-running vehicles, so it's more important than ever to deliver clean and efficient engines without compromising on the performance or all-terrain capabilities our customers have come to expect. "Our Ingenium powertrains offer the very best of both worlds – better fuel efficiency and lower emissions, and even greater torque for a more responsive and engaging drive."



You can keep your Tesla Model X. I'll take this electric Land Rover!

Custom-built retro-mod electric cars are all the rage, particularly in America.

Just last week we saw the NAS-E from Twisted Automotive, and now Zero Labs is getting in on the act with its own heritage heart-transplant hero.

The US brand is turning Series III Land Rover models into modern-day electric cruisers, with the choice of the classic wagon design, known as the Series III Classic, or an open-air beachy bruiser called the Series III Beach. Both have seen their combustion engines removed to make way for a big battery pack and electric motor. The battery options are 85kWh or 100kWh, while the motor is capable of outputting as much as 600 horsepower (447kW).

The running gear gets upgraded, too, with independent front and rear suspension, revised brakes and steering, and of course there are big upgrades to the appearance inside and out.

You can spec your design and performance to suit your needs... but it'll cost you. The indicative pricing for these innovative Defender retro-mods starts at USD \$185,000 (AUD \$257,932). For context, the Model X Performance lists from \$179,511.



"Black Mamba" Project 6x6 Land Rover Defender Is Ready for the Tough World

Land Rover is just well, Land Rover. They've been making all-terrain vehicles since before I was born, before my parents even. Since 1948, when the first Land Rover appeared on the scene, they've been making sure you don't get stuck in the middle of nowhere because you followed that weird unbeaten path. Today, the company is still meeting on and off-road expedition needs.

At some point in history however, a Land Rover ended up in a fire station in South Africa. But not just any Rover, but a 6x6. That's right folks, six-wheel-drive! The Defender model came with a V8 3.5 liter engine made to carry precious water for fighting fires. Not an easy task, no matter the size of the engine.

But this particular Defender is just the base for a dream that can be your reality. Classic Overland is a company currently in Georgia, but with roots planted in South Africa. The owner, Stebin Horne, found himself feeling boxed in corporate jobs at age 37 and decided to get into a movable box and start roaming. His journey eventually led him to that fabled fire station. There, he fell in love with what he saw and started a project known as Black Mamba. Taking that late '80s 6x6 Defender and turning it into what you see today. Stebin took that old firetruck and promised new life for it. Him and his team have made a completely new exterior for the Defender and I'm sure the interior is no exception either. The team held true to the boxy look Land Rover has come to be known for, and even added onto the rear axles a flatbed with utility storage and access. Also at the rear, we can see a skid guard for undercarriage protection, mud flaps, splash guards and a side exhaust. A roll cage sits atop the bed to offer protection in case you somehow manage to flip this thing. Here you'll also find room for your spare tire.

Now let's talk a little about the cabin. We can tell it has room for a group of four, maybe five if the last guy is tiny, as the ride shows us four doors for access. To get in there is a step bar to hop on. But I bet it's also used for undercarriage protection too. It looks built into the chassis.

The front has been given a more modern and meaner look. Classic Land Rover lines and geometry would tell you it's a Land Rover even if the emblems were missing. A heavy-duty front end has been thrown in, fully equipped with a winch, cable, and tow hooks. This bit is definitely built into the chassis.

Now obviously, the engine needed to be brought up to date too, and it was. The Mamba comes equipped with a GM LS3 E-ROD 6.2-liter engine able to push out 430 hp and 425 lb-ft of torque. A snorkel intake is also there to make sure you can safely cross some deep waters.

Here's where it gets fun. It can be bought! With a starting price of \$315,000 or 268,000 euro, you can own the Mamba. But remember, that's just the starting price. Beyond that, it's fully customizable inside and out, within the team's capabilities so the final price will vary.



The COVID Convoy Compensation Tour

What do you do when the COVID restrictions kill three escape plans? We had planned to take the caravans to Camp Host over Easter at Jerusalem Creek, (cancelled due to Victorian COVID restrictions) travel to Broome to indulge in a cruise along the Kimberley Coast and then, when WA became off limits, to travel to a National Park in northern NSW. The trip to NSW almost came off – we planned to travel on Thursday, but NSW imposed travel restrictions effective midnight Tuesday and we considered making a dash for the border as being a bit unseemly. So, back, once again, to the drawing board.

We considered travelling into East Gippsland, and to Western Victoria. The weather forecast for East Gippsland put paid to that Idea. Who would want to travel to holiday in an East Coast Low with gale force winds and heavy rain predicted? Western Victoria seemed a better plan except that Mildura, a target destination was experiencing record cold and the thought of travelling through the locked down area of Greater Melbourne without stopping was a bit unappealing. The conversation then turned to alternative routes around the locked down area. We identified three routes that would be open – from Omeo to Mitta Mitta on the Omeo Highway, over Mt Hotham and from the Thomson Dam, through Aberfeldy to Jamieson. Mt Hotham was not considered viable due to the potential for snow and ice, and consequently was rejected. The condition of the Omeo Highway beyond Omeo for caravans was not known although it was understood that the route was fully sealed. Similar concerns were expressed for the final remaining route and, since it was many years since any of us had travelled that way, we decided to do a Reccie. Given that the trip would take at least three hours either way, we decided to stay overnight in Jamieson. Reality then kicked in that we were committing to two longish drives in two days so an additional night in Jamieson was added. This became easy to reconcile when we discovered that our preferred accommodation had a minimum two nights policy anyway. We selected Thursday, 16 July to Saturday 18 July, in part because there was a window in the weather, and in part because it was the earliest some of the party could travel.

The MacRaes and Harlows met the Parniaks and Kerrs in Erica and together we ventured forth in a convoy comprising four Discoverys. The Walhalla – Matlock Road was generally better than thought. There has been roadworks (widening) undertaken in one section, but these have destabilized the side batter resulting in slip-pages which blocked the gutter and diminished the available road width. The road was also very wet and muddy, there are some corrugations and many potholes. We met little oncoming traffic. The road width was, unfortunately, judged to be very marginal for a car and caravan.

We had lunch in the cold at a shelter at Roberts, the intersection of the Warburton to Mansfield Road and the Walhalla to Matlock Road. Roberts is the original site of the township of Matlock.

The C511 from Roberts to Jamieson is in generally better condition than the Walhalla to Matlock Road. Sections are sealed and the dirt sections were generally drier than on the other side of the divide. In places, the dirt was sufficiently dry enough to raise dust. Some sections of the road are heavily corrugated on the corners and the road was quite narrow in places, especially in the town of Woods Point. Whilst the Commercial Hotel and General Store were open in Woods Point, the Kevington Hotel is closed.

There are many extremely attractive, but slightly soggy campgrounds along the Goulburn River. These were serviced by a long, sealed section of road extending from Jamieson. Most of these campgrounds were open for campers although a few which were either muddy or had standing water and were either totally



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closed or partially closed. Whilst these were unpopulated on Thursday, quite a number contained campers on Saturday. There are also several day visitor parking sites.

We arrived in Jamieson just after 2.00pm, found our accommodation and after lighting the fire and turning on the reverse cycle air conditioning to provide at least some heat in our unit, we settled in. Dinner was booked at the Courthouse Hotel in Jamieson and we comprised the majority of patrons at the Hotel."

On Friday 17th July our group split in two with the Harlows and MacRaes exploring the walking tracks around Jamieson and the Kerrs and Parniaks travelling into Mansfield. The countryside between Jamieson and Mansfield was beautiful and green and it was a glorious sunny day.



On arriving in Mansfield, the party explored the main street amongst the very busy shopping centre. Why so busy? Perhaps a lot of farmers were in town and perhaps a few Melbourne people (and supporters) had slipped the net and travelled to their snow lodges at Mount Buller and were in town also.

Mansfield, originally known as Mount Battery, was at the boundary of a number of pastoral runs, and a township was surveyed in 1851 and named after Mansfield in Nottinghamshire, England. Settlement came after the discovery of gold nearby and the Post Office opened on 1 January 1858.

Mansfield is famous as part of the Ned Kelly Trail. Significant memorials include the Memorial to Police erected in the centre of the town's roundabout. Mansfield Cemetery is the burial ground for police officers slain by Ned Kelly and his gang at Stringybark Creek.

After a sturdy lunch of soup and toast we visited the historic Mansfield Courthouse where on 12 November 1878 the Kelly gang (Ned and Dan Kelly and their yet unidentified accomplices (Joe Byrne and Steve Hart)) were required to report and surrender. After three days they hadn't, so they were declared outlaws and could be killed unchallenged.

We then returned to Jamieson and re-joined our fellow travellers beside a delightful wood burning heater and afternoon tea (and drinks).

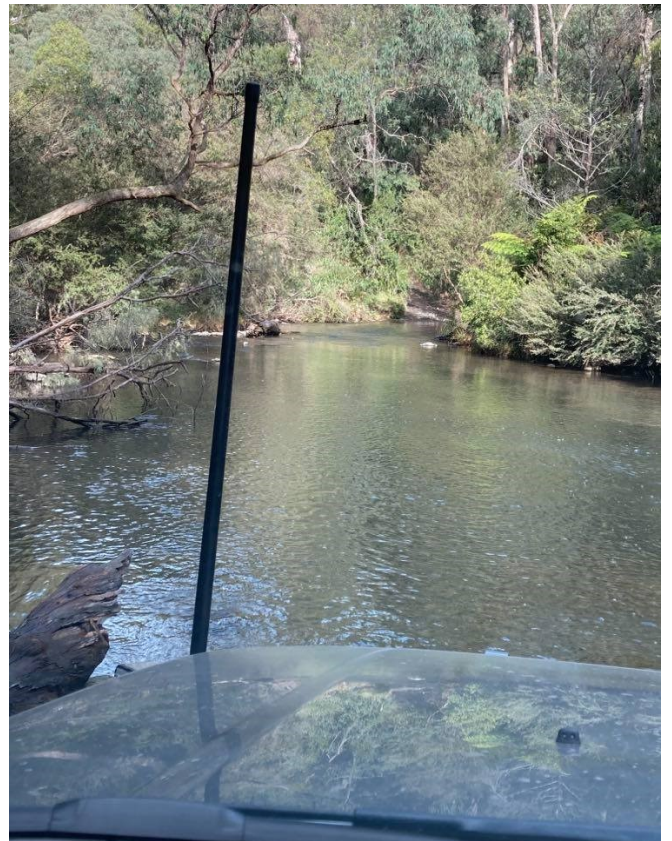
While the Kerrs and Parniaks travelled into Mansfield, the Harlows and MacRaes explored the walking tracks around Jamieson. After a great breakfast of bacon and eggs on toast we headed up to the town cemetery to check out the history which was deep and plentiful. Toney provided her Fitbit app map showing our exploration. After lunch we took the Jamieson river walk with some envy as many of the homes had a great outlook onto the river. After crossing the Jamieson River bridge, we



followed the river to the convergent point with the Goulburn River which was carrying more silt. The spit of land was owned by the local doctor and he had apple trees growing. It had fallen into disuse and became over grown with blackberries (which is ironic as a history board in the town pays tribute to von Mueller, who in 1858 introduced blackberries into Australia), before the locals cleared the area and its now a very attractive open park.

We had tea at the local brewery which was working under the covid restrictions in theory but the space and numbers were too close to the maximum so we did not linger. A short drive to our accommodation in the cold night air to a warm cabin and a game of Trains followed. Helen played a great game, winning in a close finish.

The drive home via the same route as we came took in stops at the Goulburn River tunnel diversion, Woods Point for morning brew, Beardmores track for a Thomson river crossing and Erica for a hot pie and coffee before we went our separate ways to wash our cars for the next trip.



When Getting To Coober Pedy Was An Adventure.

By Greg Rose.

This is one of those “when I was young things were much harder” boring tales that “older” people tell.

Coober Pedy is an opal mining town in South Australia approximately 800km north of Adelaide. The town has a population of nearly 2000 permanent residents. In 2020, it's an easy drive up the wide and sealed Stuart Highway to Coober Pedy, a little visually dull perhaps, as the town is situated on stony desert plains.

In 1973, newly married, I decided to show Lois the outback. I had a short wheelbase Land Cruiser that was twelve months old when I purchased it. I had wanted a long wheelbase series 3 Land Rover hard-top, but they were almost impossible to buy. I had found one that had the Land Rover 6 cylinder petrol motor, but I was told that engine was not very reliable. The Toyota had all the modern features of the day; a sluggish petrol engine, three speed manual gearbox, heavy steering, no sound deadening to interfere with the engine and road noise and bar tread tyres. Ah, how I miss the constant hum of bar tread tyres and their superb wet bitumen road holding capabilities!



We set off with basically just our bushwalking gear plus a folding coffee table, a couple of folding chairs and a planned destination of Ayers Rock. The bitumen, in those days, ran out just north of Port Augusta. Unfortunately for us, the area had just been soaked with several days heavy rain. As the roads were always graded down, the roadway soon became a river. Undeterred we pushed on. Outback roads, in those days, were rarely closed due to flooding. Progress was slow and we camped beside the road south of Pimba. The next morning, we continued on and briefly stopped at Pimba, where there was all sorts of mayhem to watch. It was school holiday time and there were several buses with secondary school students stranded. It was very popular to have school holiday outback bus tours for senior students. I had my first taste of the outback on one in 1966. With their tents set up in the mud the students watched on as two buses linked together tried to pull a third bus onto a firm surface.

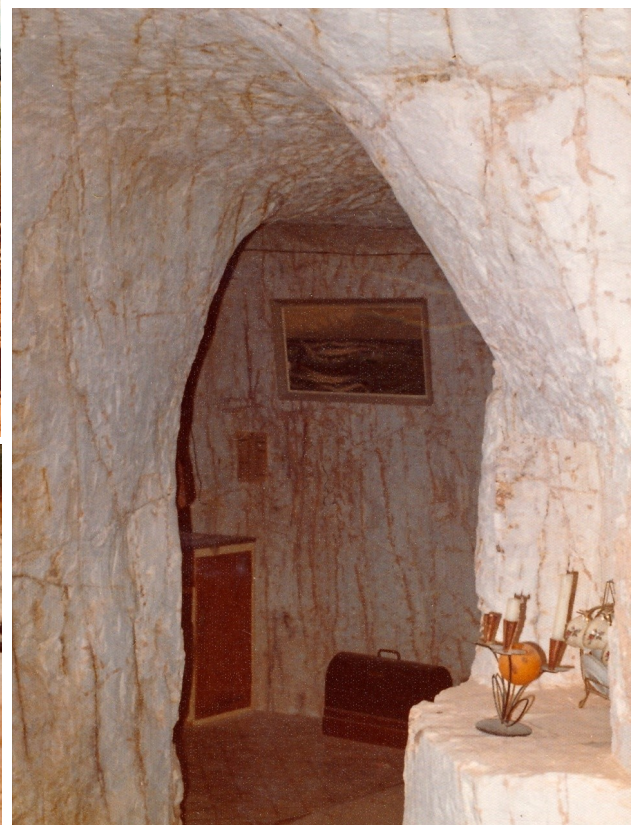
Further up the road we came across a semi-trailer laying on its side. Apparently, the driver lost control in the slick mud, ran up the roadside bank and the whole lot flipped over. Further on again we came across another stuck semi. Behind the prime mover was a freezer trailer that had a load of ice cream and frozen chickens. Later, in Coober Pedy, we were told that the driver had been reluctant to leave the truck and lived on chickens cooked over an open fire for a couple of days.



Mercedes Benz LS 1418 stuck near Pimba

Camped by the roadside again, another short wheel based Toyota pulled into where we were set up with a fire going and billy boiling. The couple, from Sydney, asked if they could camp near us and travel with us the next day as they were worried about being on their own. After a quiet night of campfire yarns, we left together the following morning. The road by this stage was really bad. Long stretches of water and patches of thick rutted clay. A bit of luck occurred that morning. We came across a VW 1600 station wagon making hard work of the wet sections. In the VW was a couple who lived at Coober Pedy and were trying to make it home in time for a ball, the social highlight of the Coober Pedy year. They were thrilled to see two four wheel drives coming. So, the three vehicles now travelled in slip sliding convoy into the town. The road north was completely impassable, and the grateful Coober Pedy couple invited us all to stay in their dugout until the roads, south and north, dried up.

We had a great few days in town. We looked, unsuccessfully, for opals, explored where we could, and met miners and opal cutters who were friends





of our hosts. We bought some very nice opals, cut and polished by the folk we were staying with. The ball was the night after we arrived and it was amusing to see the couple, dressed in their finest clothing, he in a suit and she in a beautiful blue long ball gown. The foot ware, however, was not in keeping with the outfits as they both wore gumboots to slog down the muddy road to the hall. They carried their dancing shoes with them.

Eventually the roads dried out, but we never made it to Ayers Rock, we had run out of time and headed home. The clutch on the Land Cruiser gave out in Murray Bridge. The journey from there back to Melbourne for repairs, before continuing on to Glengarry West, is a story in itself.

We used the Stuart Highway often after that eventful trip and followed other more remote routes to Central Australia. In 1985 the bitumen went further but still not all the way to Coober Pedy. It had rained and we had similar experiences to the 1973 trip as we neared Coober Pedy. We were in a Land Cruiser 60 series wagon. The last hundred kilometres took us a whole day. We helped, by towing them out of a huge boggy section, a couple in a brand new metallic gold Honda sedan. They were finally towed into Coober Pedy behind a grader. The engine bay, after the grader towing, was completely full of thick clay mud, which locals kindly hosed out for them.



The next time you cruise up the Stuart Highway, with the Harmon Kardon stereo playing soothing music and the climate control set just right, spare a thought for the old days. We did it tough back then!



So in retrospect, in 2015, not a single person got the answer right to "Where do you see yourself 5 years from now?"

Two ladies were talking at their friends funeral. The first lady says, "Did she die peacefully?", "No" says her friend, "He was with her till the end."

Have you ever been guilty of looking at others your own age and thinking, surely I can't look that old?

My inferiority complex is not as good as yours.

Brain cells come and brain cells go, but fat cells live forever.

Barty was trapped in a bog and seemed a goner when Big Mick O'Reilly wandered by. "Help!" Barty shouted, "Oi'm sinkin'!" Don't worry," assured Mick. "Oi'm the strongest man in Erin, and Oi'll pull ye right out o' there." Mick leaned out and grabbed Barty's hand and pulled and pulled to no avail. After two more unsuccessful attempts, Mick said to Barty, "Shure, an' Oi can't do it. Oi'll have to get some help." As Mick was leaving, Barty called "Mick! Mick! D'ye think it will help if Oi pull me feet out of the stirrups.

