

LAND ROVER OWNERS' CLUB

OF GIPPSLAND
JUNE 2021 NEWSLETTER



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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 Co-Ord Transport Leyland Hippo with a mixed load, which included a 109" Series 2 Land Rover.



Series 1 Land Rover towing a binder cutting Lucerne

LROCG July Meeting

We will be holding our LROCG July General Meeting on Monday July 5 at 8pm, at Gippsland Land Rover, Traralgon, subject to Covid restrictions.

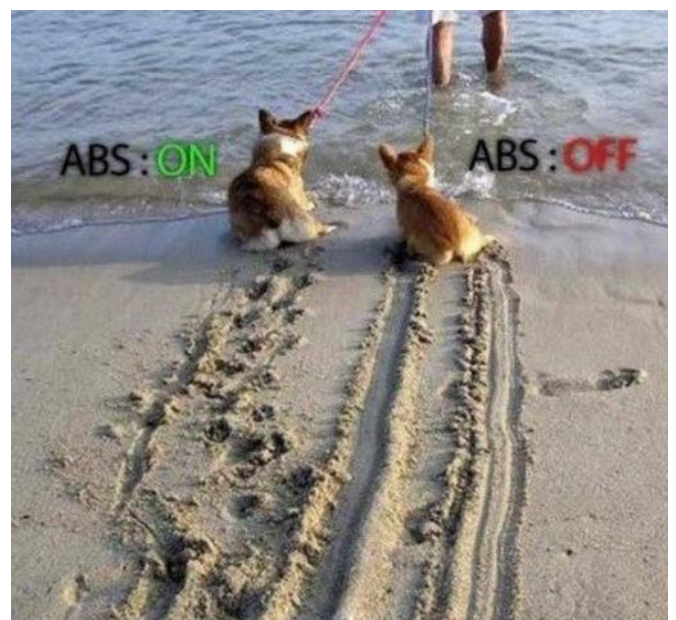
LROCG Coffee Morning

We are having our next coffee morning on Friday, 16 July 2021 at Fozigobble, 79 Princes Highway, Yarragon commencing at 10.00am, subject to Covid restrictions.

This month's cover; Craig Murray's RFSV Perentie

Land Rover Owners Club of Gippsland 2020-- 2021 Committee

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Land Rover Defender to run on hydrogen

Land Rover's 4x4 off-road warrior to gain zero-emissions fuel-cell electric powertrain.

Jaguar Land Rover (JLR) has confirmed plans to develop a hydrogen fuel-cell version of the Land Rover Defender, with prototype vehicle testing to get underway this year.

Known as Project Zeus, the hydrogen fuel-cell development is part of JLR's broader plan to produce strictly zero-emissions vehicles by 2036.

The project has been partially funded by the UK government-backed Advanced Propulsion Centre and includes R&D with the likes of Delta Motorsport, Marelli and the UK Battery Industrialisa-

tion Centre (UKBIC).

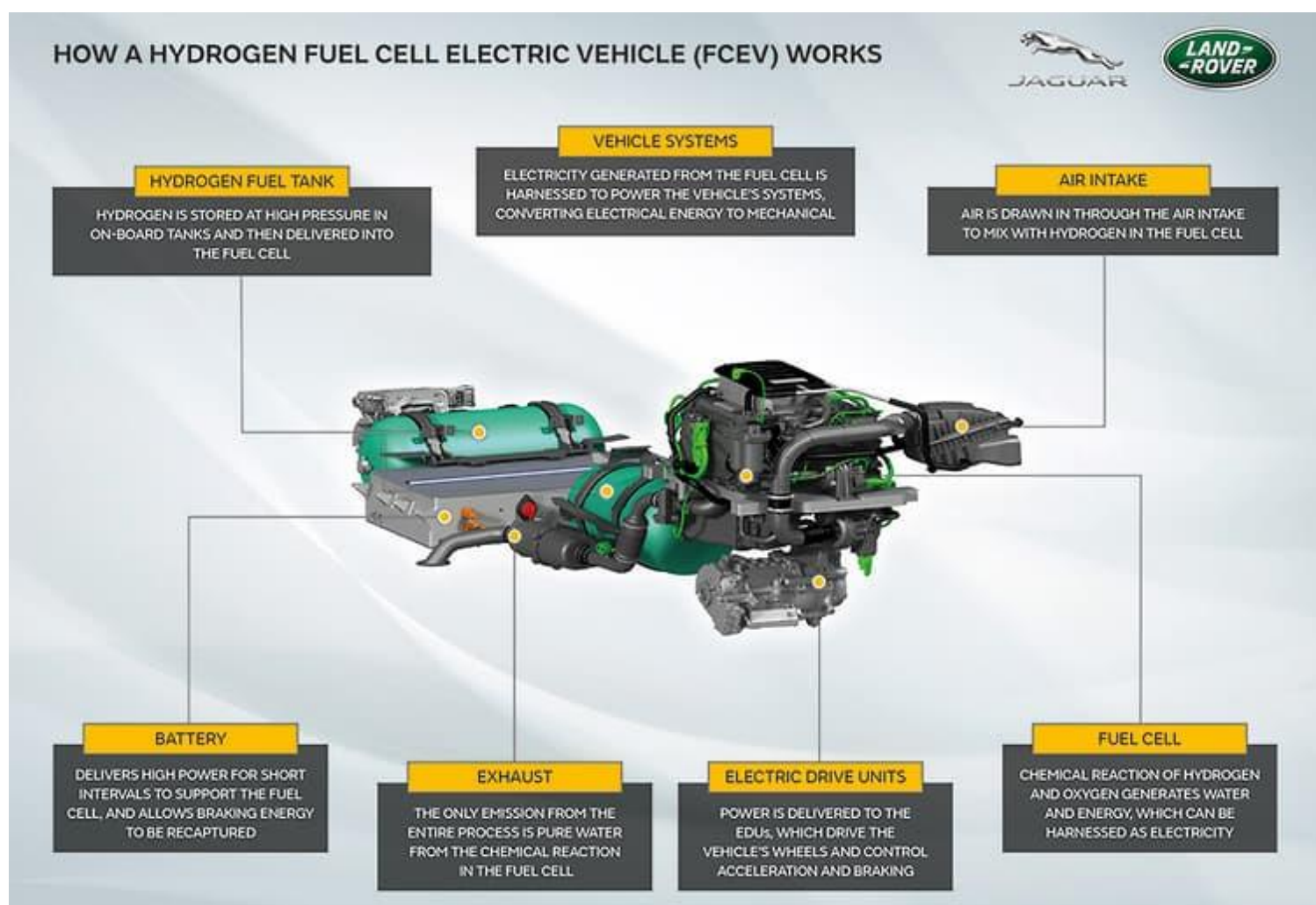
JLR says fuel-cell electric vehicles (FCEVs) are complementary to electric cars on the journey to net zero vehicle emissions.

It is hoped that keying into the Land Rover Defender specifically will allow JLR to understand more about FCEV refuelling, towing and off-road ability. "We know hydrogen has a role to play in the future powertrain mix across the whole transport industry, and alongside battery-electric vehicles it offers another zero tailpipe emission solution for the specific capabilities and requirements of Jaguar Land Rover's world-class lineup of vehicles," said Ralph Clague,

JLR's head of hydrogen and fuel cells. "The work done alongside our partners in Project Zeus will help us on our journey to become a net zero carbon business by 2039, as we prepare for the next generation of zero tailpipe emissions vehicles."

JLR believes fuel-cell tech is promising for off-road vehicles such as the Defender.

"They provide high energy density and rapid refuelling, and minimal loss of range in low temperatures, making the technology ideal for larger, longer-range vehicles, or those operated in hot or cold environments," the company said.



Jaguar Land Rover at risk of running out of aluminium

Supplier in emergency talks to avoid bankruptcy that could cut off JLR's supply of vital body and chassis parts.

Liberty Aluminium Technologies (LAT) has confirmed it is participating in last-ditch negotiations with its backers to avoid slipping into administration, a move that could prove catastrophic for Jaguar Land Rover.

According to Sky News, LAT is facing

collapse "within days" if a deal can't be done to save it, with the biggest casualty set to be its main client, Jaguar Land Rover. If the aluminium component-maker's three UK-based sites are forced to close, it could have huge implications for production of Jaguar, Land Rover and Range Rover models. Before the emergency talks were triggered, LAT's parent company GFG Alli-

ance announced in May that the supplier was for sale.

There's no word on whether there are any interested buyers, although it's been reported the aluminium specialist has asked the bank handling the talks for more time to pursue interested parties.

Jaguar Land Rover, meanwhile, has yet to comment on the situation.

Land Rover Defender crowned best designed car in the world

Land Rover's new Defender has been judged the 2021 World Car Design of the Year, as part of the annual World Car Awards that recognise automotive excellence.

Highlighting new vehicles with innovation and style that push established boundaries, the World Car Design of the Year award is part of a broader competition that also includes World Performance Car, World Green Car, World Luxury and World Urban Car categories, as well as the overall World Car of the Year.

Cars eligible for the 2021 World Car Design of the Year award encompass all contenders competing in the other four award categories, so the judging panel had dozens of new cars and SUVs to choose from.

That panel consisted of seven highly respected world design experts, including Gernot Bracht (Germany – Pforzheim Design School), Ian Callum (United Kingdom – Director of Design, CALLUM, and formerly with Jaguar, Ford and Aston Martin), Gert Hildebrand (Germany – Owner Hildebrand-Design), Patrick le Quément (France - Designer and President of the Strategy Committee - The Sustainable Design School, and formerly with Ford and Renault), Tom Matano (USA – Academy of Art University, Former Head of Design – Mazda), Victor Nacif (USA - Chief Creative Officer, Brojure.com and Design instructor, NewSchool of Architecture

and Design) and Shiro Nakamura (Japan - CEO, Shiro Nakamura Design Associates Inc.).

The panel was asked to first review each candidate, and then establish a short list of recommendations for the final vote. In addition to Defender, the short list included the Mazda MX-30, Honda e, Polestar 2 and Porsche 911 Turbo.

From this group, a 1 through 5 voting system determined the three finalists – Land Rover Defender, Mazda MX-30 and Honda e - which were announced on 30 March.

The final was held on 20 April, where the Defender was declared the ultimate winner, with 299 points, over the Honda

e (239 points) and Mazda MX-30 (197 points).

Prof. Gerry McGovern OBE, Chief Creative Officer, Jaguar Land Rover, said:

“New Defender is influenced by its past but is not constrained by it and we are delighted it has been honoured with this award. “Our vision was to create a 21st century Defender by pushing the boundaries of engineering, technology and design while retaining its renowned DNA and off-road capability. The result is a compelling 4x4 that resonates with customers on an emotional level.”

This year's win is the third for Land Rover in the design category, following the Range Rover Velar in 2018 and Range Rover Evoque in 2012.



New Land Rover Defender recalled

Fire risk for both Defender and Discovery while Suzuki Jimny comes unstuck with glass adhesive problem.

A nationwide recall for the new Land Rover Defender and the Land Rover Discovery has been issued over a potential fire risk with models fitted with the 3.0-litre six-cylinder turbo-diesel engine.

A total of 533 Land Rover Discovery and Defender SUVs are subject to the recall, all of them MY20 models. In the recall notice, Jaguar Land Rover (JLR) Australia has advised that the fixing nuts that connect the exhaust downpipe to the catalytic converter may not have been tightened to specification. If the fixings loosen, hot exhaust gas could leak into the engine bay, potentially causing localised heat damage which could in turn lead to under-body smoke and a vehicle fire, if sustained.

The British car-maker says it will write to affected owners to have their vehicle booked in for inspection and repair, free of charge.

In other recall news, a small batch (12 units) of the MY20 Suzuki Jimny is under recall, following a problem identified which could see its windscreen and/or rear door window fall out.

Suzuki says the bond primer used to attach the windscreen and rear door window may have been incorrectly applied to the glass, which could cause water to leak into the cabin and, in some cases, could cause the glass to detach from the vehicle.

The recall notice makes it clear that “this could result in the glass becoming airborne or falling on to the road, increasing the risk of serious injury or death of other road users”.

Affected models include those sold between September 1, 2020, and March 1, 2021, with the Japanese car-maker saying it will notify affected owners by mail to organise removal and reinstallation of the front and rear glass.

At the same time, MY20-built examples of the Suzuki Ignis compact SUV are also being called back into dealerships. A total of 163 examples are affected, with Suzuki saying a fuel tank breather pipe may have been incorrectly moulded to the top of the fuel tank and could detach by normal vibration of the vehicle.

According to Suzuki, if the breather pipe detaches and fuel leaks in the presence of an ignition source, there is an increased risk of a vehicle fire, therefore increasing the risk of serious injury or death to vehicle occupants and other road users.

Next Land Rover Discovery to share Discovery Sport's platform, new Range Rover to underpin Defender

The Jaguar Land Rover group – owned by Indian conglomerate Tata – claims to be targeting complete carbon neutrality by 2039.

The next-generation Land Rover Discovery, Discovery Sport, Range Rover Velar, and Range Rover Evoque – which are all slated for launch within three to four years – will be underpinned by JLR's Electrified Modular Architecture (EMA), according to a new report from Automotive News Europe. Meanwhile, it is claimed the next-generation Range Rover, Range Rover Sport, and Land Rover Defender will sit on the hybrid-orientated Modular Longitudinal Architecture (MLA), originally slated to debut with the ill-fated Jaguar XJ project.

Both platforms are compatible with traditional internal-combustion engines, but designed from the ground up with electrified powertrains in mind.

The Automotive News Europe report aligns with confirmation from Jaguar Land Rover earlier this year that MLA and EMA platforms would underpin its future vehicles – though at the time it wasn't clear which chassis would underpin which model.

Currently, the Land Rover line-up is split across five distinct platforms – the Range Rover Velar is underpinned by

the D7a architecture, the Land Rover Defender sits on the D7x architecture, the Land Rover Discovery, Range Rover, and Range Rover Sport share the D7u architecture, while the Range Rover Discovery Sport and Range Rover Evoque sit on an updated D8 architecture.

An earlier report from Automotive News Europe suggested some future electric Land Rover variants would feature a petrol-powered range-extender, much like the one offered in the BMW i3.

When approached for comment

by CarAdvice, a spokesperson for JLR in Australia said: "There's certainly nothing further to report publicly [on future product plans] at this time." This story will be updated when more detail become available.

Earlier this year Land Rover confirmed it had dropped plans to launch a bespoke electric Range Rover nicknamed the 'Road Rover.'

However, the wider Jaguar Land Rover group claims to be targeting complete carbon neutrality by 2039.



Jaguar Land Rover has an order backlog, 12 months wait on models

About 60% of the backlog originate from the UK and Europe, followed by China and the US. Shortage of semiconductors one of the primary reasons behind the crunch. It has started hitting the production of JLR's plug-in hybrid electric vehicles, too.

Tata Motors-owned Jaguar Land Rover (JLR) is asking customers to wait for up to 12 months to take delivery of the vehicle as the backlog of orders for the two British brands has hit 100,000 units across the globe.

About 60 percent of the backlog originate from the UK and Europe, followed by China and the US, a senior Jaguar Land Rover (JLR) official informed. Shortage of semiconductors is one of the primary reasons behind the crunch in vehicle supplies. It has started hitting the production of JLR's plug-in hybrid electric vehicles, too.

"We have a huge order demand at this point in time, with almost 100,000 cus-

tomers waiting to drive our vehicles. More than 22,000 orders now are for the Defender family.

Tata Motors claimed that 'proactive management with suppliers and chip brokers' has limited the impact of the semiconductor shortage through the March quarter. However, such shortages are expected to continue through the first half of the year before improving in the second half.

JLR lost about 7,000 units of production due to the shortage. To counter such issues, JLR has formed an executive team to iron out production-related hiccups and speed up vehicle supplies. "We've introduced some agile specialists to our workforce. We're rolling this out, particularly, within the engineering fraternity. We've already started with hundreds of teams and we will have thousands of people working there. Those teams are empowered to fix the problems over the next six to nine

months. We expect to significantly speed up our time to market. We have committed to a 40 percent improvement," Adrian added.

During the March quarter, JLR clocked retail sales of 123,483 units, which was 12 percent higher than the same quarter last year when the two brands sold 109,900 units. China, the second-biggest market for JLR globally, was up 127 percent during the quarter. For the full year FY21, however, volumes were down 14 percent to 439,600 units as against 508,700 units in FY20.

Thierry Bollere, CEO, Jaguar Land Rover, said: "You always learn from a crisis and find opportunities. From our Tier-2 and Tier-3 suppliers, we are learning about microprocessors and the way they work. We need a change in the way we are operating our supply chain with them. And it's exactly what we are preparing at the moment to have a structural fix to this problem".

The curious appeal of old Land Rovers

When the Duke and Duchess of Cambridge arrived at Holyrood House to watch a drive-in screening of the Disney film *Cruella* with NHS staff last month, the *Daily Telegraph* reported that the couple 'paid tribute to the late Duke of Edinburgh' by travelling in one of his 'beloved' Land Rovers - which, as any Landy fan will tell you, was a long wheelbase station wagon in Bronze Green with glass 'alpine lights' in the roof and, unusually, a colour-co-ordinated hard top and bumper. Judging by the royal couple's undishevelled appearance - he in a dark two-piece, white shirt, no tie; she in a belted, ankle-length coat of muted blue tartan with military style buttons - they hadn't travelled far and nor, I imagine, would they have wanted to.

Though highly polished and undoubtedly beloved, the 1966, Series IIA demonstrated a characteristic sag to the right, giving the impression that William might have fallen victim to lockdown obesity. In fact, weak leaf springs on one side are a trait of tired 'classic' Land Rovers, as are the hopeless latches with which Kate demonstrated familiarity by giving her ill-fitting door a suitably robust shove after making an impressively elegant descent from the plastic-covered foam square laid on top of a metal box that, in such 'Series' models, is laughably called a seat. But, it's not only English royals who are loyal to the legendary Land Rover because, as few readers can have failed to notice, these agricultural relics which demand the limbs of Hercules to steer and stop, drink like the late Oliver Reed and leak more oil than the Exxon Valdez have been adopted as expressions of four-wheeled chic by every well-to-do type imaginable.

From bearded hipsters to ladies who (used to) lunch and from bankers with 'a place in the country' to the new breed of healthy living fanatics who own an electric mountain bike/surfboard/ tent/pair of walking poles/ordnance survey map, everyone with money to lose seems to want an old Land Rover.

Most are fantasists who believe being behind the wheel of a Landy demonstrates an authentic, no-nonsense attitude to life. A life in which the simple things are best, but one in which an expensive adventure waits around every corner; a life enriched by rocks and



mud, manual labour, towing things and 'loading up' in advance of tackling yet another rugged task (preferably one involving a stylishly-coiled hemp rope, bumper-mounted winch, vintage-looking roof rack and at least two jerry cans). As a result, the price of old Land Rovers of all types has gone right through the roof (canvas versions of which are known as 'tilts' in Landy-speak) with examples that would once have struggled to make a four-figure sum - such as my own Series II, for which I was royally ripped-off to the tune of £800 20 years ago - now starting at £5,000 for a rust-riven example and rising to scarcely believable £100,000-plus for a 'reborn' Series I spruced-up by Land Rover's money-spinning 'Heritage' division. In fact, it doesn't even stop there - because, in February, the marque announced a limited edition of 25 old-style Land Rovers based on those used for the erstwhile Camel Trophy races held during the 1980s and '90s. Although priced at an insane £195,000, the whole lot sold-out within three days - and will start rusting quietly beneath in about the same time. It must be galling for any designer tasked with creating quiet, comfortable, efficient, aerodynamically sound cars to see that a vehicle representing the antithesis of all of the above has not only become entrenched as a landmark of automobile history, but continues to be so universally popular that it can attract a stampede of buyers at almost any price. Not as galling, however, as it might be for Land Rover itself, which was forced to stop production of the 'old' Defender for safety and emissions reasons in 2016 - by which time, news of its demise had sent de-

mand soaring to unprecedented levels. Although often erroneously lumped together with these 'Defender' models, it is 'Series' Land Rovers such as the model the Cambridges drove to Holyrood that are the true classics of the breed, with the term encompassing the first, second and third generation variants built from the start of Land Rover production in 1948 until the arrival of the '90' and '110' models in 1983 (and re-named 'Defender' in 1991). Improvements found on the post-Series vehicles were initially minor - more pliant coil-spring suspension instead of traditional 'cart' springs and a taller, one-piece windscreen with no hinged flaps beneath to allow in copious gusts of fresh air, for example - but many believe they diluted the charm of true 'Land Rovers'. The world of these Series models is, however, something of a black hole that goes well beyond the three basic evolutions. All were available in long and short wheelbase guise and, as Land Rovers began to prove their worth beyond the farming environment for which they were designed, numerous variations on the theme became available in the form of everything from the 10 and 12-seat Station Wagon, commercial 'Utility' models, expedition and safari versions, truck-like Forward Control models and even the military 'air portable' and 'lightweight' types that were designed to be transported by helicopter.

And now, of course, you can have anything you want thanks to the plethora of restoration, upgrade, backdate and modification specialists who are only too eager to create the vehicle of your wildest dreams.

But, says historic Land Rover restorer and valuer Julian Shoolheifer, prospective purchasers should do their research before taking the Series plunge - and he should know, having last year completed the award-winning rebuild of the earliest known production model on behalf of chemical industry billionaire and Landy fan Sir Jim Ratcliffe.

'There is a Series Land Rover for every-one, whether its a gleaming "trailer queen" that's restored to perfection or an enchantingly patinated "bitsa" that will provide endless hours of off-road entertainment,' says Shoolheifer, who restored his first Land Rover 31 years ago (it now belongs to fashion mogul Ralph Lauren) 'Many people imagine,

however, that the relative simplicity of a Series Land Rover means that it will be cheap and easy to repair or renovate - but that is a myth, and a bad buy can quickly leave one out of pocket. The secret is to learn as much as possible before buying and, if there's any uncertainty, take advice from an expert,' says Shoolheifer. Fantasists take heed...

Ravenous rodents destroy family's luxury 4WD

A trip to the Hunter Valley to celebrate a relative's 90th birthday has proven to be an expensive night away for a Newcastle family, after a rat stowed away in their luxury four-wheel-drive Land Rover. Luke Tilse took the vehicle to his family's orchard at Moonan Flat in April for an overnight visit. It was a week or so later, he said, when he noticed holes appearing in the car's thick, rubber floor mats. "We were getting these holes, getting bigger and bigger and these are hardcore rubber mats, you know," Mr Tilse said. "We hadn't seen any [rodents]. We just knew they were there because gradually our car was just getting nibbled away. "All the arm-rests were starting to get bite marks in them, all the leather on the consoles. [There were] multiple nests apparently." Mr Tilse said he could not believe the damage bill when he took the car to the mechanic. "We took it to the dealership and they said that, even to look into the car and take it apart to that level, [would be] about \$10,000," he said. "I think at last count [the total cost] was \$19,600. "There was heaps of damage under the dashboard. We were worried about air-bags blowing up in our faces just from the electrics being so tampered with. "All up, I think it's going to be two months without the car while they get all the different specialist parts they need to replace. "A lot of money and now time." Garry van Dijk manages the car-repair business that worked on Mr

Tilse's vehicle. "We had to strip the whole car apart, basically, so the whole interior is out of the vehicle - the seats, the dashboard, the air-conditioning unit, everything is apart on that car," he said. "You would think that there was more than one [rodent], but we only found one.

Mr van Dijk said the creature had been living under the carpet while the family had been driving around.

"It's taken stuff underneath the carpet, chewed the door trims, the seats, arm-rests, the consoles, and the amount of faeces through the car is quite incredible. "It's chewed through everything, dragged wet-wipes into the dashboard to make nests and in the vents. You have to see it to believe it, it's quite amazing."

"What's not damaged, we'll put back in, but that will all have to be sterilised and

cleaned of course."

Mr van Dijk said it was the third car damaged by rodents he had seen in the past month. "We had another Range Rover as well. I expect we'll see more."

Mr Tilse said he was relieved that his insurance covered the cost of repairs, after talking to others in a similar position who had not been so lucky.

The Insurance Council of Australia said most car insurance policies did not cover damage caused by vermin or insect plagues. "There are some car insurance policies available that may cover subsequent damage like a fire caused by [rodents] chewing through electrical wiring," a spokesperson said.

"The Insurance Council of Australia suggests policyholders who have suffered vermin damage to their car contact their insurer to have their individual situations assessed."



New warnings for Caravaners after several horror crashes

As Australia's caravan landscape continues to boom under domestic travel conditions, new warnings have been raised following several horror towing crashes. While caravaning retailers and safety experts alike are encouraging Aussies to head out and explore our sunburnt country, they're also encouraging drivers to educate themselves. The rise in accidents comes as a record number of first-time caravaners hit the open road. "A lot of newer caravaners

just don't have those sorts of skills ... to be able to go out there and tow quite a large van," James Creswick from Titan Caravans told 9News. "We do try to encourage that sort of training for our new owners and even a refresher course for people who have had caravans before - it can save lives."

While caravan towing courses are held across the country, Andrew Fitzsimons from driving safety group Learn 2 Tow has revealed some simple mistakes

newer drivers make.

"A terrible common mistake would be the trailer not being hitched on correctly," "Or maybe not knowing they've got electric brakes fitted to their vehicle." Drivers should also know the length of their caravan as well as its weight. They should also make sure to spread any type of extra weight across the vehicle, including putting heavier items above the axels.

Jaguar Land Rover Dealers Are Earning Bags Of Cash

Here's the secret to their success. Jaguar Land Rover hasn't had it easy over the past few years. It never became the BMW and Audi rival now-former CEO Ralf Speth envisioned despite investing billions in new models and global facilities. His successor, Thierry Bolloré, recently announced a plan that will see a dramatically scaled-back and EV-only Jaguar alongside a more well-funded Land Rover. Jaguar's inability to compete with the Germans forced Bolloré to either kill it or turn it into an ultra-luxury brand with fewer models and higher profit margins. He chose the latter. Land Rover will make up the bulk of the company's future sales because that's where greater demand lies.

Land Rover demand and profits have never been higher, though this is the result of the semiconductor chip shortage crisis. The Land Rover Defender, for example, has up to a 12-month waitlist. JLR's North American CEO is not worried. In fact, he's thrilled. Speaking to Automotive News, Joe Eberhardt revealed dealerships are recording some of their highest profits per vehicle in years along with plenty of custom orders for already high-priced Range Rovers. It's a situation where there's a lesson to be learned: he doesn't want to go back to the days

when dealers had a 90-day supply. "The challenge for us will be to accurately forecast what the real demand is, then have the discipline to actually flex the production once we have availability to be aligned," he said. "We don't want to push cars in the market." The fact that JLR's US dealers are extremely understocked at the moment is a "good problem to have" because it forces buyers to accept what's available. There's not much room for negotiating. The alternative is custom orders and this typically means buyers are loading up on the options. The downside is that buyers will have to wait sev-

eral months. However, Eberhardt is concerned once the chip shortage ends, inventories will increase back to pre-pandemic and pre-shortage levels. It's a balancing act that's hard to juggle. Inventory that's too low directly contradicts Americans' "I want it now" mentality, and if they can't get that high-priced Range Rover or Defender fast enough, they could drift away to the competition. Dealers continue to beg for inventory that's just doesn't exist right now but they're also raking in the cash. Eberhardt's new task is to find the ideal inventory figure that generates both demand and profit.



Zero BAC requirement for all heavy vehicle drivers

There is a new law for truck drivers in Victoria. The blood-alcohol limit is now zero for drivers of heavy vehicles greater than 4.5 tonne (GVM).

The One Ten 6x6 Land Rover and the Perentie 6x6 Land Rover (all variants) have a GVM of 5.6 tonne.

The Government is taking further steps to minimise the risks to heavy vehicle drivers, their passengers and other road users, by extending the zero blood alcohol concentration (BAC) requirement to all drivers of heavy vehicles.

The new zero BAC statutory requirement for all heavy vehicle drivers commenced on 1 April 2021.

Previously the zero BAC requirement only applied to drivers of 'larger vehicles' – vehicles with a GVM greater than 15 tonnes. The zero BAC requirement will apply to drivers of all heavy vehicles which are defined as vehicles with a Gross Vehicle Mass (GVM) greater than 4.5 tonnes.

At a BAC of .05, the risk of being involved in a road crash is about double compared with a BAC of zero. Studies show some drivers can be impaired from as little as 0.02 BAC.

Crashes involving heavy vehicles are often serious because of their significant size and weight, regardless of who is at fault. Heavy vehicles are more difficult to operate compared to a regular passenger vehicle. Their size and weight make driving and manoeuvring around turns more challenging, slowing down and stopping more time consuming, and loss of control easier, but harder to recover from.

Driving is a complex task requiring concentration, judgement and decision making. Alcohol affects these skills and decreases a driver's ability to safely control their vehicle. Alcohol is a depressant, so it slows messages to and from the brain, impact-

ing upon decision-making, slowing reaction time and reducing overall vigilance. Drivers face harsh penalties if they are caught drink-driving.

What will the penalties be for a truck driver who is over zero when the new law comes into effect? The penalties will be the same as those that currently apply to drivers based on their licence and legal limit. The penalty will differ depending on the BAC reading and other factors, but all offences will incur loss of licence, a mandatory behaviour change program and an alcohol interlock.



You can turn a clapped-out old banger into an electric eco warrior

Millions of drivers face chucking their old cars on the scrap heap in the next few years as the UK marches towards a carbon net-zero future. New diesel and petrol cars will be outlawed within the decade and the taxes and charges for driving existing ones will get ever-more prohibitive.

But what can drivers do if they like their old car? A growing number of drivers have found a left-field answer: convert their petrol or diesel car to electric.

Electric Classic Cars in Wales has seen demand go through the roof in recent months. Founder Richard Morgan says: 'When we started five years ago, we were one of the first companies to convert cars to electric. We are still the largest in the world, but now one new competitor pops up almost every month, which is great. We are inundated with enquiries, everyone from school teachers to millionaires.'

Electric Classic Cars has converted around 100 vehicles to date and have a further 18 in the workshop. One is a much-loved old Mini, which is being given a new lease of life. 'The owner remembers being taken to the seaside in it by his parents when he was a kid,' says Morgan. 'Now he wants to convert it to electric for his kids so that another generation can enjoy it.'

The company also sells conversion kits around the UK – and to buyers in the US, Canada, Australia and South Africa. 'We ship lots of kits to South Africa to convert big Land Rovers designed for safaris,' says Morgan. 'Diesel is not ideal because it scares the wildlife away and they're noisy so you can't hear the birds tweeting. Converting to electric solves this.'

Peter Brazier, 62, was one of Morgan's first customers. The retired electronics engineer from Buckinghamshire has owned a Ferrari since 1992, but it had barely left the garage for the past decade. 'Every time I got it out, it had something wrong with it, as is often the case with classic cars,' he says. 'And when I drove home, I would have to let it cool down on the driveway before I parked it in the garage because the exhaust was so hot and smelly it would stink out the house. 'Now it's completely reliable. I switch it on and it goes. I don't miss the roaring sound of the engine because it drives so much faster and handles better.'

Matthew Quitter has an eclectic bunch of cars at his workshop in Vauxhall, South London, currently being electrified. 'We're doing a three-wheeled Bond Bug, a yellow Fiat Multipla and a Bentley at the moment,' says Quitter, who founded London Electric Cars in 2017.

'The Bentley owner has had the car for years and wants to drive his daughter to her wedding in it,' he says. 'But she refuses to get in a petrol car, so the owner is converting it to electric.'

London Electric Cars charges anything from £25,000 for a conversion, but is determined to get the price down. 'I want to get to the point where it's as financially viable to convert a car as to buy a new electric one,' says Quitter. 'It's so much more sustainable than buying new. In the next few years, around 22million working cars will have to be scrapped and the Government is incentivising people to get rid of old ones and buy new. We need an anti-scrappage scheme to encourage people to adapt their existing cars.'

London Electric Cars uses old electric motors from Nissan Leaf and Tesla cars that have been written off. That helps keep costs down and promotes recycling.

Guy Willner knew when London Electric Cars converted his 1969 Land Rover Series II that he would save money on petrol and car tax. Car tax is free on electric cars, and charging costs him less than £3 a go. But there was a side effect he did not foresee. 'I now actually enjoy sitting in London traffic,' he says. 'With the roof down, the radio on, it's always an adventure.'

When Quitter takes me for a spin in a converted Mini Mayfair, I understand the mood-lifting effect he describes. As we

nip along London's Embankment with the power of a modern car but the fun of a classic, it is hard not to grin.

Electrogenic co-founder Steve Drummond says he too has seen an 'explosion' in enquiries about converting cars to electric.

While most people are looking to convert an existing diesel or petrol car that they can't bear to part ways with, a growing number are simply looking to own something more interesting than a standard modern car. 'There are lots of people in their 30s and 40s who want to own a classic car, but can't contemplate the complexities and maintenance involved in keeping it on the road,' he says.

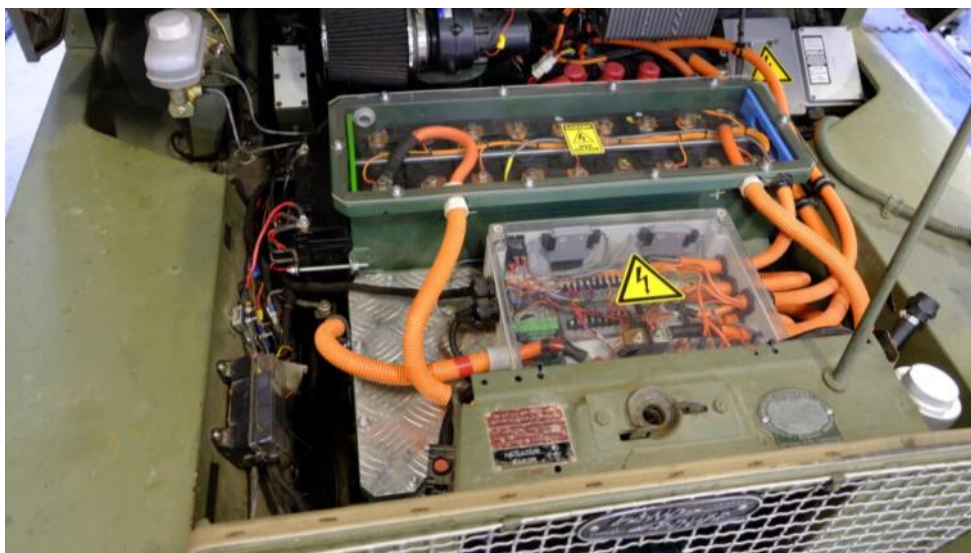
'Converting a classic car gives people classic beauty, but more accessibly. Converting to electric also makes cars easier to drive.'

Converting a car to electric can cost anything from £25,000 to more than £100,000 depending on the model. But the industry is still in its infancy and costs should come down in time.

Electric cars do not incur road tax or congestion charges. Diesel and petrol cars incur tax of anything up to £2,245 for the most polluting vehicles.

From October 25, the existing Central London Ultra Low Emission Zone will be expanded to include everything inside the North and South Circular. Drivers of vehicles that do not meet the emission standards will have to pay a £12.50 daily charge to drive within the zone.

Birmingham introduced charging to drive in a Clean Air Zone last week for vehicles that don't meet the emission standards. Other cities introducing Clean Air Zones include Bath, Portsmouth, Manchester, Glasgow and Edinburgh.



Investing in Automakers: Jaguar Land Rover vs Tata Motors

Jaguar Land Rover (JLR) is rumoured to be getting ready to publicly list on the financial markets. However, its parent company Tata Motors (NSE: TATAMOTORS, BOM: 500570) is already publicly listed in both New York and India. So, the question is, does it make more sense for investors to buy shares in Tata Motors or Jaguar Land Rover at IPO?

Tata is an Indian company based in Mumbai. Disappointingly, the Tata share price entered a prolonged downward trajectory between 2016 and 2020. Enduring a particularly spectacular plunge in February 2019. This was its biggest share price fall in 26 years, after having to declare a £3.1 billion write-down of its investment in Jaguar Land Rover. But since the Covid-19 March 2020 market crash, the Tata share price has rallied.

Furthermore, as demand for luxury cars and SUVs lifted in China from January to March this year (Q4 FY21), Tata showed signs of improvement. In Q4 Tata achieved pre-tax profit of 57 billion rupees and for the full year 32.8 billion rupees.

This was a huge improvement year-over-year after suffering a loss of 65 billion rupees in Q4 the year before. Altogether revenue soared, surpassing estimates, with a 41.8% increase in net revenue for the Q4 period, year-over-year. Overall, its FY21 net revenue fell 4.3%.

However, it wasn't all good news. In FY21 Tata Motors booked a net loss of 37 billion rupees and a loss of 76 billion rupees in Q4 due to the JLR write down. This was particularly disappointing as Bloomberg analysts were expecting profit to come in around 27.7 billion rupees and revenues of around 87.5 billion rupees for Q4. But it did enjoy positive free cash flow of 29 billion rupees in Q4, and 27 billion rupees for the full year.

Q4 profits were mainly in thanks to its Jaguar Land Rover division. By mid-May the JLR order book was sitting at 100,000 units, growing at around 2,000 vehicle orders a month.

JLR's net revenue rose 106% in Q4 and 7.1% for FY21.

During this period Jaguar Land Rover booked a pre-tax profit of £534 million



Tata Motors share price – Source: Yahoo Finance

after sales rose 12%. This was mainly seen in China and the United States. The company sold nearly double its prior year vehicle count in China and enjoyed a 10% uplift in North America. Considering Covid-19 is running rampant through India, revenues from elsewhere are greatly welcomed. Moreover, an improvement from Jaguar Land Rover is long overdue as Brexit, the diesel emissions backlash and Covid-19 have presented compounding challenges in recent years. And now the global chip shortage poses a further problem as it affects manufacturing. There's also mounting concerns that the chip shortages will continue for several years.

In addition, Tata Motors is also facing rising commodity prices which cut into its profit-making potential.

In Tata's recent earnings call a company representative said:

"While demand remains strong, the supply situation over the next few months is likely to be adversely impacted by disruptions from Covid-19 lockdowns in India and semiconductor shortages worldwide,"

Nevertheless, JLR is going for gold in electrification, having launched its Reimagine strategy. Through this, Jaguar Land Rover strives to become a global leader in luxury EVs. It doesn't

see Tesla (NASDAQ: TSLA) as a threat because Tesla started with luxury and is now moving into more affordable basic ranges.

Nevertheless, the EV space is hugely competitive and overcrowded. If it can pull off its ambitions, it stands to be lucrative for shareholders, but there's significant risk in this area.

Crunching the numbers Jaguar Land Rover booked an impressive £534 million pre-tax profit in Q4 and enjoyed positive free cash flows of £729 million in Q4 and £185 million overall. But a \$2.1 billion charge caused by JLR's move into electrification, surprised investors.

JLR's FY21 retail sales fell 13.6% to 439,600 units, while Tata's fell 14% to 437,300 units. But Q4 at JLR saw retail sales rise 12%, while Tata saw domestic sales rise 52%.

JLR invested £2.3 billion in FY21 and Tata Motors invested 26 billion rupees in products and technologies. The overall loss at Tata Motors' can be blamed on a mix of asset write-downs and restructuring costs. Without this, the operational performance showed pretty good revenue growth.

Is a Jaguar Land Rover IPO imminent? Rumours of a Jaguar Land Rover IPO have been circulating for some time. But rising consumer sentiment may propel



Aston Martin Lagonda share price slides since IPO – Source: Yahoo Finance

the company to launch publicly sooner rather than later. Particularly if investor appetite appears to be strong. However, the allure of investing in luxury auto makers is heightened by the desire to own a piece of the brand. This could create extreme volatility in the stock, as has been the case with Aston Martin Lagonda (LON: AML). AML launched on the London Stock Exchange in October 2018 to great excitement, being that it was the first UK car-

maker to list in London since the 1980s. But its share price is now down over 80% since IPO. This could very well scare potential investors, particularly institutional investors, from touching Jaguar Land Rover. But if the IPO is priced reasonably, then it may still be attractive.

To avoid unnecessary risk, shareholders may prefer to opt for an investment in Tata Motors as it should still provide exposure to a stake in Jaguar Land

Rover. It will also provide access to emerging markets for those investors looking to diversify. Plus, being a \$15 billion company, it's a highly liquid stock. This also makes it attractive to fund managers and global institutions. Whether opting to invest in JLR versus Tata, really comes down to personal preference, risk appetite and a desire for diversification. Of course, when and if JLR decides to IPO remains to be seen.

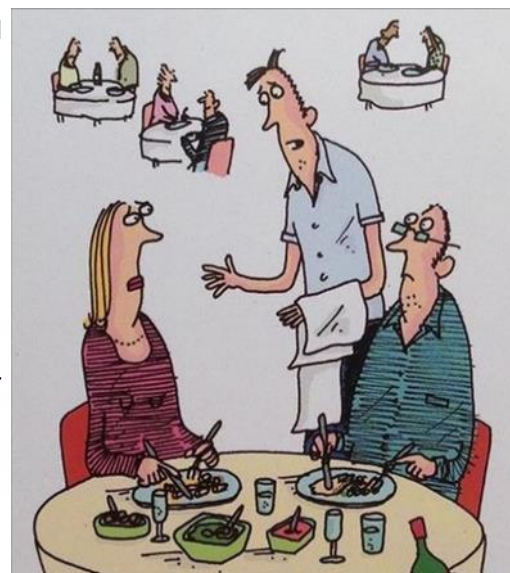
Carbon Neutrality and Historic Vehicles

This article was written by FBHVC Environmental Director Peter Spours and was published in the FBHVC February newsletter.

Our historic vehicles, with a very few exceptions, use fossil fuel and so emit carbon dioxide. This gas is seen as a major contributor to global warming and is prompting governments across the world to support electric vehicle sales to eliminate the damage this gas causes. There are arguments that electric vehicles are not as 'carbon neutral' as promoted, but that is a discussion for another day! There is little we can do to alter the carbon emissions from our vehicles without destroying their historic integrity, but we need to look carefully at what we can do to counter global warming effect of exhaust gas. The historic context for our vehicles is 'driving on the roads' and the value of our cars is upheld by the ability to enjoy their use. They should not be just museum exhibits but to maintain this status, requires us do all we can to ensure public and governmental support. This means we must address carbon emissions. Carbon dioxide emissions is an issue for many sectors; aviation and shipping being obvious transport candidates, but home central heating and agriculture are also major contributors. It is helpful to look at the methods used to mitigate the environmental damage their carbon footprint causes. An industry is growing up to assist those using combustion engines and companies wishing to reduce or eliminate their footprint. All are using methods to reduce emissions, trade carbon or offset its damage. Historic vehicles are a small contributor to UK carbon dioxide emissions. DVLA data shows that there are 1.5 million historic vehicles in the UK and almost half are insured to allow use. In context, this is out of a total of about 38 million vehicles on the UK roads. Taking the

example of historic cars in isolation, they are likely to emit about quarter of a million tonnes per year or just over 0.1% of the total UK car emissions. However, as our usage continues, more recent cars join the historic class, the percentage contribution will rise, even if emissions stay constant, because electric vehicles numbers will grow. Our historic vehicles use the engines appropriate to the vehicle. The engine is a core element in providing the vehicle with its identity and its historical integrity. We can ensure that vehicles produce no more carbon dioxide that is required by ensuring that the engine is correctly tuned but there is little we can do to further reduce emissions. We are aided by the FBHVC research carried out over recent months which gives a measure of average vehicle usage and can make an informed assessment of the scale of emissions by historic vehicles. This is valuable in persuading government that we are a small contributor to the much bigger carbon footprint of UK society. Carbon trading is a process of buying and selling rights to emit defined amounts of carbon dioxide. It is a scheme managed at governmental level and is based on the premise that large scale emitters can pay to for others to shoulder their emissions responsibility. Some commentators question whether this reduces carbon emissions or just shifts the problems to others. We have one planet and overall reduction is the sole test. This type of scheme is suited to major polluters in industry, shipping or aviation. It is unlikely to be cost effective for FBHVC or its members. Carbon offsetting is a process where emitters pay for mitigation of damage to the environment. The aim is an overall reduction in carbon dioxide by its removal or usage reduction. The methods deployed include absorption of carbon dioxide – usually by tree planting, forest

or peat bog preservation or assisting communities that burn wood. This might be reductions in logging and felling for agriculture or by providing efficient stoves to deter tree destruction. FBHVC favours a scheme to offset the carbon dioxide produced by our historic vehicles. Currently we are evaluating several potential partners who could assist us. We are not equipped to undertake the land acquisition and forest management but will join other like-minded ventures. We are discussing offset plans that have UK based offset as a major feature. This will involve maintenance of existing landscape and planting of new. The likely cost, on an individual vehicle basis, is likely to be modest and it is our hope that many if not everyone will support the initiative. We will come forward with plan details this year which will include details of our chosen partners. The scheme will allow members the opportunity to donate that recognises carbon we produce based on the differences between the types of vehicle, the scale of use and fuel consumption. AOMC News May 2021



"Is everything OK? You haven't photographed your food yet."

A Millennial's Comments

By Mike Wyatt

This article was published in the South African Veteran and Vintage Associations AutoNews March 2021.

I recently read a newsletter article by John Booth on the future of the 'Traditional Car Club'. As someone who was born in 1982 and therefore unfortunately categorised as a 'millennial', I wanted to stress that whilst the days of the traditionally structured social car club he described may be numbered, the loose affiliations of friends focused on the automotive scene has never been bigger, both internationally, and at home here in South Africa. Whereas before one would have had to join an officially run local 'Rover Club' or 'Toyota Club' to gain access to the members' experience and access to their cars, nowadays the community interest is largely organised online due to the rise and proliferation of social media since the early 2000's, starting with Face Book groups, then Instagram and now You Tube channels. What these online forums & social media have done is give every car enthusiast, no matter who they are, what they drive, what their budget is, or where they live, instant access to more visual content and 'How To' knowledge than ever imaginable or consumable in one's lifetime. This change has forced an unintentional rejig of how car enthusiasts interact with each other, how they share their passion, and ultimately how and when they meet up to look at or work on cars.

What may previously have been limited to a monthly 'Bonnets Up' day to share news and show build progress, now that same enthusiast can post their own content online and gather millions of views and comments from people all around the globe. If you want to figure out how to cram a 6.0 LS V8 into a TDI Land Rover for example, no problem, someone has done it and posted online already. Or if you want to figure out what that annoying rattle in your rear suspension is? Just 'Google it', and you will probably read 1000+ people who have discussed, analysed and already figured out what Toyota apparently could not fix in the damn first place. So now no need to wait until the next club event. At any given moment this online access also allows the car enthusiast to follow car scenes they never would have even dreamed about. Something

as strange and niche as the 'Bosozoku' car culture in Japan via Instagram, or keeping up to date with the Land Rover club of Singapore, or simply even sitting back on their couch in South Africa and watching a You Tube channel of Jeep fanatics 'wheelin' up Black Bear Pass in Colorado, USA. These different global scenes and ideas are then embraced and filtered down into their own local car builds, meets ups, and cultures. This globalisation of information and style is reinterpreted at a local level helping to drive the home scenes to expand further and bring more people on board. Another area that has gone hand in hand with the growth of car culture globally is the popularity of designer and speciality coffee. Whilst living in Melbourne we would often drive through to the monthly 'Cars & Coffee'. The same goes for events like 'Caffeine & Machine' in the UK. None of these are 'Traditional Car Club' meetings per se, just looser affiliations of people who have interesting vehicles and want to meet up, have a coffee, and talk about their machines. One far more organised aspect of the modern scene is the annual car show calendar circuit. Events similar to our own 'Cars in the Park', but on steroids.... 'Raceism' – Poland, 'Players' - UK, 'H2O International' - US, 'The Boogaloo Camp Out' – Australia, and 'Woertherseetreffen' – Austria even our own 'VW Campfest - South Africa' to name a few. These events are booked out a year in advance and draw people from around the world to see the latest builds. Last year a young Chinese chap drove 12,000km from China to Austria

in a Chinese made and modified VW Passat to attend a car show. Another gentleman flew out from the US to South Africa, bought, built and swapped in a VR6 engine into a locally SA made City Golf and then exported the car back to the US & Europe to put on car shows there. These undertakings are of course shared and spread virally on social media often allowing other car fans to meet up with the owner during the journey, offer technical support, a warm meal, even a bed along the way. If those are not signs that the youth are committed to cars then I don't know what is! And if anyone thinks Millennial are totally broke, wait until you see some of the work that has gone into these cars. They may not be 'Vintage' by age and definition, but the sheer time, money and effort put in is incredible. How people are starting to modify classic cars has started to change dramatically (much to the disdain of purists I would think). A few years back EV's were in the realm of fantasy, now guys already have merged a 1949 Mercury with a Tesla, so 'Hot-Rodding' is very much alive, it's now just going green I believe. So, for the future of 'Traditional Car Clubs', it's not really the distance, or the money, it comes down to opening your doors to younger generations and their vehicles, reducing the red tape, and simply allowing enthusiasts a safe space to meet up and show off their creations. I don't want to attend an AGM, I just want to look at engines. If you build it, they will come.

AOMC News May 2021



LROCG member Mal Trull, seen here in his Valiant, competing in the recent 2021 Adelaide Rally.

PUBLIC LAND CLOSURES ACROSS GIPPSLAND

Media Release

11 June 2021 | Media contact:
Ebony Battersby 0436 402 370
www.delwp.vic.gov.au

Keeping Victorians safe over the Queen's Birthday long weekend is the highest priority for the Victorian Government, and for this reason, a number of parks, forests and public land areas will be closed across Gippsland and other parts of the state impacted by severe weather.

All state forests within South Gippsland, Baw Baw, Latrobe and Wellington Local Government Areas (LGA's) will be closed until Friday 18 June 2021, along with popular recreation sites such as Toorong Falls, Coopers Creek and Bruntons Bridge.

Deputy Chief Fire Officer for Gippsland Geoff Conway said: "As a result of extensive flood, storm and wind damage across Gippsland, we are asking people to please avoid visiting our national or state parks and forests until declared safe."

"Flood waters, damaging winds and heavy rainfall have caused flash flood-

ing, fallen trees, rock falls, washouts, track scouring, debris and other hazards and we are asking you to remain sensible and exercise greater care until these dangers are cleared."

"Our crews need time to assess the extent of damage across our public land to make sure they are safe for the public to access." Additionally, other public lands such as rail trails, recreation reserves, four-wheel-drive tracks, public halls and coastal reserves within these localities will be closed at the discretion of the land managers.

Whilst some public land areas in far east Gippsland will remain open, visitors are urged to exercise extreme caution and avoid unnecessary travel in the area. Many highways and roads may be closed, and there are power outages across the state affecting traffic lights. Do not drive through flood water.

Wherever you are, please stay COVIDSafe and remember all the good habits Victorians have practised in the past year while you're out and



Environment,
Land, Water
and Planning

about.

Information sources;

- For a full list of park and forest closures, visit: <https://www.ffm.vic.gov.au/permitsand-regulations/closures-of-parks-and-forests>
- For a full list of road closures, visit: <https://traffic.vicroads.vic.gov.au>
- Keep up to date with the latest emergency notifications via the VicEmergency app and website: www.emergency.vic.gov.au
- Keep informed on coronavirus (COVID-19) information via the Victorian Government's coronavirus website.



Planning for strategic fuel breaks underway in Gippsland

Planning is underway to strengthen and expand Gippsland's network of strategic fuel breaks as part of the Victorian Government's \$35 million investment in bushfire management to reduce the risk of bushfires to the community and environment.

A fuel break is a strip of land with less fuel available for a bushfire to burn. Fuel breaks are constructed by permanently modifying the vegetation structure through mulching, slashing, select tree and hazardous tree removal. Deputy Chief Fire Officer for Gippsland Geoff Conway said: "Fuel breaks are critical to protecting communities, catchments and the environment from bushfires.

"They do this by making it easier, faster and safer for firefighters to suppress fires and reduce fuel loads in key areas. "The new breaks will build on existing tracks, where possible, creating an area of fuel reduced land around the towns where fire management activities can be completed, including back-burning, planned burns, mulching and slashing," he said. "An expanded network of fuel breaks will support the implementation

of a sustained planned burning program and complement community and private landholder actions undertaken to reduce bushfire risk," Mr Conway said.

To determine locations for the new fuel breaks, Forest Fire Management Victoria (FFMVic) are undertaking a process of risk analysis and working with land and fire managers such as Parks Victoria, CFA and Traditional Owners, to ensure they provide the greatest risk reduction to landscapes and assets, whilst considering impacts on biodiversity and cultural heritage.

Over the coming months, FFMVic will engage with the community inclusive of residents, environment groups, landholders and business owners where strategic fuel breaks are proposed to provide information and seek feedback. This is to ensure that any concerns or aspirations the community have are understood and considered prior to the break locations being finalised.

Also included in this program is comple-

tion of the existing 257km long Cowwarr-Bruthen fuel break. This break was built during the 2019-20 bushfires and reduces the risk of bushfires for communities in and around Cowwarr, Seaton, Glenmaggie, Coongulla, Upper Maffra, Valencia Creek, Briagolong, Glenaladale, Cobbanah, Wuk Wuk, Flaggy Creek, Bullumwaal, Mount Taylor, Clifton Creek, Waterholes, Wiseleigh, Sarsfield and Bruthen. All work will be carried out in line with current public health measures. For more information, please contact the FFMVic Gippsland strategic fuel breaks team

via sfb.gippsland@delwp.vic.gov.au

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Parks Victoria Report

Hi folks,

It seems unlikely that Lois and I will be at the next three meetings. This depends on border restrictions, lockdowns, etc. but we are working on the assumption that we will get away. If we do get away we will be mainly in the Northern Territory and probably out of mobile phone range for large periods of time.

Volunteer work.

This November marks the 10th anniversary of our volunteer work with Parks Victoria. On the first activity it was just Ian Blake, Lois and myself working with Mike Dower over a couple of days along Kelly Lane plus a couple of other places and camped at the Horseyards. We took out huge quantities of rubbish from in and around the huts on Kelly Lane.

Seasonal Closures.

Kelly Lane and King Spur were closed in May. All other



Greg & Lois in Broken Hill

Seasonal Closure gates will be closed after the Queens Birthday weekend.

Working With Children Check.

Please refer to the "Changes To Conditions For Volunteers With Parks Victoria" document. I will ask Eric to place the document in the next couple of newsletters. All volunteers now have to have a current Working With Children Check.

Victorian 4WD Show

I had a phone call from Fred de Gooyer,

President of the Land Rover Owners Club of Victoria. Fred was inviting the LROCG to consider taking part in the Victorian 4x4 Show, Lardner Park, in February 2022. I believe Fred might have already contacted Charlie regarding Gippsland Land Rover taking part. We did not participate in 2019 as at that time the feeling was that the club was not given a very good site in 2018 and that it was difficult to get enough club members to help with the set up and be

at the site during the Sunday show day. You might remember that we shared the 2018 site with the Parks Victoria Foot-hills and Southern Alps team. That is not an arrangement that would be possible again. Something to consider for 2022 and respond to the Land Rover Owners Club of Victoria. Eric, Shaun or David will have contact details for LROCV.

Regards and best wishes,
Greg and Lois.

Four Wheel Drive Victoria Report and Regional Representatives Report

I have sent an email to Wayne Hevey, Four Wheel Drive Victoria CEO, in my role as FWDV Regional Representative, Southern Alpine National Park, regarding the lack of funding for works in the Alpine National Park.

At least three years ago I did an inspection of Talbotville with PV staff, it was assumed that the old style long drop toilet, inadequate for the number of campers that use Talbotville, would be

replaced. There was also work to be undertaken on signage, picnic tables, etc. Local Parks Victoria staff still have not received funding or a timetable for work to commence, as it is a centrally controlled project.

There was also an election promise that the Wonnangatta Icon Drive and other key tracks and camping areas in the state, would receive significant funding for upgrades. This funding has not

eventuated either. Hopefully Four Wheel Drive Victoria can be given some answers and a timetable for the work.

The scheduled Regional Representatives meeting for early June was postponed due to the Covid lockdown.

Greg Rose.
FWDV Regional Representative, Southern Alpine National Park

Parks Victoria Dates For November

Sarah Noonan, Ranger Team Leader, Heyfield, has confirmed our volunteer dates for November. The dates are; Monday the 15th, Tuesday the 16th and Wednesday the 17th. A meeting will be held in August to decide on the location and work to be undertaken.

As always everyone is welcome and you can work at your own pace. The weather should be favourable by then. My best guess is that we will be camp-

ing somewhere. I will make sure it is close to a toilet, makes life much easier.

Please note that it will be the tenth anniversary of our club's volunteer work with Parks Victoria. In that time we have undertaken amazing work at superb locations. As a result of the club's volunteer work we, as a group, are highly regarded by Parks Victoria and Four Wheel Drive Victoria.

If you think you will be able to come along, please let me know by phone or text message. I already have some names and as it is the tenth anniversary, it would be great to have as many people as possible.

Greg Rose.
LROCG Liaison with Parks Victoria.
FWDV Regional Representative, Southern Alpine National Park.
Mobile: 0427 456 546

Changes To Conditions For Volunteers With Parks Victoria

Club members who have been logged on for volunteer activities with parkconnect.vic.gov.au should have received an email regarding changes to the requirements for volunteering. The difference for our club is that all volunteers must have a Working With Children Check. Below are some extracts from the email. In 2016, the Victorian Government introduced the Child Safe Standards. All organisations in Victoria that provide services or facilities for children must comply with these standards – including Parks Victoria. The standards outline what an organisation must do to keep children safe, while recognising that child safety is everyone's responsibility. As part of our commitment to maintaining a child safe environment, and to ensure we align with the Child Safe Standards, a Working with Children Check is now compulsory for all volun-

teers. This means that everyone who volunteers on the Parks Victoria estate must hold a current Working with Children Check by 30 June 2021. This includes anyone who volunteers on a one-off occasion, as well as anyone who volunteers regularly, individuals and volunteers within groups, even if you do not have direct contact or engagement with children.

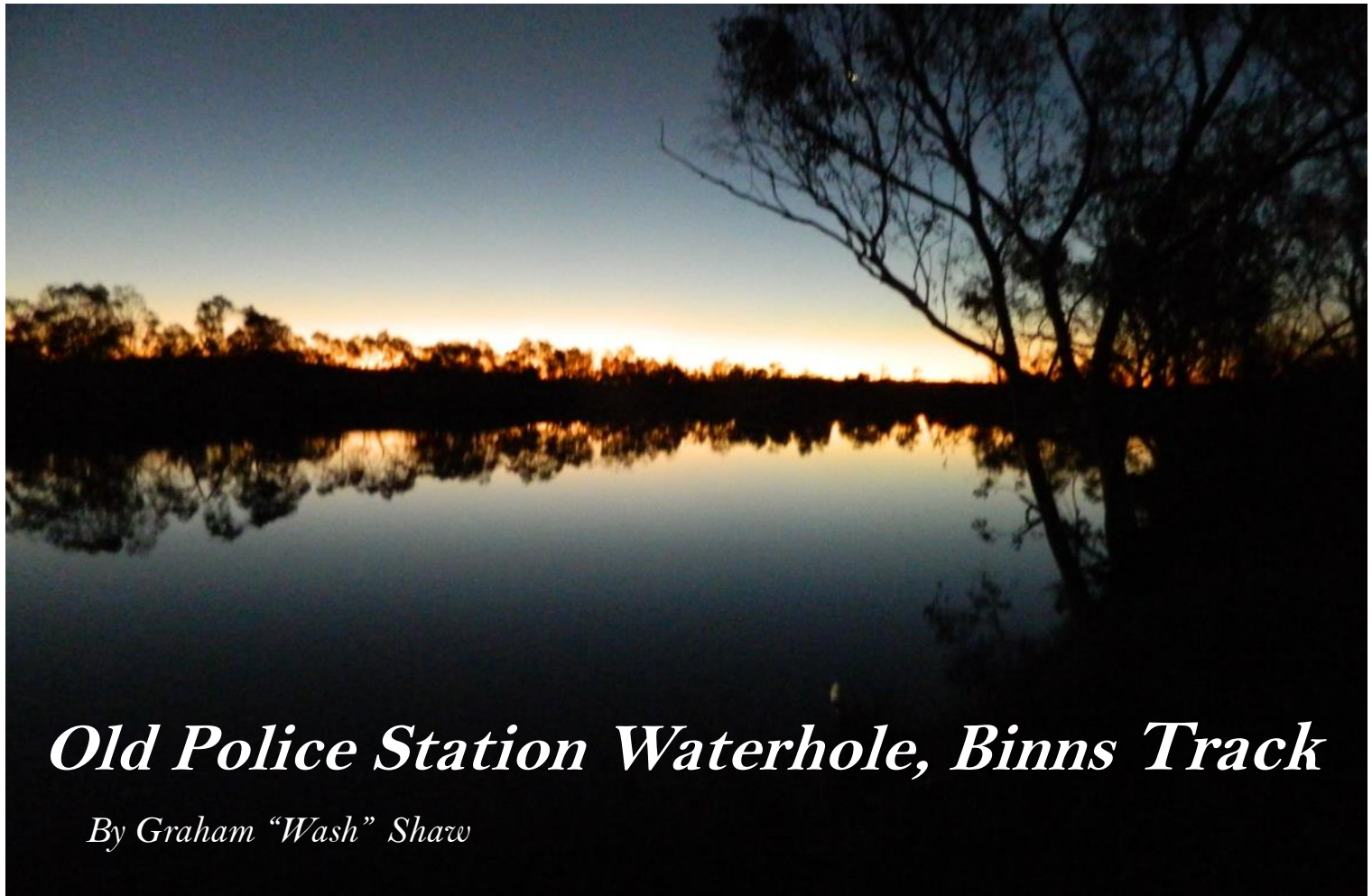
To apply online, please visit: <https://www.workingwithchildren.vic.gov.au/>
Please ensure you select the 'Volunteer' option use the Parks Victoria address and phone number below:
Parks Victoria
Level 10, 535 Bourke Street
Melbourne VIC 3000 ph. 131 963
The check is free and easy to complete with an online identity check. Once you have completed the online section you

will receive an email with a code. Take the email to a post office that does passport applications (list online) and have your photo taken. An email will be sent to you confirming that you have passed the check and you will receive a licence sized card in the mail. Despite the fact that the email from Parks Victoria reads, by June 30th 2021, you can still apply for the check.

I am not sure how this will be policed by Parks Victoria but I am assuming that if you do not have a Working With Children Check, you will not be permitted to volunteer. All Parks Victoria rangers and area chief rangers must complete the check as well.

If you have any concerns or questions, I would suggest ringing the Parks Victoria number, 131 963.

Greg Rose.



Old Police Station Waterhole, Binns Track

By Graham "Wash" Sharw

There are a couple of waterholes to camp near when you enter the Davenport Range although space is usually limited to 2 or 3 vehicles. There are a number of campgrounds established by Parks along the Frew River and on my visit the campground of choice was at Old Police Station Waterhole.

There are 2 ways of getting there. Heading northwards along Binns Track, there is a turnoff not long after the abandoned Wolfram mine. This is a 17km drive, with a very faded sign indicating it is a 2 Hour trip. The alternative is to drive on about 30kms before taking the 10km into the Waterhole, which is more suited to caravans.

The track starts much like many tracks before suddenly it becomes not quite so easy relying on low speeds over the rocky surface with many twists and turns. It is a pleasant change to the station tracks which make up most of Binns Track.



Sign to Policeman's Water Hole, Binns Track, Davenport Ranges



Track to Police Station Waterhole



Iytwelepenny National Park, Davenport Ranges



Track to Police Station Waterhole, Iytwelepenny NP, Davenport Range

Suddenly there is a steeper drop down towards the Frew River valley and care must be taken descending this steep rocky section. I would not be confident in driving up this way, although it is obvious that many have taken the challenge. This is where there is a choice of heading into the Frew River campgrounds or continuing on to Police Station Waterhole. We took the latter course and found a large campground with numerous smaller clearings along the waterhole. Firewood is scarce, although we do tend to carry enough for a night or 2 by collecting it when available.

We picked our campsite and immediately enjoyed a refreshing swim before getting a fire going to heat up water for a warm shower.

In the cool of the morning, we walked around the waterhole to look at the ruins of the Police Station. It was here that we were grateful for those piles of rocks guiding us along unseen tracks, especially to find the way across the dry scrubby creek bed.



The Harlow's Western Australian Adventure 2021

GOOD NEWS: we crossed the border on Wednesday 26/5, before they closed it to Victorians (just 28 hours later), though we did have to agree to get a Covid test within 48 hours of entering the state.

BAD NEWS: just under 100kms into WA, our vehicle goes into limp mode.

GOOD NEWS: we have RACV Total Care

BAD NEWS: we have no mobile phone signal. Back we go, the 25-30kms to Mundrabilla roadhouse.

No mobile phone service here either.

GOOD NEWS: the managers are really nice and allow us to use their landline to make the necessary calls.

BAD NEWS: the nearest RAC tow truck service is in Kalgoorlie, about 850kms away. There is another couple staying here that have been waiting 3 days to be collected.

GOOD NEWS: the truck is due tonight and can at least assess our vehicle for fix or tow. We check into the caravan park at Mundrabilla for the night. We have power, but no water hook up.

There is quite a good shower and toilet block. It is now lunchtime Wednesday.

BAD NEWS: our car is assessed after 6pm in the dark, and definitely needs to be towed (as we expected). We have no TV or radio reception either, so no news of the outside world.

GOOD NEWS: he thinks he can be back on Friday to collect us.

BAD NEWS: we get a message via the roadhouse managers from the tow truck company that there has been a bad accident and they've had to divert to that, and now can't come for us until Sunday.

We spend Friday familiarising ourselves with the operation of the public pay phone booths at the front of the roadhouse. We have books, DVDs, and knitting. Ironically one of the shows we watch is called Keeping Faith.

GOOD NEWS: the roadhouse has satellite TV, and will stay open later tonight (Friday) just for us, so Alan gets to watch Melbourne defeat the Western Bulldogs.

BAD NEWS: we are woken at about 4am (Saturday) by the sounds of large explosions nearby. We look out to see the sheds at the back of the roadhouse and motel ablaze. Gas cylinders are exploding. The inferno is about 60-70 meters away from us, but the breeze is

not coming our way, and it doesn't seem to be spreading too far. The other 5 campers in the park quickly hitch up and hightail it out of there. We stay put. The power goes out!

GOOD NEWS: the fire didn't get to the buildings of the roadhouse, motel, or living quarters. We can still get a hot shower at the ablution block.

There seems to be no one around but us. It's a bit spooky and eerie. If the managers have left, they didn't come to tell us. There are signs up saying 'closed due to fire'.

BAD NEWS: we have no access to landline now the roadhouse seems deserted, and the public pay phones won't take money for a paid call. We can only make a free call, so try to contact RACV to let someone know of our predicament, and that we can't receive a message.

GOOD NEWS: after a challenging time trying to explain our situation (the staff are 'programmed' to run a conversation on their terms only!), and being on hold, we are assured the truck is definitely coming tomorrow (Sunday) morning.

We're not sure what time they're coming so we are ready by about 8.30 am.

Boris arrives at 3.10pm.

It takes an hour to get the car on the flatbed, and the caravan hooked up behind the truck.

During this time I discover the managers are actually still here and I get a tour of the damage. The fire started in the generator. We say our goodbyes.

We are away...

We stop at the next roadhouse, about a hour and quarter down the road for food, and....

GOOD NEWS: hooray we have phone reception.

BAD NEWS: the WA police are after us (via email) for not having reported for a Covid test within the 48 hour timeframe as specified. Please explain (in RED) email... we respond to explain Underway again.

BAD NEWS: It is dark, cold and raining heavily... We are 13kms past Cockle-biddy roadhouse (still well over 6 hours from Kalgoorlie)... our tow truck conks out!! It's just past 7pm.

Boris pulls over as best he can onto the shoulder of the Eyre Highway. The van is on quite a lean. Huge great semi's whooshing past. We have to retreat to the van so he can lift the cab to get to

the engine underneath.

One semi driver unhooks further up and comes back to try to help, to no avail. At 11.15 they call it quits and we decide to try and get some sleep. Boris is on the back seat of the truck cab, we are in the van. He must have been freezing in that truck!

GOOD NEWS: We do have phone reception still...

The next morning at about 7am, a couple of fellas from Cockle-biddy roadhouse arrive with breakfast and to try and help.

They too, can't get the truck started.

They leave in their truck and then come back for us (leaving Boris with the tow truck) to take us to a motel room for the day where we can have showers and wait in relative comfort with a TV.

GOOD NEWS: at 4.30 pm we learn that we are to be picked up shortly, the truck is fixed, and we are to be underway again. We let the caravan park, that has been expecting us, know. We are picked up just before 5pm.

We meet up with Boris again at Caigna roadhouse and after a bite to eat, are underway again.

Boris will take us directly to the caravan park, and put our van on site for us.

BAD NEWS: We arrive in Kalgoorlie/Boulder around midnight. It's very dark, Boris is very tired, and the truck is too big to make positioning the van achievable. The whole caravan park knows we've arrived. Each time the truck goes into reverse it beeps really loudly.

GOOD NEWS: the man camped across the way kindly let's us know to just leave the van, and he will place it properly on the site for us tomorrow morning so everyone can get some sleep.

Our van is at quite the jaunty angle across the site, but we unhook, and finally get to bed at 1am.

GOOD NEWS: our van gets positioned on our site, our friends are here waiting for us, and we get to pick up a hire car, and get to the hospital for our long overdue Covid test.

BAD NEWS: the expertise to fix our car is not to be had in Kalgoorlie. It will need to go to Perth.

GOOD NEWS: Alan is smart enough to call the Land Rover owners club of WA for advise on best place to take it, and RACV agree to tow the extra 600+ kilometres to Wangara/Perth.

We decide to stay in Kalgoorlie. The RAC agents here have been excellent in their care and consideration of us. Our tests both come back negative - we let the WA police know...

BAD NEWS: our vehicle needs a new driver's side turbo, and will cost several thousand dollars to replace. Monday is a public holiday here, which will delay things slightly.

GOOD NEWS: our vehicle will be bought back for us and will be fixed as quickly as possible, hopefully a week turn around.

The sun is shining!!
So ends our first week and a half in WA!
We are safe, well, (officially Covid free) and the sun is shining.
We have been in touch with the MacRaes, and are looking forward to catching up with them and the Parniak's further up the track

Hope all is well at home.
Stay safe and well.
All the very best to everyone.
Tonee Harlow.



The phone my niece has (she's six)



The phone I had when I was six



A lady goes to the doctor and complains that her husband is losing interest in sex. The doctor gives her a pill, but warns her that it's still experimental. He tells her to slip it into his mashed potatoes at dinner, so that night, she does just that. About a week later, she's back at the doctor, where she says, "Doc, the pill worked great! I put it in the potatoes like you said! It wasn't five minutes later that he jumped up, raked all the food and dishes onto the floor, grabbed me, ripped all my clothes off, and ravished me right there on the table!" The doctor says, "I'm sorry, we didn't realize the pill was that strong! The foundation will be glad to pay for any damages." "Nah," she says, "that's okay. We're never going back to that restaurant anyway."

Wife: "Our new neighbour always kisses his wife when he leaves for work. Why don't you do that?"

Husband: "How can I? I don't even know her."

Do you have a date for Valentine's Day? Yes, it is February 14th.

17th HISTORIC LAND ROVER WEEKEND AT PAXINA — 21st-23rd MAY 2021

38 people in 31 vehicles (29 Land Rovers) attended the 17th Historic Land Rover Weekend at Paxina. Due to bushfires in November 2019, the 16th was not as well attended as in the past, and the 2020 event was cancelled due to Covid. The 2021 event was meant to be in March, but three days beforehand, the area received one of the heaviest rainfalls on record, which flooded the campground and filled the dams which are used for the Trials, so had to be postponed until May. But it all worked out beautifully, because we had perfect weather for this weekend.

The Trials commenced at 10.30 on the Saturday morning, with two Courses being completed before lunch. After lunch Courses 3 and 4 were completed and everyone was able to gather around the campfire for Happy Hour and presentations.

The Spirit of Paxina Award is for the person who best exemplifies what the weekend is about – love of old Land Rover products and a spirit of fun com-

petition. This year, Ari Brodie was an easy pick. Hardly ever having driven Ralph Chandler's Range Rover Classic, she not only beat him, but enjoyed every minute of the weekend. Next morning it was very foggy, but by 10.30 it had cleared and I was able to lead the convoy through our four-wheel-drive back track and into next door's property, where we all stopped to admire the spectacular views of the Capertee Valley, Pantoneys Crown and Wollemi National Park. Unfortunately, Ralph's Range Rover Classic suffered a

suspension malfunction, but he was able to drive back to the campsite and join most of us for an excellent lunch at the Royal Hotel at Capertee. However, he did have to organise an NRMA flat-top to take him home, while Ollie very kindly gave Ari a lift home and towed their camper-trailer. A great example of inter-Club co-operation.

Thank you to Peter Mitchell for organising the weekend. Everyone had a ball, and hopefully we'll see them all back next year for the 18th.

Patrick and Margaret Sutcliffe



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