

LAND ROVER OWNERS' CLUB

OF GIPPSLAND

JUNE / JULY / AUGUST 2023 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

Turn a regular sofa into a sofa bed by simply forgetting your wife's birthday.
 They say humans eat more bananas than monkeys. I've never eaten a monkey.
 Wisdom has been chasing you, but you have always been faster.
 They say, "Don't try this at home." So I'm coming over to your house to try it.
 A lady knocked on my door and said she was collecting for the RSPCA. So I gave her next door's dog.
 There are so many scams on the internet nowadays. Send me \$19.95 and I will tell you how to avoid them.
 Two mysterious people live in my house, somebody and nobody. Somebody did it and nobody knows who.
 If the titanic really hit an iceberg, how come they have never found any pieces of the iceberg?
 The more you meet people, the more you understand why Noah took animals instead of humans.

Every day above ground is a good day.
 After opening this month's electric bill, I am no longer scared of the dark.
 Don't take refuge in the false security of consensus.
 Recipes should have photos of the mess you have to clean up after cooking.
 Avoid being run over by a rental car at all costs. It hertz.
 Rudeness is the weak man's imitation of strength.
 Dogs can't operate MRI machines, but catscan.

LROCG Monthly Meetings

With our migratory members now heading home, we will recommence our monthly meetings. Come along and hear all about their travels.

The next LROCG meeting will be Monday the 4th of September at Gippsland Land Rover at 8.00pm.

There was a young Scottish boy called Angus who decided to try life in Australia. He found an apartment in a small block and settled in. After a week or two, his mother called from Aberdeen to see how her son was doing in his new life. "I'm fine," Angus said. " But there are some really strange people living in these apartments. One woman cry's all day long, another lies on her floor moaning, and there is a guy next door to me who bangs his head on the wall all the time" "Well, ma laddie," says his mother, "I suggest you don't associate with people like that." "Oh," says Angus, "I don't, mam, I don't. No, I just stay inside my apartment all day and night playing my bagpipes."

This month's cover; Clare Vernon's Defender 90, seen at the Land Rover 75th Birthday Trip



Land Rover Owners Club of Gippsland 2022-- 2023 Committee

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JLR Defender Sport: new 'baby' Land Rover Defender on the cards

JLR looks set to launch a smaller, more affordable electric 4x4 that could be badged Defender Sport.

JLR has strongly hinted at plans for a new all-electric 'baby' Land Rover Defender that could adopt the Sport badge used by more compact versions of the Defender's Discovery and Range Rover siblings.

Auto Express understands that the proposed Defender Sport will be a more road-focused model than its full-blown Defender sibling, with deliveries expected from 2027.

On course to launch six new battery electric vehicles prior to 2026, the British manufacturer has mooted a smaller version of the Defender model for several years.

It makes sense that JLR would want to invest in expanding the Defender family, as it's been clear that it intends to separate out its core model lines into a 'House of Brands', with Defender sitting alongside Discovery and Range Rover in the SUV line-up and the traditional Land Rover badge taking a back seat.

While the company intends to retain its flexible modular longitudinal architecture (MLA) - offering internal combustion engine, hybrid and battery electric vehicle options, its latest electrified modular architecture (EMA) is perfectly set up to deliver an all-electric compact Defender model along with an electric version of the full-size car. Future Velar and Evoque models are also expected to make use of the EMA platform.



"We are looking at creating other vehicles within the Defender family. I would've thought by this time next Global Media Day we'll be clear on what we are comfortable with producing off EMA," said JLR CEO, Adrian Mardell in his exclusive interview with Auto Express.

While the current Defender has been a sales success, a further iteration of the iconic 4x4 could spell further trouble for the Discovery, which has struggled to match the Defender's appeal.

While JLR concentrates its efforts on Range Rover and Defender products, it may mean we'll have to wait and see how the company approaches reinventing the Discovery - although it claims that EMA is flexible enough to accommodate a three-row, seven-seat family vehicle.

JLR to recruit 300 technicians in Range Rover and EV push

JLR is recruiting 300 new technicians as it ramps up Range Rover production and pushes forward with future EV development as part of a £15bn, five-year, investment push.

The recruitment drive from the Midlands-based firm, formerly known as Jaguar Land Rover, includes roles at its Gaydon, Whitley, and Solihull facilities.

At Solihull plant, 100 of these roles will be maintenance technicians that will operate and maintain nearly 700 robots at the brand's new £130 million automated body production facility. The new body shop will increase in Range Rover and Range Rover Sport production by 30%. These 100 technicians will also be trained to work on a new £70m body production system that will be used to help build the new electric Range Rover.

Future looking will be the focus of the other 200 new recruits - a mix of technicians and test engineers. Based at the Gaydon engineering centre and Whitley powertrain facility, they will work on testing and developing JLR's next-generation electric vehicles.

These EVs will start with the Range Rover electric at the end of 2024 - pre-orders to open later this year - followed by a trio of "jaw-dropping" electric Jaguar, the first of which will be a 2025-bound 4-door GT.

Both will be built at Solihull, which along with the Wolverhampton engine plant and Halewood factory, will be transformed to produce electric vehicles as part of this £15bn investment.

"Solihull and Gaydon are at the heart of our global operations and these roles are an opportunity for talented individuals to be part of our transformation to electrification," said

executive director of industrial operations Barbara Bergmeier.

The investment has been applauded by Andy Street, Mayor of the West Midlands - an area rich in automotive history, and where Aston Martin is also based.

"It's great news that JLR are doubling down on their commitment to our region with this new announcement supporting the Range Rover and future of electric vehicles.

"The West Midlands is blessed with an exceptionally talented workforce and so I'm so pleased this has been recognised by JLR as they continue to broaden employment opportunities for local people here. The investment JLR is making will boost skills, prosperity, and opportunity for even more families in the months and years ahead."

The news comes just a few weeks after JLR owners Tata Group announced plans to create a 40GWh battery plant in Somerset.



Ready to defend the title?

2023 Land Rover Defender looking to top large SUV sales segment in Australia, with only BMW X5 in the way. British car brands don't often get to boast sales superiority - often instead appealing to enthusiasts and those who are looking for something with a certain style of prestige in smaller numbers. But Land Rover's SUVs manage to sell in the thousands each year, especially the Discovery historically, making up a significant portion of the cars imported from England - this year so far 10,240 cars have come from the UK, 4276 of which wear a Land Rover badge.

But it's the new-ish Land Rover Defender that's really doing the heavy lifting here, perhaps something many punters might not expect. Almost half the Land Rovers that have found homes in Australia in 2023 are Defenders, with 1956 deliveries this year so far. Not only does that make it the best-selling car under the Jaguar Land Rover (JLR these days) umbrella this year, but it almost makes it the best-selling premium SUV in its segment.

In the 'large SUV over \$70,000' segment as defined by the Federal Chamber of Automotive Industries (FCAI), only one individual model outsells the Land Rover Defender, and not by much - the BMW X5 has shifted 2105 units this year. Still, in just July alone, Defender outsold the large BMW 336 sales to 309, meaning there's time for it to catch up by the end of the year.

The next-closest behind the retro-inspired British SUV is the Mercedes-Benz GLE SUV at 1726 sales, but the GLE is also sold as an SUV-Coupe which, if going by the badge name and not the model itself, adds another 490 sales on that. CarsGuide asked JLR Australia if it expected the De-



fender to end up being its most popular model, as last year it only managed 1623 sales of the model for the full 12-month period.

"As the chip shortage supply situation improves, and demand remains high globally, a third shift was added to our manufacturing plant at Nitra from March 2023," a spokesperson said. This has seen an increase in supply to Australia and other markets."

When specifically checking if this has the Defender on track for a record year of sales, they were unable to quickly confirm and will respond if able, but our look back through sales figures suggests it might be.

In terms of which Defenders are the most popular, CarsGuide was told "to date, overall, the 110 body design has been most popular."

"Each of the Defender's body designs appeal to different customers, so it is difficult to draw comparisons in terms of sales - especially as the Defender 130 and 130 Outbound have been introduced to the family after the 90 and 110."

Land Rover Defender SVX hits the track

Upcoming Land Rover Defender off-road hero spends some time on road tyres at the Nurburgring. The hardcore 2024 Land Rover Defender SVX has been spotted testing again, this time pumping out laps of the Nurburgring in Germany on a more road-friendly wheel and tyre combination.

We last saw an SVX prototype on the back of a flatbed truck in northern Europe, wearing a go-anywhere set of 265/60R20 BF Goodrich Trail-Terrain tyres and beefed-up suspension geometry designed to give the already immensely capable off-roader even more ground clearance. This time around, however, the hero V8 can be seen running on low-profile Michelin rubber as it roars its way around the Nordschleife circuit - still predominantly cloaked in black and white camouflage - but look closely and you'll see the original rolling stock affixed to the tailgate as the factory spare. Chances are the A/T rubber will be standard fitment on the SVX while the performance-focused Michelins will be optional, or could even just be fitted for performance testing purposes. The car we can see scything through one of the Green Hell's 154 corners isn't the same one as spotted on the back of the flatbed on account of its differing camo wrap and number plate, but doesn't reveal anything new about the SVX's design or mechanical make-up.

What's under the bonnet is turning out to be one of the main focal points of discussion when referring to the SVX, given the Defender has traditionally been offered with a supercharged 5.0-litre V8. There are growing undercurrents suggesting the BMW-sourced twin-turbocharged 4.4-litre unit, as

seen in some Range Rovers, will be installed instead. Unfortunately, we can't hear the prototype for ourselves - the two V8s have distinctly different soundtracks - but our covert snapper didn't fancy wading into the debate and giving us their best guess. Odds are the whining 5.0-litre will prevail given it's already a proven measure within the Defender family.

Global rivals for the Defender SVX will include the Ford Bronco Raptor, Jeep Wrangler Rubicon 392 and the Aussie-developed Toyota LandCruiser GR Sport and Nissan Patrol Warrior. Insiders have suggested the most capable Defender yet will be revealed later in the year and launch globally in the first half of 2024.



Jaguar Land Rover's old car batteries to power UK grid

The used electric vehicle batteries will be repurposed to store excess power during off peak times and release it back into the grid when needed. Jaguar Land Rover (JLR) has unveiled a plan to transform used electric vehicle (EV) batteries into a sizable energy storage system.

These batteries, which still possess 70% to 80% capacity after they no longer meet EV standards, are being repurposed for grid energy storage, the manufacturer has said.

The initiative aims to address the imbalance

between electricity supply and demand during peak and off-peak periods.

By the end of this year, JLR plans to harness the potential of these reused batteries to provide enough energy to power 750 homes for a full day. The ambitious project is predicted to contribute 7.5MWh of energy to the grid. These batteries will be housed in containers situated across the Chelveston energy park in Northamptonshire.

Jaguar Land Rover 'will not slow move to electric' even if UK delays 2030

Rishi Sunak failed to publicly back deadline but carmaker's boss says its 'plans will stay the same'. The boss of Jaguar Land Rover has said it will not slow its move to electric cars even if the UK government delays the 2030 ban on new petrol and diesel models.

Adrian Mardell, JLR's chief executive, said the company's "plans will stay the same", after the prime minister, Rishi Sunak, failed to publicly back the 2030 deadline amid pressure on the government's net zero plans.

JLR, which on Tuesday reported a rise in sales of its Jaguar and Land Rover cars, last week committed to making electric vehicles using batteries from a UK factory in a £4bn investment.

Banning new petrol and diesel cars by 2030, followed by a 2035 ban on hybrids, was a flagship policy of Sunak's predecessor, Boris Johnson. Some Conservative MPs and some in the car industry have called for the deadline to be pushed back, arguing that it would help British manufacturers and save car buyers money. However, the housing secretary, Michael Gove, on Tuesday told Times Radio that the date was "immovable" and remained government policy.

Mardell said: "I suspect a version of this discussion will take place in the background. From our perspective, stability is important. Our plans will stay the same."

He claimed that electric vehicles using current lithium ion battery technology would always be more expensive than petrol or diesel versions – in contrast with the forecasts of some analysts who expect costs to fall. Carmakers tend to plan their products over the course of several years, giving them limited room for manoeuvre when government policies change.

Tata, JLR's Indian owner, revealed last week that it will build a gigafactory in the UK, ending months of concern within the British car industry that it might choose Spain for the new factory. The move will firmly shift Britain's largest automotive employer towards electric vehicles, and has sparked hopes that a broader UK battery industry will grow.

Mardell said JLR engineers would be deeply involved in the battery technology and development. He declined to address reports that Tata would partner with the Chinese supplier Envision to develop the technology.

JLR has been slower than some rivals to embrace electric cars. Its only pure electric model so far is the Jaguar I-Pace, which is produced by a contractor in Austria, but its first all-electric Range Rover goes on sale in 2024 ahead of



a barrage of new electric models.

JLR said it had seen continued strong demand for the existing versions of its Range Rover, along with the slightly smaller Range Rover Sport and the new Defender.

JLR made profits before tax of £435m between April and June, compared with a loss of more than £500m a year earlier. It produced its most cars in more than two years, leaving behind supply chain problems that had plagued it since the disruption of the coronavirus pandemic.

Mardell was confirmed as permanent chief executive this month after taking over from Thierry Bolloré, who quit unexpectedly in November.



Some recent sales at Frontline Machinery by Pickles Auctions



06/91, Land Rover 110, RFSV,
103,999 Kms. Showing on Odometer, No Service History ARN 51688: 4BD1 Isuzu Engine, Fixed Key Ignition, Bull Bar, PTO, Winch. Non-Mobile asset Incomplete and non-operational. \$7,900.



07/98, Land Rover, 110, 4x4 Surveillance and Reconnaissance Vehicle SRV (SF)
6,979 Kms. Showing on Odometer ARN 202090 4BD1 Isuzu Engine, P/Steering, Removable Keys, ROPS, PTO Winch, Air Compressor, Snorkel, Dual Fuel Tanks, AUX. Battery, Side Storage Racks, Pintle Hitch, 2 Spare Wheels, 2 Wheel Carriers, Rear Fold Down Seats, Tailgate, Large Storage Boxes. Non-Mobile asset, May be incomplete and non-operational. \$36,000



05/91, Land Rover, 110, Long Range Patrol Vehicle, (LRPV)
1,117 Kms. Showing on Odometer, 3.9 Ltr Diesel Turbo engine, ARN 50864: Fixed Key Ignition, ROPS, PTO Winch, Air Compressor, Snorkel, Dual Fuel Tanks, AUX. Battery, Side Storage Racks, Pintle Hitch, 2 Spare Tyres, 2 Wheel Carriers, Large Storage Boxes, Motorbike Carrier. \$88,500

09/83, Land Rover, 110
 54,516 Kms. Showing on Odometer, No Log Books/No Service History, Colour Drab Olive, ARN 37 825, 4 Spd Manual, 3.9 Ltr 4BD1 Isuzu Engine, Key, Bullbar, Winch, Jerry Can Holders, Pintle Hitch.
 PLEASE NOTE: This is an Unregistered, Non-Mobile asset and cannot be started or driven off site.

This Land Rover was purchased by a collector in Gippsland.



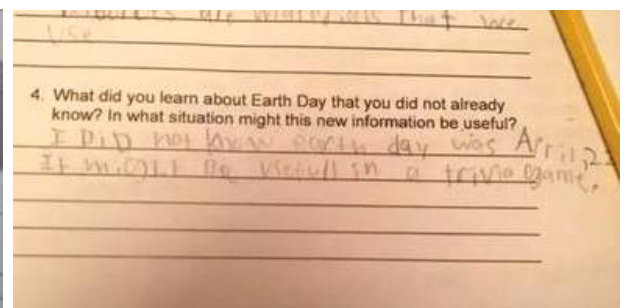
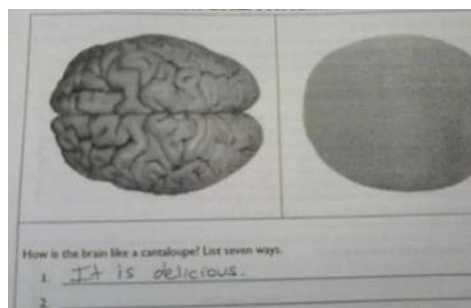
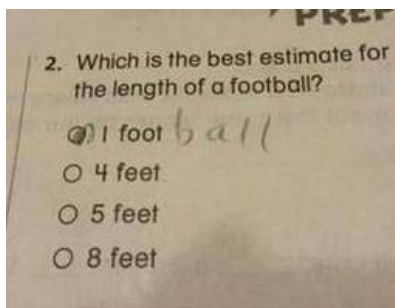
This Land Rover is one of the three Land Rover 110 trials vehicles built in 1983, and was used to compete against the Mercedes Benz 300GD and the Jeep AM10 during Project Perentie in the 1 ton category. Project Perentie's job was to test a variety of vehicles to replace the Australian Defence Force's fleet of light field vehicles. These tests were conducted during 1983 and 1984. The trial vehicles were subjected to extensive testing, with one of each vehicle subjected to 'accelerated durability trials' at Monegeeta at the Army's Trials and Proving Wing. The other two underwent hot wet trials at Tully in



North Queensland, cold weather testing in the Snowy Mountains at Khancoban, as well as being trialed by various Army units around Australia. Below are a couple of pictures of this particular Land Rover 110 during the Project Perentie trials.



From Blakie's school book.....



Walhalla Winter Wander

By Bob McKee



The Simple Joy of Fine Weather in Walhalla

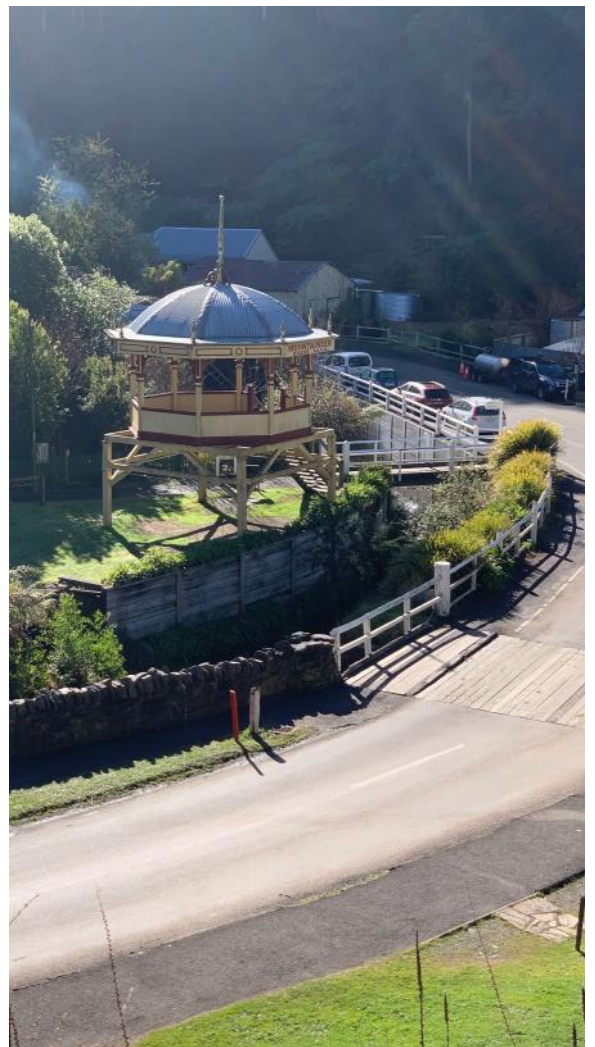
23rd July 2023

Four & a half couples made it to the Walhalla Witchery Café for some great home-made cake (made by Carleene) and excellent coffee (made by John). Unfortunately, one couple were late withdrawals (a bit under the weather) and ½ were dragged out to help on the fire training ground (Ken Markham). Following the excellent repast & good conversation, we broke off into smaller groups to wander the town. The sun shone brightly, and there was only a smattering of visitors. Birds were quiet, ducks on Stringers Creek were quiet, people quietly talked. No wind, so the trees were quiet. The bush looked great. What a day.

Refreshed after cake and coffee and our perambulations, we all adjourned to the Wally Pub for their renowned lunch. As soon as we saw the first meal, we understood their reputation for Big meals was well founded. Even a pasta bowl or a

simple lamb burger proved too much for some. Those who didn't make it, you missed out on wonderful company and fellowship, good food, great cake & coffee and Walhalla at it's stunning best.







Land Rover 75th Birthday

Trivia Day Trip to Erica – 30th April 2023

By Rob Weigl (LROCV)

As part of the 75th birthday of the Land Rover celebrations, David Murray organised a joint LROCV & LROC Gippsland day trip to Erica. Departing from Moe, the convoy of various Land Rovers spanning 70-odd years meandered through the winding rainforest-like Moondarra State Park ending up in the picturesque village of Erica. Setting up in the recreation reserve a large undercover shelter proved the perfect spot to set up & run some Land Rover trivia.

There were two-parts to the prepared activities – during lunch teams were given an A3 sheet of paper with obscure pictures of 22 Land Rovers (and one Jeep!) to carefully study - contestants had plenty of time over lunch and into the afternoon to look for clues and record the wheelbase length (in inches) of all the models (more on this hopefully in next months' newsletter).

The actual Land Rover trivia kicked off soon after everyone had had a bite to eat – 52 questions worth a point each – combined with the “Know your inches” pictures added up to a not coincidental 75 points. After five rounds of nine questions, and one round of seven of what could be best described as “trifficult” (a combination of tricky and difficult), the teams with names like The Old Farts, Speed Demons, Broken Axles & L663 got down to business.

There were themes to each round, and some questions the teams could only but guess. Congratulations to Peter & Shirley Anderson who teamed up with Chris Brain and kids to become the eventual winners over the two sections proving to be the smartest Land Rover enthusiasts on the day. Answering 32 questions right and getting a choice of prizes including some red wine and chocolates, the team known as

the Clever Cobbers did indeed live up to their name. Second place was Aaron Taylor, Clare Vernon, Richard Beilharz & Bridget Larkin (Speed Demons) on 20 points and in third was Alan MacRae, Shaun Johnson & Siobhan (L663) on 18 points.

Thanks to Liz & Kellie for correcting the answers and tallying them up with adjudicators Eric Shingles and David Murray giving the nod or not to any disputed answers. Everyone seemed to get into the spirit of the day and put up with my quirky questions. Thanks to David and all the participants for letting me host the trivia and allowing us all to celebrate the 75th Birthday of Land Rover!



To allow all Club members to test themselves and see if YOU could have done better, here are the trivia questions, remember, no googling or phoning a friend!

Round 1: Easy Peasy

1. Which Land Rover was the first to feature a one-piece windscreen?
2. What private estate has Land Rover used for prototype testing since 1961?
3. Where was the location of the famous “drawing in the sand” where the concept of the original Land Rover was said to have been made?
4. Which motor show was the Land Rover first shown to the public?
5. Where would you find a Land Rover up on a pole?
6. In 1976 Australia produced the world’s first ever special edition Land Rover model – what was it called?
7. Who was the “Lost Engineer”, found in Brisbane in 2008, who worked on the original Land Rover?
8. What off-road feature was Land Rover forced to re-introduce with the MY2004 Discovery 2 update?
9. What is the registration number given to the first production-built Land Rover R860001



Round 2: By the Numbers

1. How many Land Rovers were onboard the first shipment to Australia arriving Nov 1948?
2. What was the claimed fuel consumption in mpg of the Land Rover V8-powered military half-track Centaur?
3. How many years did Prince Phillip spend on customising his Land Rover Defender 130 hearse used at his funeral in 2021?
4. How many inches tall were the tyres fitted to the 2005 Land Rover Special Vehicles-built Defender “Big Foot”?
5. In total how many overseas completely knocked down assembly locations for the Series II were there?
6. What is the top speed in km/h of a Land Rover 70th Anniversary V8 Works Edition?
7. The 5-speed manual gearbox fitted to 300Tdi-powered Defenders was rated to how many Nm of torque?
8. In a charity auction in December 2015 how much did the 2,000,000th Defender sell for in USD?
9. How many proper Land Rovers were officially said to be made by the end of production?

Round 3: Pop Culture

1. Who was the first British Monarch to grant a Royal Warrant of appointment to the Land Rover?
2. What modification was made to the Defender 90 Tdi used in the TV show Vera to accommodate actress Brenda Blethyn?
3. Name the 1998 Britney Spears debut single in which a NAS Defender 90 soft top appeared in the film clip?
4. Which 2015 James Bond film did the villains use black Land Rover Defender 110 Double Cab SVX?
5. What were the labels on the two jerry cans mounted to “Oxford” on the 1955 Oxford & Cambridge Far Eastern Expedition that went from London to Singapore?
6. Canadian singer songwriter Bryan Adams 1993 greatest hits album So Far So Good features what part of his own Land Rover on the album cover?
7. In the movie The Queen starring actress Helen Mirren, what does Her Majesty identify as the cause of the problem when the Royal Land Rover she’s driving breaks down during a river crossing?
8. Which TV show uses a yellow & blue police Defender set on the fictional island of Saint Marie?
9. Which has more bricks – Lego Technic New Defender or Lego Icons Classic Defender 90?



Round 4: Supermodels

1. What was the project code name for the Series II Discovery?
2. Who built the first official 4-door Range Rover sold by Land Rover?
3. What was the model name of the Discovery sold in the USA before the Discovery 5?
4. In 2016 JLR sued the Chinese company Jiangling Motors because their Landwind X7 was a direct rip-off of which model?
5. Which model Land Rover had bits of its interior cut away by a rival company engineers when on display at the Frankfurt Motor Show?
6. Designer Earl Beckles is credited with the exterior styling of which noughties (2000s) Land Rover model?
7. The first generation Range Rover Sport was previewed by which Concept Car shown at the Detroit Motor Show in 2004?
8. Which model Land Rover was used in the 1986 Camel Trophy event held in Australia?
9. What was the Range Rover Classic LSE known as in the USA?

Round 5: Aussie Landie History

1. The fourth production Land Rover arrived in which Australian state in 1948?
2. Who were the Victoria, Riverina & Tasmania Rover distributors that went on to establish the first local assembly plant of Land Rover in Melbourne in October 1952?
3. Which branch of the Australian Defence Force was the first to receive a coil-sprung Land Rover for duty?
4. Which Melbourne-based Land Rover specialist offered an aftermarket conversion fitting excess-stock Leyland P76 V8s into 6 cylinder Series 3's from 1975?
5. What did the "Plus 35" badge on Australian Series IIA Land Rovers signify?
6. What was the Project name for the additional Australian Army Land Rover's made in the mid-1990s?
7. Whose signature could be found on a 1995 Australian limited edition Defender station wagon?
8. What did PMC stand for, the division that built Land Rovers in the 1960s & 70s?
9. What big event did the unique fleet of Land Rover One Ten County Dual Cabs help celebrate in 1988?

Round 6: Fiendishly Hard

1. On a 1948 Land Rover Optional Extra Price list, what was the least expensive item available listed for 7/6 (7 shillings & 6 pence)?
2. True or false – free wheel hubs were an option available on the One Ten when first launched in 1983?
3. What song was played when the last-ever Defender came off the production line?
4. A tin of what food was said to be the inspiration of the original "squashed oval" Land Rover badge when it left a greasy stain on a design drawing?
5. Where was the last Australian-assembled Land Rover built?
6. When Land Rover became part of Ford's Premier Automotive Group in 2000 it joined alongside brands Aston Martin, Jaguar, Volvo & which other?
7. In a 17-digit Vehicle Identification Number (VIN) for an Australian One Ten County Station Wagon what letter is assigned to the Isuzu 3.9 L diesel engine?







Answers for Rob's Trivia Questions

Round 1: Easy Peasy

1. 80" Tickford Station Wagon
2. Eastnor Castle
3. Red Wharf Bay
4. Amsterdam Motor Show
5. Keith, South Australia
6. Game
7. Arthur Goddard
8. The centre diff lock
9. JUE477

Round 2: By the Numbers

1. Two
2. 4 mpg
3. 16 years (2003 – 2019)
4. 38" (38 X 15.50R15)
5. 48
6. 170 km/h
7. 380
8. \$600,000
9. 2,016,933

Round 3: Pop Culture

1. King George VI
2. It's been converted to automatic as she can't drive a manual.
3. ...Baby One More Time
4. Spectre
5. "Gin" and "Tonic"
6. Front wheel
7. The front propshaft
8. Death in Paradise
9. Lego Technic with 2573 pieces (Land Rover Classic Defender has 2336)

Round 4: Supermodels

1. Tempest
2. Monterverdi
3. LR4
4. Range Rover Evoque
5. Discovery 1
6. Freelander 2
7. Range Stormer
8. Ninety turbo diesel
9. County LWB

Round 5: Aussie Landie History

1. Western Australia
2. Regent Motors
3. Royal Australian Navy (110 V8 ute)
4. ULR
5. The driveline (axles & diffs) have been strengthened
6. Bushranger
7. Les Hiddens
8. Pressed Metal Corporation
9. Australia's Bi-centenary

Round 6: Fiendishly Hard

1. Starting handle
2. True
3. Jerusalem
4. Sardines
5. Wingfield or Adelaide (at British Aerospace as part of Project Bushranger)
6. Lincoln
7. Z

Clean Up Days With Parks Victoria

Dates: Monday the 20th , Tuesday the 21st and Wednesday the 22nd of November.

Location: North of Licola in the Alpine National Park.

Trip Leaders:

Craig Murray for LROCG. Wayne Foon, Parks Victoria ranger, Foothills and Southern Alps Team, Heyfield.

Meeting Place: Thomastown camping area on Kelly lane

Meeting Time: 10am

Details:

This will be similar to previous working bees with Parks Victoria and the Land Rover Owners' Club of Gippsland. It is a fantastic opportunity to provide some community service and enjoy the best of the high country in late spring.

Rangers will conduct a safety and risk assessment briefing prior to any work commencing. Parks Victoria staff will have identified areas of work and tasks prior to the day. These could include: general cleanup around camping areas on Kellys Lane and the two huts accessed by that track, cleanup at Bryces Gorge carpark and Howitt Hut on the Howitt Road, cleanup at the Horseyards and Horseyard Hut, erecting of new signs at the Pinnacles and other areas as identified, checking intentions books at various walks and visitors books at huts. The work is easy paced and will not take anyone out of their comfort zone.

What to bring:

Road worthy vehicle with good tyres and basic recovery

gear. A UHF radio, though not essential, is highly recommended for convoy communication.

Food:

Monday: Snacks for morning and afternoon, lunch, drinks and something to bar-b-que for the evening meal. There will be a large bar-b-que plate please bring some salads and dessert to share.

Tuesday: Breakfast, snacks for morning and afternoon, drinks, lunch. Parks Victoria will provide the evening meal.

Wednesday: Breakfast, snacks, drinks, lunch.

Water: Bring your own water for drinking, cooking, washing, etc.

It is O.K. to bring some "refreshing beverages" to accompany dinners.

Fuel: From Licola we will not be travelling vast distances but allow for at least two hundred kilometres.

Clothing. Be prepared for four seasons, this is the high country! Good solid footwear is a must. Sun hats, sunscreen, gloves for working, etc.

Other: Camping gear for the overnight stay. Food for lunch on Monday, Tuesday and Wednesday, breakfast Thursday and snacks, etc. Drinks for the two days. A camera, sense of adventure and a couple of good yarns for Wednesday night.

NOTE: As numbers and names have to be carefully recorded by Parks Victoria and the type and the number of participants dictates scope of work we can do could you please let me know, as soon as possible, if you would like to be involved in this activity.

Historic Land Rover Weekend at Paxina, NSW

LROCV life member, Patrick Sutcliffe has invited any interested LROCG members to this event;

Friday September 1 till Monday September 4,

As some of you will be aware, we are selling our property, Paxina, which has been the scene of many great Land Rover events over the last 25 years, so this will be your last chance to enjoy the serenity of the campsite and the company of fellow Land Rover owners.

Whilst this trip was previously advertised as a Trials Weekend, on the basis of the pending sale of the property, Saturday's and Sunday's activities will be decided at Friday evening's campfire.

At this stage, nothing specific has been planned, but we do hope to have at least one convoy of Historic Land Rovers run through the Capertee Valley, and possibly along the Turon River.

People are welcome to arrive at the property any time after lunch on the Friday.

Friday will be spent settling in to the campsite, viewing the vehicles and counting rivets. There will be a campfire in the evening subject to fire restrictions.

In the evening, many tall tales will be told around the campfire (subject to fire restrictions).

The property has good bush camping and is about 44 kilometres north of Lithgow. Two bush toilets are provided, and

there is a shower shed (bring your own shower and water).

Access to the site is possible for camper trailers towed by a proper 4WD (i.e., with low ratio and high clearance), but NOT caravans.

Wood for campfires is available. Dogs are welcome, as long as they are kept under control and poo picked up.

Fuel and Basic Supplies are available from the store at Capertee, about 14 kilometres away.

Trip Difficulty

Easy

Meeting Place:

1399 Glen Davis Road, Capertee, NSW

Minimum Tyre Type:

Highway

Required Equipment:

No Equipment Required

Additional Equipment required:

N/A

Approximate Trip Distance:

50-100 kms (after reaching property)

Maximum Vehicles:

No maximum

Trailers permitted:

Yes

Trip Leader

Patrick Sutcliffe

50th Anniversary of Goog's Track

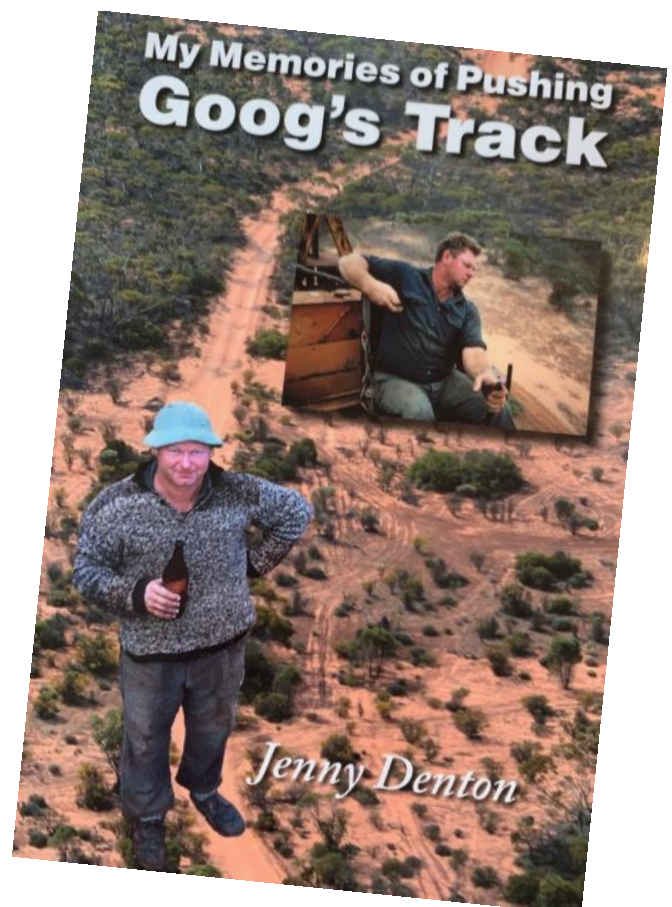


By Greg Rose
Photos by Greg and Lois Rose

There was that screeching sound of fingernails being drawn across a blackboard (if you are old enough to remember that from your school days) as branches brushed down the side of the vehicle and there was the patter of shredded leaves falling on the roof rack. We were on the track from Goog's Lake east over low sand dunes through thick mallee scrub to Lois Rock and Nalara Rock. I suspect that only a small percentage of the travellers who drive Goog's Track take the time to negotiate the 60 kilometres out to the two granite features. Over a coffee and biscuits at her home, Jenny Denton Price, John (Goog) Denton's widow, had advised us that the track was tight and had plenty of corrugations between the dunes. We spent a whole day on the excursion to the rocks.

Many of you who read this will have ventured along Goog's Track. It is often referred to as a mini Simpson Desert. Apart from the fact that you negotiate hundreds of sand dunes, the two are quite different. John Denton, who had the nickname "Goog" as he used to sell eggs as a boy, cut the track from his property Lone Oak, north of Ceduna in the west of South Australia. It is the 50th anniversary of the commencement of the track cutting, this year. Goog's dream was to have access to the trans continental railway line from his property. The story of Goog's Track is told in the book, "My Memories of Pushing Goog's Track" written by Jenny Denton. Another book well worth reading is "Our Life At Nullarbor" by Coral Beatie, Jenny's mother. The two books give the reader a fantastic insight into the hardships and humour associated with life in that part of the world. There is a chapter in Jenny's book titled, "Land Rovers". If you are a fanatical Land Rover owner don't read that chapter. I will quote one line, "We eventually worked out the sensible thing to do was buy Toyotas".

Lois and I were fortunate to be able to spend some time with



Jenny, who has a wealth of knowledge and some great yarns to tell. Jenny can be contacted using the details on the Goog's Track Facebook page.

Base camped at a beautiful spot overlooking the 15 kilometre long Goog's Lake, which was holding some water, we had some glorious days. The days were warm and still, and a full



moon rose just before dusk. There were no flies, no mosquitos. And at night, total silence. On our last night we had a light sprinkle of rain. From that base we explored the area on foot and in the Land Cruiser. The driving on the main track is not particularly difficult if you remember the basics of sand driving and reduce tyre pressures. Some of the minor tracks are a bit more technical, the short track to Lois Rock had plenty of twists and turns, was quite overgrown in places and had some deep ruts near the end. On the Westprint Goog's Track map there is a rock hole indicated before arriving at the memorials. It is an easy side track and is an example of the random granite features with depressions that hold water after rain. Lois Rock is larger and Nalara Rock is a massive outcrop of granite the rises well above the surrounding country. It is worth climbing to the top for a view across a seemingly endless sea of green to the distant Gawler Ranges.

We were fortunate during our time on Goog's Track that

there was almost nobody else about. We had the whole of the extensive camping area, with its one toilet, to ourselves. On this occasion we did not travel further north along Goog's Track to Mount Finke and the railway line, Tarcoola, Kingoonya, etc. One of the reasons for not completing Goog's was the appalling state of the track the further north we ventured. The school holidays had just ended and I





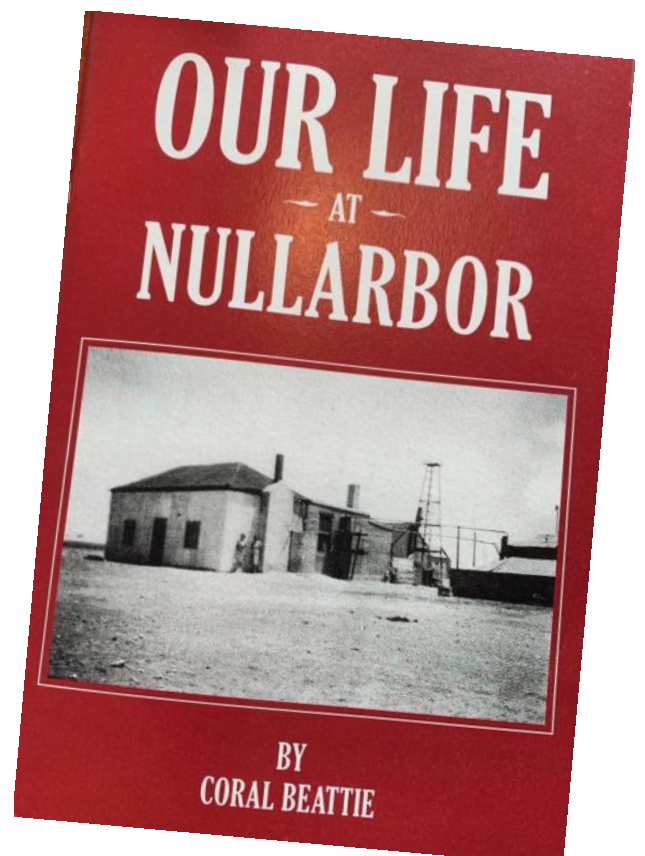
assume there had been considerable traffic. It was obvious from the chopped-up dunes that people were in too low a gear so digging in rather than staying on top of the sand, not reducing tyre pressures and rather than tackling the dunes at sensible speed had been spinning wheels and digging massive holes. Towing trailers along Goog's is not recommended but I'm sure many people do, that probably doesn't help the track condition. As a side note, we stopped at the huge Snowys camping store in Adelaide on the way home. The salesman who assisted us was a keen four-wheel driver who had recently travelled Goog's Track. He was alarmed that another group on the track were challenging themselves to drive as far as possible in two-wheel drive and without reducing tyre pressure. No wonder the track was getting damaged. A sand flag is mandatory and permits to camp are available from National Parks and Wildlife Service South Australia. From Lone Oak and the two gates you pass to enter Goog's Track traffic is two way. After a few kilometres

north of the lake traffic is south to north only.

If you travel the track, be sure to fill in the visitor book at the monuments to Goog and his son. The book is in a metal box near the picnic table. Jenny keeps all the books as an historic record of who has travelled on the track that her family spent so many years pushing through the scrub.

And finally, a word or two about Ceduna. Like many towns across Australia, Ceduna has had bad press due to some anti-social behaviour. Alice Springs, Port Augusta, Katherine, etc. are all having the same issues. You just need to be a little mindful of where you park and keep valuables locked away, the same as you would do in any urban area. We found Ceduna welcoming and friendly. The shop keepers were helpful and the town has everything the traveller needs. It's worth sampling the local seafood and taking a walk along the pier. There are plenty of accommodation options.

I would recommend, that if you venture out to Nalara Rock, you have a tin of light cutting compound polish ready for your return home, you'll need it!



How The Very First Land Rover Ever Built Was Found And Restored

Just when many thought the very first Land Rover was lost, Ineos head honcho James Ratcliffe rescued and restored it from rotting obscurity.

The very first Land Rover, known as JUE, has a legendary story and was recently restored to its former glory after years of neglect.

Restoration expert Julian Shoolheifer successfully brought JUE back to life, using original metal whenever possible and rebuilding the engine, gearbox, and transfer box.

Instead of keeping JUE in a museum, the owner, Sir James

Ratcliffe, took it on a challenging 4x4 adventure in the Gobi Desert, proving its enduring capabilities.

Land Rover has been building some of the most versatile SUVs on the planet. Its vehicles have their own 4x4 stories to tell. Nevertheless, everything started with the very first production Land Rover. More than any classic car story that its successors could tell, the first Land Rover has its legend to tell – a tale of an icon lost, found, and restored.

In a DriveTribe video, Richard Hammond shared the legendary story of the very first Land Rover. Land Rover completed its first production SUV with the Chassis 860001 in July 1948. The automaker initially meant the first official production Land Rover as a gift to King George VI, but didn't push through. The automaker then registered the SUV, and its JUE 477 registration eventually became its legendary moniker.

According to restoration expert Julian Shoolheifer, a certain Professor Ewen McEwen acquired JUE the Land Rover as its first owner. The Professor of Agricultural Engineering didn't hold on to JUE for so long. JUE changed hands a couple of times, until a local farmer and miner in Northumberland in purchased the legendary Land Rover in 1970.

Since then, JUE became just a myth. This might be because the farmer who acquired it purchased it for a measly amount and in used condition. He might not have been able to identify the SUV as the very first Land Rover, using it for his farming needs until leaving it rusting on the field due to mechanical issues.

The severely dilapidated SUV did reappear at the Land Rover 50th anniversary celebration in 1998, but soon after, it went into storage in a barn.

The owner's family then approached Shoolheifer in 2017 to look for someone interested in JUE. That some-



one turned out to be Sir James Ratcliffe, chief executive of chemicals group Ineos. Interestingly, Ratcliffe founded Ineos Automotive, which now builds what it calls the spiritual successor of the Defender – the Ineos Grenadier. Ratcliffe tapped Shoolheifer to restore JUE to its former working glory.

JUE was full of rust all over and was simply rotting, but Shoolheifer wasn't someone who would surrender immediately. His vast amount of knowledge and experience in restoring vehicles paid off, and was able to use a great chunk of the original metal to bring JUE back to life. Shoolheifer and his crew extensively rebuilt the original engine, gearbox, and transfer box. He only used new parts when the original ones were impossible to save, or when safety is in great peril. Finally, Shoolheifer completed the restoration of the very first Land Rover. Amazingly, the restored vehicle is just as good as any operational vehicle. But instead of preserving JUE in a museum or garage, Ratcliffe proved that JUE can still outlast 4x4 challenges in a grueling adventure in the Gobi Desert in Mongolia.



Land Rover History



The Centre Steer Prototype

As we all celebrate 75 years since the Land Rover was first shown to the public at the Amsterdam Motor Show on the 30th of April 1948, let's have a look at how it all got started.

The winter of 1946 was one of the hardest ever seen in Britain. Lots of snow and ice made it that difficult for the Chief Engineer at Rover, Maurice Wilks, to get from his home, Blackdown Manor, to the road that he acquired a wartime Jeep for the journey.

During the Easter of 1947, Easter Sunday was the 6th of April, Maurice Wilks and his family were holidaying at Anglesey along with his older brother, Spencer. Spencer just happened to be the Managing Director of Rover. After they had done some boating on Red Wharf Bay, the two men contemplated what would Maurice replace the Jeep with when it expired. After much discussion, Maurice came up with the idea that Rover could build its own 4x4 vehicle, and then proceeded to draw his ideas in the sand with his finger.

When Maurice returned to Solihull, he instructed five Section Leaders in the Rover Drawing Office to turn his idea into reality. The five Section Leaders were Gordon Bashford, Joe Drinkwater, Tom Barton, Frank Shaw and Sam Ostler.

Gordon Bashford was in charge of designing the chassis and overall layout of the vehicle. Gordon had been with Rover since the early 1930's, and along with Charles 'Spencer' King he would go on to draw up the plans for the Range Rover in the late 1960's.

Joe Drinkwater was in charge of the engine. He had to adapt the new (albeit largely designed before the war) 4 cylinder Rover car engine to suit the new 4x4 vehicle. Joe in turn reported to Jack Swaine. Jack was the Chief Engine Designer. He had been in charge of engine design since the 1930's, and had designed the IOE petrol engines. Later he would design the first Land Rover diesel engine, and oversee Rover's adaption of the General Motors aluminium V8 engine.

Tom Barton and Frank Shaw worked together to adapt the Rover car gearbox to fit onto a transfer case, that Tom Barton had designed to give the new 4x4 vehicle 'crawler ratios' to drive across rough terrain. Maurice Wilks had insisted that Tom design in all of the PTO points that Wilks felt were essential to the vehicles success. Wilks said that it should have power-take-offs 'everywhere' so that it could be used as a stationary power source for the belt driven farm machinery of the time. Frank Shaw was head of Rover's Transmission Team.

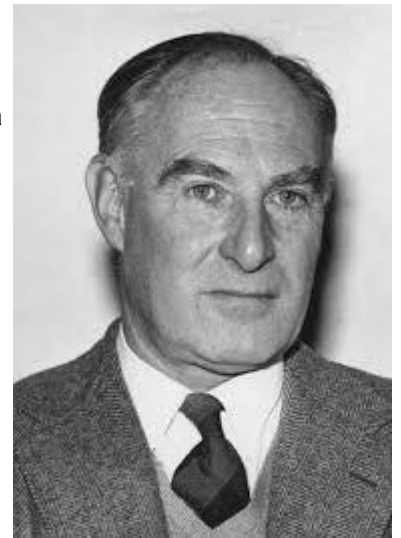
Sam Ostler was responsible for the body design. Sam reported to Harry Loker, who was Rover's Chief Body Designer. Sam Ostler would later take over the role of Chief Body Designer from Harry Loker.

Maurice Wilks then promoted Arthur Goddard to Engineer-in-Charge of the 4x4 project. Wilk's brief to the 4x4 vehicle's



Earliest known picture of the Centre Steer Prototype, taken in the Rover Jig Shop on the 30th of September 1947

team had some key requirements. Rover needed this vehicle in production within a year. Where they could, the vehicle had to be built using as many existing Rover car parts as possible. It was to be built using the absolute minimum of new tooling. Originally the 4x4 vehicle was thought of as a 'stopgap' to help the Rover Company produce vehicles that could find overseas revenue for a post war Britain. Rover, who basically only built luxury cars for the English market, faced steel rationing, as steel was being directed towards the export markets/revenue. If Rover could get through these bad times with the help of this 4x4 vehicle, it could then be dropped and Rover could get back to making quality saloon cars for the professional classes.



Maurice Wilks

The father of the Land Rover

The 4x4 vehicle team purchased some wartime Jeeps to study. Following the traditional 2 week shut down at the end of July, the paper design of the 4x4 vehicle was progressing well. But material shortages meant that a proper prototype would be months away. Somebody in the team came up with the idea of building up a 'mule', using a Jeep as a base. A Rover engine and gearbox was cobbled to the Jeep's Spicer transfer-case. A central steering position came about because one of the intended markets for the 4x4 vehicle was in the agricultural industry, who were used to driving a tractor from a central position. It also negated the need to produce a left hand drive and a right hand drive version, remember, Rover didn't produce left hand drive cars, so this

Land Rover History



easily covered all potential export markets. The steering column was modified from a Rover saloon and connected to the Jeep's Ross steering box by sprockets and chain.

While work on the prototype continued, Spencer Wilks got things going at the Rover Board meeting on Wednesday the 4th of September. This was the first time that the 4x4 vehicle had been formally explained to the Rover Board. It was presented as part of a review of future product strategy.

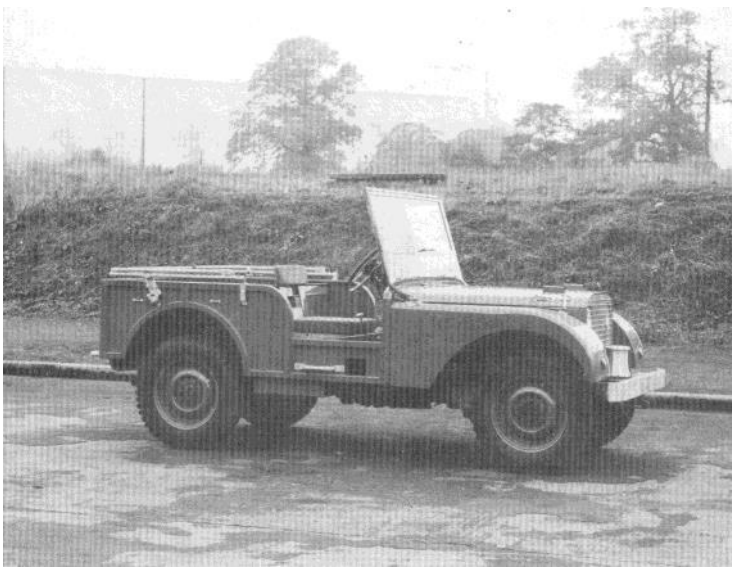
The minutes show;

"Mr. Wilks said that of the various alternatives that had been under consideration, he was of the opinion that the all-purpose vehicle on the lines of the Willys' Overland Post-War Jeep was the most desirable.

"The P3 engine, gearbox and back axle could be used almost in their entirety; little additional jiggling and tooling would be necessary, and body dies would not be required, as facilities had already been provided in our Shops for the necessary body pressings. Considerable research had been carried out on this vehicle by our Development Department. It was, therefore, agreed that this should be sanctioned for production."



The completed Centre Steer Prototype photographed on the 15th of October 1947, complete with dummy capstan winch



On the 15th of October 1947, the vehicle was sent to work. Here it is driving a Massey-Harris conveyor from its PTO



Land Rover History



The Rover designers had hand made a body from aluminium, this was fitted and photographed on September 30th in the Rover Jig Shop. The next pictures were taken on the 15th of October, when the vehicle was painted, in Grey – as most prototypes were, and finished.

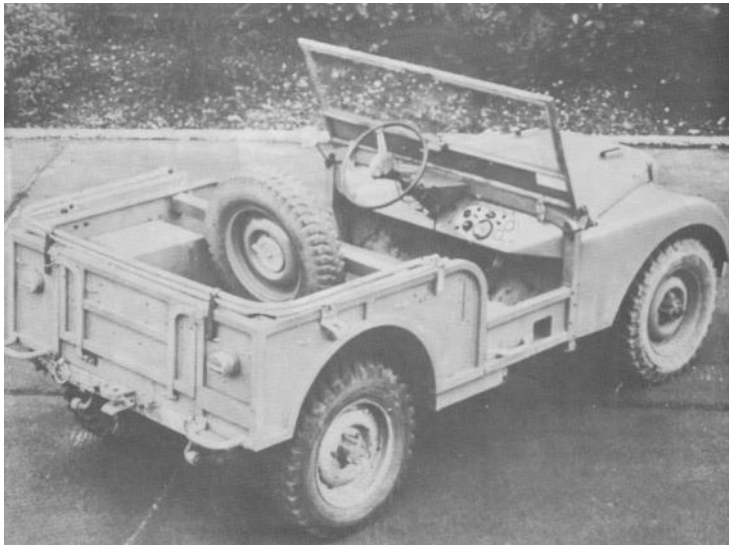
The Centre Steer Prototype spent the next three and a half months plugging its way through muddy fields, towing all manner of things, as well as being used to power belt driven farm machinery in and around Solihull. John Cullen was in charge of the test program. He was in charge of development under Arthur Goddard. John Cullen fed any feedback back to the designers, which in-turn led to some redesigns before the per-production models were made.

On the 16th of October 1947, the Rover Board approved the name 'Landrover' for the 4x4 vehicle. It would be written as a single word until the launch in April 1948.

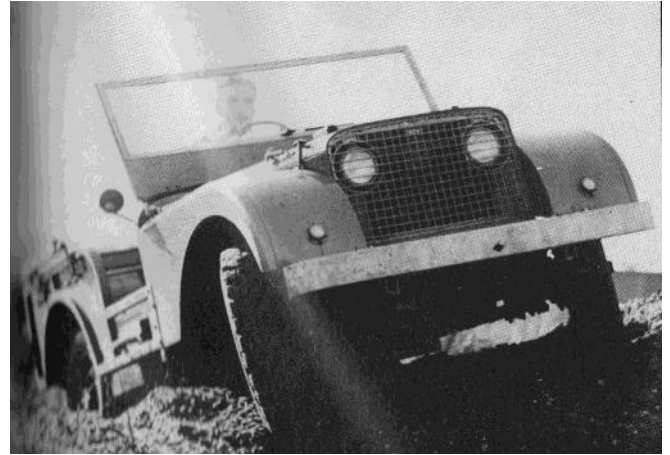
The last known photographs of the Centre Steer Prototype were taken on January 28th 1948. What happened to the Centre Steer Prototype? Stephen Wilks, Maurice Wilks son, has said that his father had shown him a pile of parts in a corner of the Solihull factory, and was told that they were the remains of the first Land Rover.



Land Rover History



These pictures were taken on 19th of January 1948, note the dashboard layout of the Centre Steer Prototype



The last known pictures of the Centre Steer Prototype were taken on 28th January 1948

Centre Steer Prototype Replica

This is a replica built in 2005 of the very first Land Rover which was built in 1947.

In common with the original vehicle, the chassis, axles, steering and body fittings are from a Jeep – in the case of the Replica a 1942 Canadian vehicle. It was built by 'Paintman Bill' on a very limited budget in a lean-to shed and is a fine reproduction.

The Dunsfold Collection, in the UK, purchased the vehicle and completed a number of minor jobs to bring the vehicle into line with additional details that were uncovered when a cache of previously-unseen photographs of the original were discovered.

The Centre Steer remains the Holy Grail for Land Rover enthusiasts.



Gippsland History



Snapshot of the past

A photograph of Josephine Smith digging the grave of Arthur Rowley Drouin in January 1945.

The accompanying caption read, 'Mrs Smith is aged 84, whose hobby is digging graves and keeping the cemetery tidy.'

"She believed there was a right way and a wrong way to dig a grave. She likes sandy soil the best and has gone many times at midnight for a rush job." "It usually takes her eight hours to dig a grave and she quite likes to work at night when it is cooler. She always drinks a bottle of stout after each grave. "She has had three husbands and one child with each husband."

Josephine Tetu was born in 1872 in Omeo – making her only 72-years-old in 1944 – to Samuel and Anastasia Tetu. Her first husband was Dr Robert Smith whom she married in 1896 in Omeo. Dr Smith was a bit of a rogue and had moved several times. It was said that he liked a drink or two. He died in 1899 whilst visiting Korumburra where he was looking to open a practice. This left Josephine with two small children to care for. She later found out that Dr Smith had left a wife and children in Ireland when he migrated to Australia in 1885.

Her second husband was wealthy miner Benjamin Hughes. In partnership with a Mr Jackson, they had one of the richest claims of the Poseidon Reef gold rush.

They found two large nuggets, the 'Little Jack' weighing 252 ounces (7.1kg) and the 'Little Ben' weighing 152 ounces (4.3kg).

Josephine aged 34, and Benjamin, aged 68, were married in 1907. They had one son. Benjamin died in 1915.

Her third husband William Stirling Smith was working as an assistant station master in Ballarat East when they met.

They moved to Drouin, and William was a licensee of the



King Parrot Hotel from 1926 until 1928.

Although Josephine's hobby was digging graves, she believed cremation was the way of the future. After her death, she was cremated, and her ashes interred at Springvale. Photograph and information courtesy of Drouin History Group.

From 'The Warragul Gazette' Tuesday 25 August 2023

