

LAND ROVER OWNERS' CLUB

OF GIPPSLAND
APRIL 2024 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

Blakie says.....

Sometimes I'm kept awake thinking about how Americans call the liquid they put into their cars gas.

There's no way that everybody was kung fu fighting.

Why is there a fence around graveyards?

I spent a fortune on a female racehorse that won't race during the day. It's a nightmare.

Life was much easier when apple and blackberry were just fruits.

If you think money doesn't bring you happiness, then transfer it into my account.

Do they allow loud laughing in Hawaii ... or just a low ha.

My life coach just told me I didn't make the team.

Are the two e's in bee actually silent?

The secret to looking younger is telling people that you are older.

Tomorrow is Jamaican hairstyle day, I'm dreading it.

The first annual meeting of camouflage club was a disaster. It looks like no one showed up.

as a protected vehicle!

These tough and compact little vehicles are now being used with success on estates and mines in the Federation. They can easily be reconverted back to normal when not being used as a protected vehicle.

DELIVERY SUBJECT ONLY TO AVAILABILITY OF BULLET-PROOF PLATE

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This month's cover; A Defender tackles the Adventure Circuit at the Victorian 4WD Show. Photo by Greg Rose

An advertisement from 1952 for an armoured Land Rover. The conversion was done locally in Singapore.

Land Rover Owners Club of Gippsland 2023-- 2024 Committee

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Life Member's Ray Massaro, Greg & Lois Rose, Charlie Calafiore,

**A busy night at Stone Henge
as workers move all the stones
back one hour....**

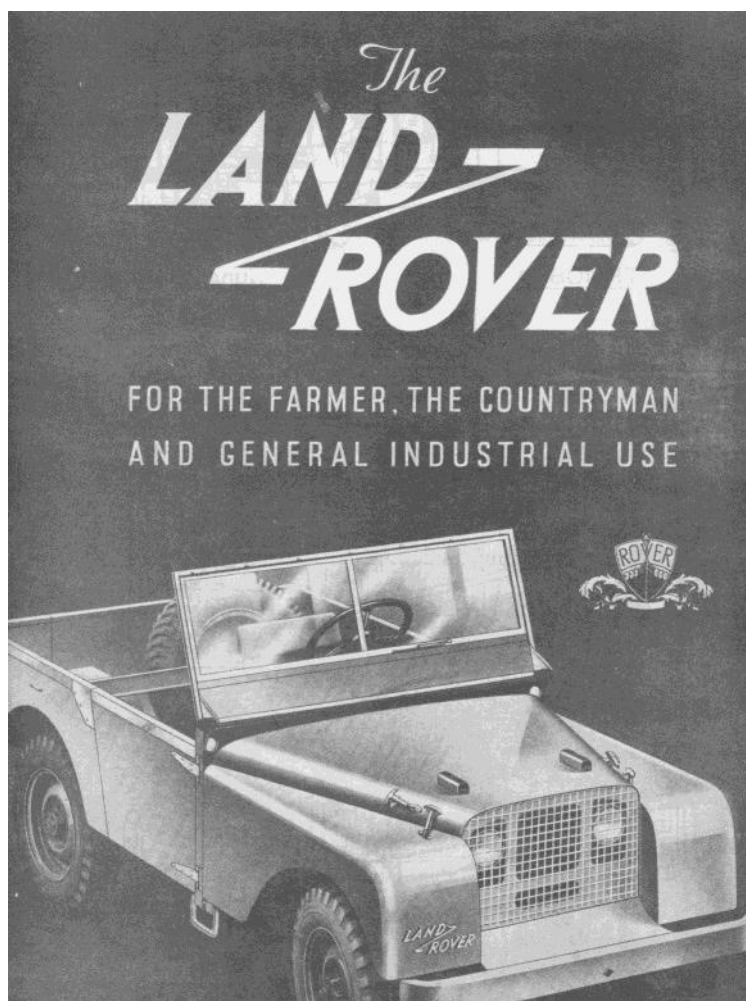


Land Rover History



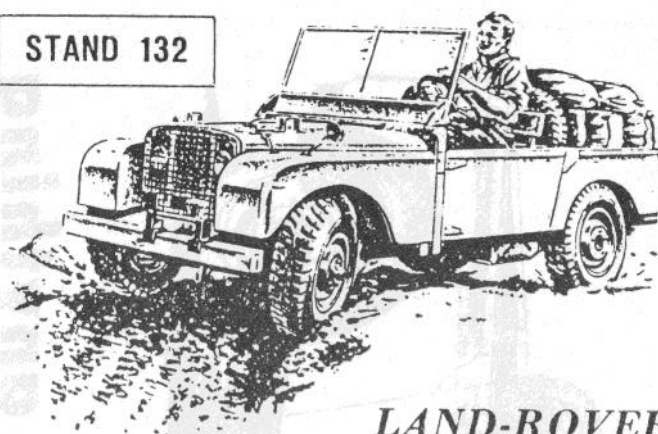
Happy Birthday Land Rover — Born 30 April 1948

The Land-Rover was shown to the public for the first time, 76 years ago, on the 30th of April 1948 at the Amsterdam Motor Show. This picture show L 05, which is pre-production Land Rover number 5, (L denotes left hand drive), which was fitted out as a mobile welder, on the Rover stand at Amsterdam. The Show ran from April 30 till May 9.



The “missing link” shown on the cover of the first sales brochure produced in April 1948 in three languages, English, Dutch and Spanish. The Land Rover’s body has been air-brushed on to a centre steering prototype photograph.

STAND 132



LAND-ROVER

Het meest veelzijdige voertuig, dat de Engelse auto-industrie voortbrengt.

De LAND-ROVER is een auto met universele mogelijkheden voor agrarisch gebruik, ontworpen voor het zwaarste werk in land- en tuinbouw, slamede voor aanverwante industriële toepassingen. Dit voertuig rijdt en keert op elk terrein, dank zij een korte wielbasis van 203,2 cm. en de aandrijving op de 4 wielen met een lage overbrengingsverhouding. Tegelijk is het een verplaatsbaar krachtstation, doordat het voorzien is van een kracht-afstakking voor hulpmachines en een winas voor trekkabelwerk, beide door de motor aangedreven.

KOMT DEZE WAGEN ZIEN OP STAND No. 132



... evenals de ROVER-PERSONEN-WAGENS '60 en '75.

In een uitgesochte serie van enkele schitterend afgewerkte modellen heeft de ROVER COMPANY tal van mechanische kwaliteitsverbeteringen vereenigd. Hierbij zijn inbegrepen geheel nieuwe motor- en chassisontwerpen en onafhankelijke voorwielvering. Er zijn 2 typen motoren beschikbaar, een 4-cylinders en een 6-cylinders en 2 comfortabele modellen gesloten koetswerken, uitgerust met velelei verfijnde details.

ROVER

N.V. H. ENGLEBERT'S AUTOMOBIELHANDEL, Theresiastr. 145, DEN HAAG
The Rover Company Ltd., Solihull, Birmingham, England

Above; A page from the 1948 Amsterdam Motor Show catalogue, the text reads;

The most versatile vehicle that the English auto industry makes. The Land Rover is a car with universal possibilities for agriculture use designed for the heaviest work in farming, and for industrial needs linked to farming. This vehicle drives on every surface because of its short wheel-base of 2,032 m and it has four wheel drive with low gear option. At the same time, it is a movable power station because it has power take offs for ancillary machines and a winch for cables, both are driven by the engine. Come and see this car at stand 132.

Land Rover History



Happy Birthday Land Rover — Born 30 April 1948

Here are some very early newspaper articles about the Land Rover, which were found by friend of the Club, Heather Arnold

THE "LAND ROVER" IN ACTION



Britain's most versatile vehicle the Land Rover, is now in production and is being exhibited for the first time at the Amsterdam Motor Show. The Land Rover is a sturdy all-purpose vehicle with a wheel-base of 6 feet 8 inches. Designed primarily for the many uses to which it can be applied in agriculture, the vehicle can give valuable service in general industry.

Townsville's 'Daily Bulletin' May 6 1948

BRITAIN'S VERSATILE "JEEP"



Claimed as Britain's most versatile vehicle, the "Land Rover," built on the lines of the American "jeep," was designed primarily for many uses in agriculture. It can also give valuable service in general industry.

Newcastle's 'Morning Herald' May 7, 1948

BRITAIN'S ANSWER TO THE JEEP

A new multi-purpose vehicle for the farmer who wants to take plenty of versatile power to out-of-the-way jobs or cover difficult country, has started to come off the production line in England. Called the "Land Rover," its wheel-base measures 6ft. 8in., and overall length approximately 11 ft., and it is the first and very convincing answer to the American jeep. Under severe testing it has been almost impossible to find going or gradients where it loses traction or

stability. Four wheel drive gives maximum surface grip in a transfer gearbox in combination provides eight forward speeds. A free wheel, incorporated with the front wheels propeller shaft, acts as a differential to deal with varying ground conditions. With the new Rover four-cylinder engine more than 50 brake hp is developed, while fuel consumption is restricted to nearly 30 miles per gallon.

Carnarvon's 'Northern Times' June 10, 1948

Land Rover History



Happy Birthday Land Rover — Born 30 April 1948

The jeep is "out-jeeped" by a British firm's production soon to be on sale

A REAL FARM CAR

According to news from Britain, a real farm car will shortly be on the market — an amazingly versatile vehicle which can "plough and sow and reap and mow," drive machinery, or flip along the roads at well over the regulation speed. It is actually an improvement on the famous jeep and should prove popular on many holdings.

It is the Rover Company's "go-anywhere" vehicle, a four wheel drive job to be known as the "Land Rover." According to a "Farmer and Stock breeder" report, it is rated at just over 12 hp, and develops more, than 50 bhp. Basic price is expected to be £450, exclusive of equipment for special purposes.

Already this type of vehicle has become essential on many large farms, but the Land Rover is so thoughtfully designed and nicely built that it can easily replace both the much-used light float horse and the somewhat unproductive single-purpose car on medium and smaller holdings. It will for example, travel over scrubland or do half a day's discing and then go to market at 50 mph without any alterations.

Eight Speeds

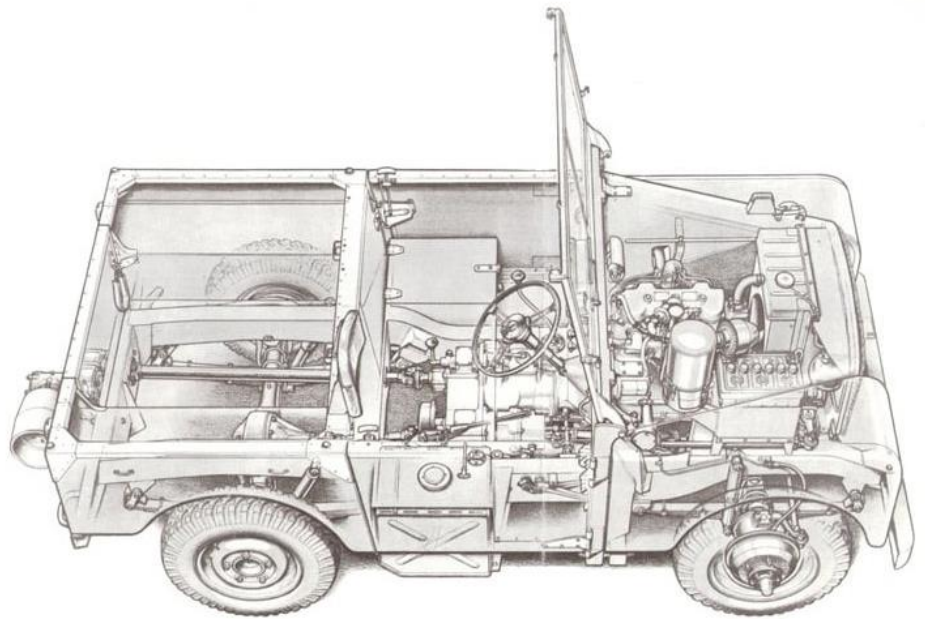
Although it is utilitarian in design, the Land Rover has a pleasing appearance and finish. It weighs just over a ton, with an overall length of approximately 11ft, and width of 5ft. Wheelbase is 80in. And track 50in., and a transfer box incorporates two speeds which, in conjunction with the main gearbox, gives a comprehensive range of eight forward gears. Drawbar pull is 1,200 to 1,800 lb.

Four-wheel drive can be employed at will, and the driving position can be arranged for right or left hand. The box section chassis frame is light but exceptionally rigid, and high tensile non-corrodible aluminium sheet metal is used for the bodywork. All exterior steel fittings are galvanised, and the ignition system is provided with special protection against damp. To ford a small stream presents no difficulty.

Seven Passengers

A wide front seat will accommodate three people, and the rear compartment can be used for additional passengers up to four, or for transporting goods.

The rear power take-off, operated by a drive through the



This exclusive drawing illustrates, among other things, the rear power take-off and belt pulley, rear wheel drive, ten-gallon fuel tank, and 12-volt battery.

back of the main gear box to the rear of the chassis, can be fitted to give pulley drive for threshing or other belt work, or shaft drive for mowing or binding.

A free-wheel incorporated with the front wheel propeller shaft acts as a differential between the front and rear axles and avoids the necessity of disengaging the front wheel drive on hard ground. Doors and canopy can be removed by hand in about a minute, and the windscreen folds forward flat. Petrol consumption on the road is between 20 and 30 miles a gallon.

The "Farmer and Stock breeder" Machinery Correspondent says: "I spent an hour taking the Land Rover over the piece of rough ground nearest to the factory. It was rather like hunting except that no horse would go over the clumps of wild rose bushes which we went straight through.

"We stopped with, the front wheels at the bottom of a 3ft. ditch and came out without a sign of wheel spin. It was just as easy with rear wheels stopped in the ditch. And in a few seconds we were doing 30 miles an hour over ground which had been ploughed by the Land Rover - then on to the road for a comfortable ride at 58 miles an hour.

"To give an idea of the condition of the ground, I may say that the trial run was carried out last week following a heavy thunderstorm overnight. The soil itself seemed to have been churned up several years ago by building operations. Not many farmers would ask a vehicle to face similar conditions, and I was satisfied that the Land Rover could be fairly called a point-to-point job."

Perth's 'Western Mail' July 22, 1948

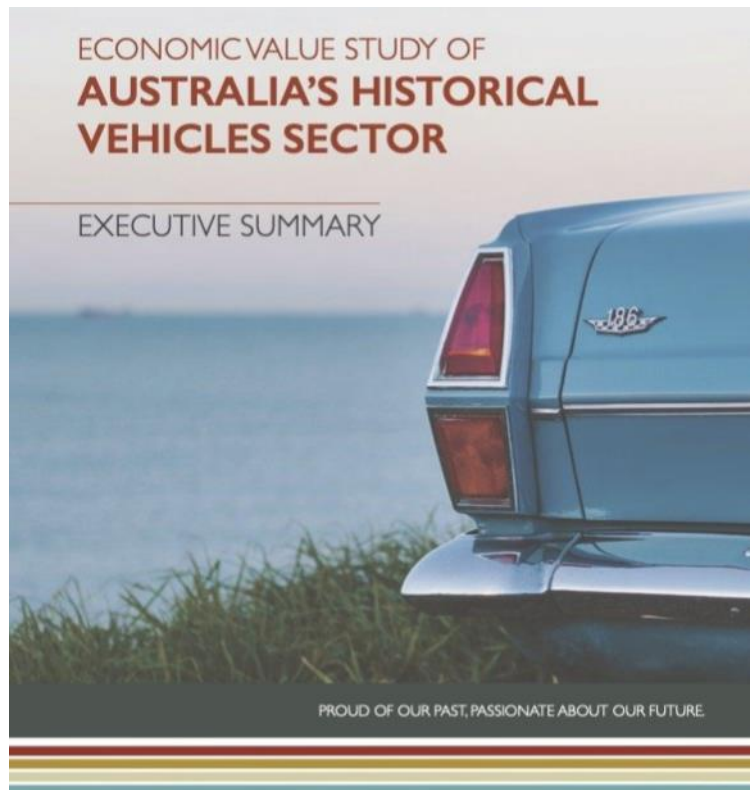
Survey reveals Australia's historic vehicle owners spend over \$9.9 billion annually

The owners of Australia's historic vehicles spend some \$9.9 billion each year on their passion, according to a new survey. The Economic Value Study (EVS) of well over 6000 Australian respondents, distributed to over 800 motoring clubs nationally, was conducted for the Australian Motor Heritage Foundation (AMHF) by The Mercurius Group (TMG). The Foundation is champions of Australia's motor heritage, and an organisation dedicated to promoting and preserving Australia's motoring history. The enthusiast owners of an estimated 970,000 historic vehicles in Australia spend on average \$10,240 per vehicle annually, around 12.5% more than people who own daily driven cars.

The historic vehicle fleet represents 4.4% of Australia's 21 million total vehicle fleet. Around 50% of the survey respondents own only one historic vehicle, the other 50% owning two or more vehicles. "Historic" vehicles are in two categories: those 15 to 30 years old defined as "classic" vehicles and those over 30 years old defined as "heritage" vehicles.

Such a survey has never been comprehensively undertaken on so wide a scope or on a national basis in Australia. Following publication of the similar landmark 2020 HERO-ERA study in the UK, the AMHF decided to find out what is the real figure for the economic contribution of historic vehicles for Australia. "The findings of this report have certainly highlighted the significance of the historic vehicle sector to both the community at large and the economic sector," says Hugh King, Chairman of the AMHF. "The response from Australia's motoring club members has been unprecedented: the economic modellers at TMG have never had so large a data pool to work with, proving motoring enthusiasts care as passionately about their historic vehicles as they do having their voices heard."

The survey also reveals the total annual economic impact, including both direct and indirect expenditure, is \$25.2 billion: with the sector creating almost 79,000 jobs – 42,000 direct and 37,000 indirect. These jobs generate \$6.2 billion in wages and salaries annually. These are very large numbers by any standard. Stavros Yallouridis, CEO of the Motor Traders' Association of NSW (MTA NSW), said the AMHF's survey gave yet more irrefutable evidence of the significant contribution of the automotive sector in the broader Australian economy. "Despite the end of local vehicle manufacturing, Australia maintains a rich and diverse automotive industry, which employs hundreds of thousands of people across a range of roles," Mr Yallouridis said. "The automotive sector is one of the backbones of our economy and is also at the heart of our communities. This survey, and the enthusiastic response, highlights the necessity for Australia to back its automotive sector with world-class training, local skills development and career pathways," he continued. The Report that you have here is the first to comprehensively quantify the real economic value that our Australian historic motor vehicle owners contribute annually throughout the nation. Collectively, we are strong economic contributors, no longer to be underestimated or misunderstood. That is the strong message that emerges from this Report. At the Foundation, we had seen reports about how much the owners of historic vehicles overseas contributed to their respective nations' economies. Our



own desk studies indicated that our supporters – the owners of historic vehicles in Australia – would contribute an economic value at least as significant in Australia. But that sum was a mystery to us, and to our big supporting groups. The question for us became "What is the real figure?" and we decided to find out.

This job demanded financial resources we did not have. We wanted to nail this question once and for all. We needed the high credibility that derives from a big dataset and skilled independent analysis. That meant a large number and a cross-section of enthusiasts across Australia to contribute reliable data on their spending patterns on their passion in various ways. Anonymity had to be assured. We needed an independent, professional consultant of the highest standing to analyse the data and answer the question as definitively and thoroughly as possible. We turned to the motoring clubs of Australia, big and small and the response has been extraordinary.

Our expert consultants at The Mercurius Group told us that we would need at least 1,000 well-spread survey responses to produce data of statistical significance; our call-out to the clubs produced over 6,000 responses from across the nation! And we had to raise the money required for a truly professional analysis. We canvassed the peak bodies for motoring clubs in various states and they were the first to respond. We also received donations from individual clubs, very many club members and some really generous far-sighted commercial sponsors we also acknowledge in this Report. We did not have funds from any government source. The financial help and the vocal interest from the clubs encouraged us from the very start.

I want sincerely to thank all people who undertook the survey

online, all our sponsors, the nation's motor clubs and the peak bodies. Without you this important Report would not exist. It has been done for you. It is a new tool to help move you to success. My special thanks go to Geoff Piggott and Tom Wheelwright from the Foundation, and to Ivo Favotto the esteemed principal of The Mercurius Group. They worked long and hard for more than eighteen months to turn what was a good idea into a superb outcome, on time and on budget. I believe that our quest has touched a nerve. As you can read, the economic modellers have never had so large a data pool with which to work. That tells me that Australian motor enthusiasts care passionately about their vehicles. They want the ability to drive them and cherish them in the future. Our Foundation is a registered charity, a Deductible Gift Recipient, so is not and cannot legally be a lobbyist. We are champions of our motor heritage. What we can do, as we have done with this report, is provide the facts and

some tools with which the peak bodies and clubs in each state can pursue their issues with the legislators and regulatory bodies. The Report gives great new factual background for local clubs, industry suppliers, industry bodies, event organisers, insurers and others who wish to show that the historic motor vehicles sector is a major contributor to our nation's economy. This Report shows quite clearly that the sector's contribution to the Australian economy cannot be over-estimated. The numbers alone establish this, but I say that the character and commitment of all the supporting enthusiasts across the nation make it very clear. I am proud to lead the owner of this Report, our Australian Motor Heritage Foundation, Hugh King Chairman, Australian Motor Heritage Foundation.

Read full report here; [AMHF-Report-Full_web-Final+\(1\).pdf \(squarespace.com\)](https://www.squarespace.com/AMHF-Report-Full_web-Final+(1).pdf)

Land Rover News



He's not a working Royal. So, critics ask... Why is Prince Andrew using a £100,000 Range Rover with police lights for a glitzy Mayfair lunch?

Prince Andrew is at the centre of a new row over his use of a special Royal Range Rover fitted with blue emergency lights despite being stripped of his police protection, The Duke of York – who was banished from Royal duties over his friendship with convicted paedophile Jeffrey Epstein – enjoys the perk of the £100,000 4X4 for horse-riding trips in Windsor and lunch at Harry's Bar, a glitzy private members' club in Mayfair.

Critics are stunned that the 64-year-old is still being given privileges despite his fall from grace.

He has been photographed driving the vehicle in Windsor and in central London, and is often followed by his private protection officers in a £60,000 Land Rover Discovery. The Range Rover is assigned to the Duke and is fitted with police lights, while the 'back-up' Land Rover is fitted with amber hazard lights as part of a fleet leased by the Royal Household.

It is illegal for the public to fit blue lights to their car, but all members of the Royal Family have a special dispensation so that the vehicles can be used for official engagements and police convoys. However, as beleaguered Andrew is no longer a working Royal, there are few scenarios – other than state funerals or coronations – where he or his private security team would be allowed to use the lights. It is understood that the blue lights in Andrew's Range Rover have never been switched on.

The special treatment has raised eyebrows at Scotland Yard, where sources questioned why 'this vehicle fitted with emergency equipment is being driven'. Nazir Afzal OBE, a former Chief Crown Prosecutor, said 'There is no justification for Andrew having these blue lights. The vehicle should be withdrawn. 'It's highly inappropriate, suggests arrogance and sends out a message that he is entitled to services that the average citizen wouldn't be. 'There needs to be a review so only working Royals should have access to this privilege.' Dai Davies, former head of royalty protection at Scotland Yard, added: 'Andrew does not need or warrant these blue

lights in the current circumstances. The only rationale would be if his threat level changes and his police protection is re-introduced.'

'When his adored mother died, Charles got everything and Andrew got the corgis. He is clinging on to one of the last bits of prestige he can.' Sources close to the Duke say that the cars are not funded by the taxpayer and that Andrew is still a senior Royal as the King's brother.

But his flashy car contrasts with low-key Zara Tindall, the King's niece, who was recently photographed driving a humble Hyundai Tucson splattered with mud and bird droppings. Prince Andrew was stripped of his honours and taxpayer-funded armed police guards at the end of 2022, which previously cost the public up to £3 million a year. Andrew was forced to step down from Royal duties in late 2019 after his disastrous Newsnight interview about his relationship with Epstein. In 2022, Andrew paid a reported £7 million settlement to Virginia Giuffre, and later that year he was officially stripped of his Royal title and his police protection. The Duke has vehemently denied all the allegations against him. A Home Office spokesman said: 'It is our longstanding policy not to provide detailed information on protective security.' A Buckingham Palace spokesman declined to comment.



Range Rover Electric: First look at first-ever EV

Range Rover is gearing up to reveal its first electric car. The Range Rover Electric – yes, that’s the name – is being put through its paces on the frozen lakes of Sweden, as it edges closer to showrooms.

Range Rover says it’s using the frozen lake to calibrate a new traction control system which manages slip using the individual electric motors, rather than each wheel’s ABS module.

That means the system can react in just 1 millisecond, rather than around 100 milliseconds, when slip is detected. Along with safer progress on slippery roads, the technology has the potential to make for a more capable off-roader. The electric drive unit is built in-house by Range Rover, as is the battery. They’re both firsts for the JLR group, which has externally sourced its batteries and motors for plug-in hybrids previously.

Externally, the only way to differentiate the EV from a regular Range Rover appears to be by its battery charging port. Finished in black, the prototype testing in -40 degree weather looks identical to the petrol, diesel, and PHEV revealed in 2021.

“Range Rover with electric power – means customary Range Rover luxury, refinement and capability plus near-silent fully electric propulsion; with effortlessly smooth and relaxed journeys,” executive director of product engineering at Land Rover, Thomas Mueller, said.

“To ensure we leave no stone uncovered, we are well underway with our physical testing and development programme, all designed at pushing Range Rover Electric to the extremes to ensure its capability remains unparalleled when it reaches you.”

Order books for the electric Rangie opened at the end of 2023, at which point JLR confirmed the car will feature an



800V electrical architecture and an 850mm wading depth, and promised a “seamless electric ownership experience”, including energy partnerships, over-the-air software updates, and “intelligent technology to maximise range”.

Extreme Land Rover Defender Octa due in July with snarling V8

New brand for flagship Defenders kicks off with a hardcore super-4x4 that’s tipped to nudge £200,000. As JLR prepares the first electric Range Rover for launch, it is also gearing up to reveal the most extreme V8-powered 4x4 it has yet produced.

The Defender Octa will be revealed on 3 July as a highly exclusive and extremely capable super-off-roader, which is set to use the twin-turbocharged, mild-hybrid 4.4-litre V8 from BMW, as deployed in the X5 and X6 M super-SUVs.

Just 1070 examples of this hardcore special edition will come to the UK in its first year of production, featuring “tough luxury material choices, striking exterior and interior design enhancements, and the options available to make every adventure epic”, according to JLR.

The latest round of preview images show the Octa being subjected to “the most extreme” test programme of any Defender variant yet, with engineers conducting a claimed 13,960 additional tests on top of the standard Defender test programme.



So far, it has conducted countless laps of the Nordschleife, tackled Michelin’s wet-weather handling circuit in France, had its traction control put to the test on Swedish ice and taken on some of the world’s most challenging off-road trails

in Dubai and Utah.

It has also, JLR says, "conquered every extreme trail" at the company's 4x4 test track in Eastnor, Herefordshire.

Interested customers are being invited to sign up for one of seven 'Defender Elements' preview events being hosted worldwide in the coming weeks, but the firm has given no indication of pricing yet. It's safe to assume the Octa's limited, extreme billing will take it well clear of the £114k asked for today's most expensive Defender.

Previously thought to carry the long-dormant SVX branding, the radical new off-roader has been spotted testing several times, but only now – a few months before its debut – has the firm given the first official details of the new model.

It will be the first car to wear the new Octa badge, which JLR says will be used for all future range-topping Defender models. The name is said to come from the octahedron shape of a diamond, the hardest naturally occurring mineral on Earth - a reflection, no doubt, of both the car's durability and price.

Technical details remain largely under wraps, but JLR has confirmed the new variant will use a twin-turbocharged V8 rather than the supercharged 'AJ' unit in the existing eight-cylinder Defender models.

The predicted 4.4-litre BMW-sourced unit is already used in various Range Rover models, including the Sport SV. In that car, it puts out 626bhp and 590lb ft, and propels the 2.5-tonne SUV to 62mph in just 3.8sec.

Using the BMW engine would suggest that the long-running 'AJ' V8 is not long for this world. Autocar previously reported that AJ production ended last year, and that JLR retained a stockpile of supercharged 5.0-litre units, of indeterminate quantity.

JLR has also revealed that the Octa will use the same '6D Dynamic' suspension system as the Range Rover Sport SV.

Vera ITV final series filming starts in Northumberland as cast and famous Land Rover spotted

Filming has officially started on the final series of Vera as the cast, including leading lady Brenda Blethyn, crew members and the TV detective's famous Land Rover were spotted in Northumberland on Monday.

It's now been a week since ITV announced that Vera will end next year, with the news broken in a statement that included quotes from Brenda, who admitted she'd be sad at saying 'cheerio' to a character she's been playing since 2011. In a message to fans, Brenda also thanked the people of the North East for their 'friendship' over the last decade or so, with the BAFTA winner often spending months away from home as she films each series.

On the same day that Vera's fate was sealed, Brenda and her co-stars reunited for a first read through of the new scripts and, on Monday morning, were clocked filming scenes for the two final feature length episodes. An eagle eyed fan clocked Vera's Land Rover parked in Cambois, with their instincts then cemented with the sight of Brenda in her alias' trench coat and fishing hat garb, standing not far away from returning sidekick David Leon.

Photos taken by the fan were posted on Facebook, with fel-

This system hydraulically links the dampers front to rear as well as side to side, providing active control over the car's pitch and roll without a physical anti-roll bar.

That should help to provide the level of wheel articulation required by a hardcore off-roader like the Octa, without compromising on-road drivability or comfort.

To that end, Defender said it is testing the car in the "most exhaustive" range of conditions of any of its cars to date; "from the snow and ice of Sweden to Dubai desert, Nürburgring Tarmac and Moab rock crawls".

Images published by the firm reveal that the Octa also receives a bespoke set of Brembo brakes, suggesting on-track performance is a priority. These are marked with the special Octa diamond logo, which also features on the steering wheel and side-pannier mounts.

The Defender Octa will be revealed in full later this year. Pricing has yet to be detailed, but the similarly conceived Range Rover Sport SV costs nearly £85,000 more than the luxurious Autobiography model, hinting at the kind of markup that could be applied to the Octa. For reference, the current top-of-the-line Defender 90 – the V8 Carpathian Edition – is priced from £114,975.



low lovers of all things DCI Stanhope quick to react. One replied: "She loves Cambois and North Blyth," with another commenting "The series will be a big miss" The Vera team are no stranger to Northumberland, with Cambois featured in the show's early days, as well as Blyth, Cramlington, Seahouses and Craster.



Vera's Brenda Blethyn backed to avoid ITV 'death' as drama set for dangerous finale

Brenda Blethyn is being backed to 'survive' her final episodes of Vera, with bookies tipping her to escape being killed off as the hit drama comes to an end.

There was huge upset amongst fans of the much loved ITV show at the start of this week when it was confirmed by bosses that Vera will wrap up in 2025, by which point it will have been on screen for 14 years. BAFTA winner Brenda first stepped into the shoes of her now legendary character in 2011, with her and sidekick David Leon being joined on screen by a young Sam Fender in Hidden Depths, as the then teenage star became the very first person to be murdered in Vera.

The most recent episodes of Vera aired on ITV1 in January, with a shorter run of just three episodes, after fans were treated to Christmas special The Rising Tide on Boxing Day. And it's been announced that Vera's final series will consist of just two feature length tales, with filming set to get going this week.

Confirmation that Vera will end next year, sparked speculation on whether there might be a spin-off show and, as well as offering odds on that and who could lead it, with former Vera star Kenny Doughty and Happy Valley icon Sarah Lancashire the names that have been linked. Something else oddsmakers at BestAnonymousCasinos.com have opened

the book on is whether or not Vera will be killed off, especially after a teaser for author Ann Cleeves' new book The Dark Wives hinted at DCI Stanhope's 'most dangerous' investigation yet.

However, experts think Brenda's famous alias with escape with her life, with the odds of her 'surviving' the final episode being 1/4, compared to 3/1 on her being killed off.

Odds on a Vera spin-off are also 1/4, with 3/1 offered on ITV changing their minds and bringing the show back.



New Toyota Land Cruiser 4x4 UK pricing announced, and it makes the Land Rover Defender look cheap

Pricing for the all-new Toyota Land Cruiser has been announced, and put to rest any questions about whether or not the legendary 4x4 has gone upmarket. Prices start from £74,995 for the entry-level 'Invincible' model, or £79,995 for the retro-looking 'First Edition' version.

To put that into perspective, the four-door Land Rover Defender 110 – the Land Cruiser's most direct rival – currently starts from £63,670. Even when fitted with seven seats like the Toyota, the Defender 110 is available for under £68,000.

New Fangchengbao 5 review: BYD's answer to the Land Rover Defender

Another intriguing model from the burgeoning BYD stable, the Fangchengbao 5 looks to take on the Land Rover Defender.

To put Fangchengbao in context, BYD itself is the mainstream brand of the company's line-up. Next up is Denza, which has a more premium feel. Then comes Fangchengbao, mixing premium and luxury but positioned below YangWang, the marque responsible for the ludicrously over-the-top U8 SUV.

There's still work to be done before the Fangchengbao 5 could really be considered a proper Land Rover Defender rival – even a more affordable one; we're certainly curious to see where the car ends up once it has been treated to a set of sensible tyres and been through proper European-market calibration. But if BYD can polish the on-road behaviour and bring the car in at a keener price than a Defender P400e, there's definitely potential for the 5 to find sales. The Fangchengbao 5 is an imposing creation. It measures almost 4.9 metres in length, has a body-on-frame chassis, and comes with a potent plug-in hybrid powertrain that

mixes 1.5-litre turbocharged four-cylinder petrol power with a pair of electric motors (one on each axle) for four-wheel drive, and a kerb-weight that's said to be around 2.9 tonnes.

The exterior styling has enough off-road cues to evoke the spirit of the Defender or even a Toyota Land Cruiser.



2025 Ineos Grenadier Quartermaster: Tradie-friendly cab-chassis ute revealed

The Ineos Grenadier Quartermaster Chassis Cab has been unveiled and priced for Australia, giving local buyers the option of adding their own tubs or trays to the four-wheel drive dual-cab ute.

Uncovered in December 2023 through local government approval documents, the cab-chassis Ineos Grenadier Quartermaster carries over a majority of features from the tubbed ute, but with its rear ladder frame exposed.

Priced from \$102,000 plus on-road costs, the cab-chassis is \$8000 less expensive than the dual-cab Grenadier Quartermaster upon which it's based, though it won't be available in better-equipped Trailmaster and Fieldmaster Edition grades. The Ineos Grenadier's existing choice of turbocharged 3.0-litre six-cylinder petrol and diesel BMW engines carry across, producing 210kW/450Nm and 183kW/550Nm respectively. Both engines are mated to an eight-speed automatic transmission, sending drive to all four wheels through a permanent four-wheel drive system with a centre differential lock and a two-speed transfer case.

Riding on the same 3227mm wheelbase as the tubbed Quartermaster ute, the cab-chassis retains its 3500kg braked towing capacity, with a 750kg unbraked towing ca-

capacity also carrying over. The Ineos Grenadier Quartermaster cab-chassis boasts 264mm of ground clearance, a 35.5 degree approach angle, 26.2 ramp breakover angle and 22.6 departure angle – and is capable of wading through 800mm deep water. Production of the Ineos Grenadier Quartermaster cab-chassis is due to begin in 2024, though the company is yet to confirm when it is expected to arrive in Australian showrooms.



Allye Energy wants to power your job site with used Land Rover batteries

A new startup is partnering with Jaguar Land Rover (JLR) on a new portable battery energy storage system designed to power your job site with used Range Rover and Range Rover Sport PHEV batteries.

The startup is called Allye Energy, and its new Allye Max battery energy storage system (or "BESS") contains fully seven used Range Rover PHEV battery packs, which have been given a second life in their new role.

Second life projects like this extend the serviceable life of vehicle batteries long after they've degraded below an 80% operational capacity. That lost 20% will greatly impact the practicality of a family's primary vehicle. But in a generator powering a portable office trailer or charging up a mini excavator overnight? It'll hardly be noticed.

The average Diesel generator would typically use 16L of fuel per hour, equivalent to a daily total of 129.12kg of CO₂ for three hours' usage. JLR's Engineering team will use the BESS to power over 1000 hours of testing, saving more than 15,494kg of CO₂ during the course of a year – equivalent to one passenger taking seven round-trip flights from London to New York.

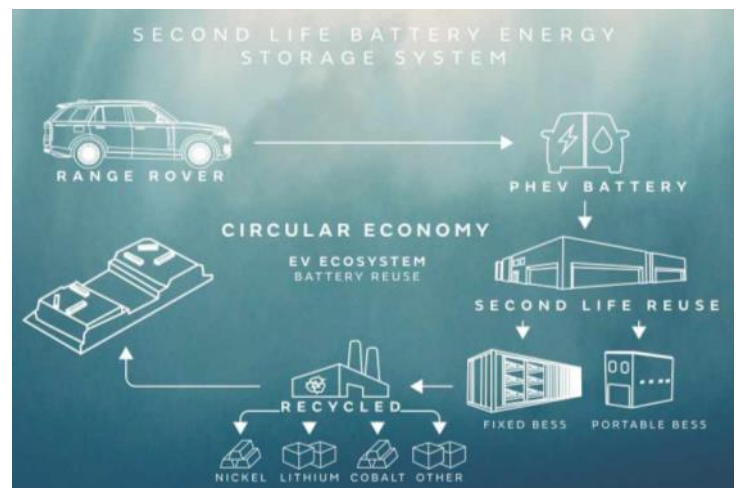
Developing this kind of second life for EV batteries is an important part of extending the usefulness of the expensive elements used in their initial construction, and even enables them to play an active part in recycling other batteries.

For their part, JLR executives seem to get it — and they seem (finally!) to be taking sustainability somewhat seriously. "We are delighted to be working with Allye Energy on this next generation sustainability project that will help demonstrate the potential of our circular supply chain ambitions," said Reuben Chorley, sustainable industrial opera-

tions director at JLR. "Developing second-life battery projects like this is crucial if we want to make sustainability real in JLR and drive us towards achieving our carbon net zero target by 2039."

JLR says predicts that battery value chains will grow 30 per cent annually from 2022, exceeding \$400 billion by 2030, when second-life battery supplies for stationary applications are predicted to exceed 200 gigawatt-hours per year. The company is investing £15bn into electrification by building a comprehensive EV ecosystem as part of its Reimagine strategy.

When Jaguar cancelled its all-electric XJ replacement and seemingly lost interest in updating the i-Pace, it almost seemed like they'd given up on plug-in vehicles. But, while a single partnership with a BESS startup isn't exactly Earth-shattering news, it's nice to see that JLR is at least learning to talk the talk. Now it's time for them to walk the walk.



Land Rover Owners Club of Gippsland Ordinary Meeting

Minutes for meeting held on Monday 8th April 2024.

Meeting held at Gippsland Land Rover, Traralgon.

Meeting started at 8.00 pm

Welcome & thanks.

Alan welcomed everyone and thanked them for their attendance.

Attending; Graham Shaw-Wash, Ian Blake, Charlie Calafiore, Rod Catchpole, Loris Catchpole, Tonee Harlow, Alan Harlow, Terry Heskey, Brian Johnson, Alan MacRae, Helen MacRae, Bob McKee, Annette Fleming, Eric Shingles, Neville Trimnell, Liz Trimnell,

Apologies; Jessica Walsh, Ross Howell, Sue Howell, John Kerr, Heather Kerr, Jan Parniak, Colette Parniak, Greg Rose, Lois Rose,

Confirmation of Meeting Minutes:

Motion; That the March Club minutes be accepted as true and correct. Moved by Neville Trimnell, Seconded by Brian Johnson, Carried. Business arising from the minutes of the previous meeting. Nil

Correspondence:

In:

FWDV Feb eNews.

FWDV Notice of President and Delegates meeting

FWDV National four wheel drive slogan.

Review magazine.

Out:

Relevant emails received have been sent onto members.

Reminders of LROCG meeting email and text.

Future events list email from Alan MacRae.

Treasurer's Report: Alan Harlow for John Kerr

Questions of Treasure, Nil

Motion; The Treasurer's reports be received and approved, Moved by Alan MacRae, Seconded by Bob McKee, Carried.

Publicity Officer's Report: Charlie Calafiore.

Defenders and Range Rover Sports are the top sellers.

No longer selling Jaguars from dealership but still servicing them.

Editor's Report: Eric Shingles.

Hope you liked the Newsletter always looking for more stuff.

Thanks to those contributing.

Webmaster's Report: Alan Harlow.

The web site is up to date.

	Visitors	Pages
Sept	16	75
Oct	11	32
Nov	30	140
Dec	4	20
Jan	5	8
Feb	4	12
March	8	20

FWDV Delegate's Report: Neville Trimnell

Meeting this coming Saturday so will report next meeting.

Eric concerned on what FWDV spending on new building and training ground will have on membership cost.

FWDV Regional Representatives; Greg Rose

* Four Wheel Drive Advisory Committee hosting.

On Tuesday the 26th of March, Greg Rose (FWDV Regional Representative Southern Alpine National Park), Helen Dixon (Parks Victoria Manager) and Mike Dower (PV Area Chief Ranger Foothills and Southern Alps) acted as hosts for the Four Wheel Drive Advisory Committee. In 2016 the group was set up by then Minister for Energy, Environment and Climate Change, Lily D'Ambrosio. The group comprises management and directors from DEECA and Parks Victoria plus the President and CEO of Four Wheel Drive Victoria.

The purpose of the group is to allow discussions on Government policy and collaboration between land managers and the peak body representing four wheel drive interests.

The trip purpose was to look at and discuss; seasonal closures and the "soft closure" of Marathon Road and work undertaken by volunteers from clubs affiliated with Four Wheel Drive Victoria. Also discussed were, better ways for members of the 4x4 community reporting issues to land managers, improved Park Connect logins for volunteers, better messaging of track and road network conditions to members of the public and stronger support for volunteer groups.

Kerri Villiers, Parks Victoria Regional Director Eastern Victoria informed Greg that the long awaited new all abilities toilets for Talbotville will be constructed "soon" as the contracts are about to be signed off.

* Rebuilding of Wonnangatta Homestead Planning Group.

On the 29th and 30th of April Greg will travel into Wonnangatta Valley with the planning group, traditional owners and members of the Parks Victoria Heritage Team to do a site visit to further advance the plans for a replica of the Wonnangatta Homestead. Four Wheel Drive Victoria, Mountain Cattleman's Association, High Country Huts Association, Friends of Wonnangatta, traditional owners gunai kurnai and Parks Victoria will be represented.



The Land Rover had a flat battery. After I asked for advice on Facebook it ended up like this !

Equipment officer Report; Jan Parniak
Nil

Past Events.

* Coffee meeting, at The Daily in Morwell, Friday 15th March. Poor turn up at this one, only Rod and Loris attended but still enjoyed the outing.

* Murrindindi, Thursday 28th March to 2nd April, Alan Harlow Tonee, Alan Jan & Colette headed to Murrindindi for 5 nights. Great weather and big crowd. Survey went well and report to be sent back to FWDV. We were joined by Tonee and Alan's daughter and partner for two nights and Neville and Liz came up on Saturday bringing fresh scones, which great, thanks for their company. It's interesting how diverse the camping groups are now. Large groups of Indians, Islanders, Pakistan's and Nepalis'. We were invited to a lunch of fried goat and crushed fried rice with stewed vegetables. Bit spicy for some. Alan and Jan had fun helping a driver reverse his car and trailer when he could not turn around in a tight space, with Alan ending up driving the car. This was all happening at 10pm on a dark night.

Events Coordinator's Report: Alan MacRae

Future Events.

- * Friday 12th April, Coffee Meeting, Jan Parniak To held at Gracie's Bakery 3, Contingent St Trafalgar at 10am
- * May -July, Neville's planning a trip to Cape York between May and July and would welcome company on the Cape part of the trip.
- * Thursday 31st Oct to Thursday 7th Nov. Cup Week trip Rochester Riverside Holiday Park has been booked with several members reserving a site. Phone 0354841622 to book, 8 of 10 sites booked.

Individual roles	Responsible
Booking site and group contact;	Alan MacRae
Organising Melbourne cup sweep;	Alan & Tonee
Quiz Tuesday	
Melbourne cup food co-ordinator;	Heather Kerr
Friday pm trip to	
Saturday Park Run 5km (can walk);	Wash?
Saturday breakfast booking	
Saturday tea at Hotel motel bistro;	Sue Markham?
Sunday trip;	Trimnells
Monday coffee booking—free day.	
Tuesday site preparation;	Group
Wednesday trip?	
TBC on the trip.	

Technical Matters: Nil

General Business.

- * Clubs 30th year celebration; any ideas? Greg Rose had written a history which is on our web site. For the 20th, the ever generous Ray Massaro paid a few thousand dollars to have an excellent fully catered event at Huggetts Crossing. The date of the 20th anniversary trip was October the 12 2014. Huggetts was the site of the very first Club trip
- Suggestions for the 30th year celebrations are as follows.
- 1 Daytime dinner type function Or lunch To be held around Warrigal Drouin area.
- 2 Club badges indicating 30 years eg 2014 till present

3 Use as a promotional opportunity in the press to increase club numbers.

4 A Land Rover display at a venue or event.

5 Reenactment of the first and 20th celebrations at Huggett's crossing.

6 New shirts tops or jackets with a 30th year promotion.

7 Long service badges.

8 Place an article/add in paper celebrating Ray Massaro's 50 years in the business.

These ideas and any others put forward to be considered by members.

John Kerr created a budget for next 18 months to ascertain what Club funds could be spent on the celebrations with the result showing; We have \$4,000 in bank as at 30 June 2024, the projected budget will have us with a balance of roughly \$4,400 at 31 December 2025.

If we spent \$400 on 30th anniversary celebrations then the balance would be back to what it is now.

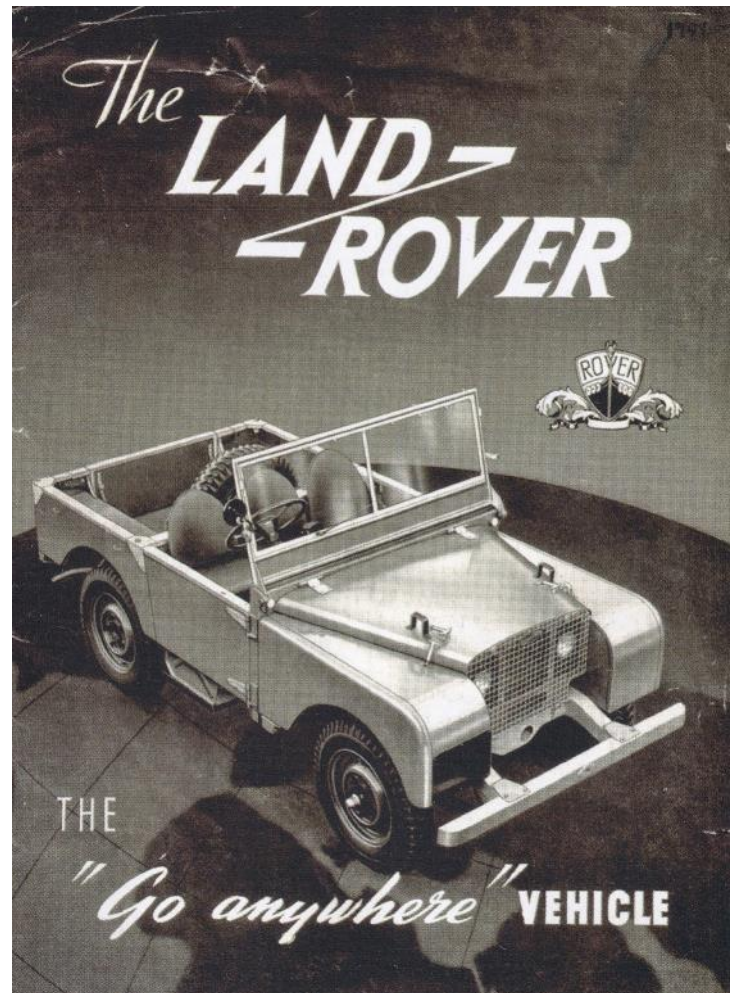
Any additional expenditure on the celebrations will reduce the balance by that additional amount. For this special occasion I am sure the Club could afford more than \$400 on the celebrations.

* FWDV is looking for a national slogan along the lines of "Take care of Nature" If you have an idea pass it on directly to them.

Reminders;

Next Meeting: Monday May 6th at Gippsland Land Rover, Traralgon, with a pre meeting dinner at the Morwell Italian Australia club at 6pm. RSVP to Bob please.

Meeting closed at 8:40:pm.



The cover of the second sales brochure for Land Rover

Victorian 4x4 Show

By Greg Rose



The Land Rover Owners Club of Victoria's, annual Victorian 4x4 Show, was held on Sunday the 18th of February at Lardner Park.

LROCV volunteers had been working for several days before the event to have everything in place for traders and exhibitors to arrive for setup on the Saturday. It takes a little over one hundred LROCV volunteers to run Australia's largest and longest running outdoor 4x4 show. Lois and I had been at Lardner Park from Friday afternoon photographing everything for LROCV. Sunday morning there was the normal seemingly chaotic, but well organised, couple of hours of final setup prior to the public arriving.

The weather was ideal and there was a long line of folk waiting for the official entry time and the visitor carpark was rapidly filling up. It was worth wandering through the carpark as there were some interesting vehicles this year.

Traders at the show covered just about everything. ARB had their new Earth Camper trailer which attracted considerable attention. Plenty of traders had four wheel drive accessories including roof top tents, drawer systems, lights, floor mats, brake upgrades, suspension, huge range of recovery equipment, sound systems, communication gear, tyres, fuel tanks, etc. There were swags and awnings and a range of camp cooking options. You could buy a chair, or some whiskey,

perhaps beef jerky or an ice-cream. If people bought heavy or bulky items, the local scout group was on hand with a trolley to transport items to people's vehicles. There were some good bargains to be had with most traders offering show specials.

A few four wheel drive clubs were in attendance and Four Wheel Drive Victoria had a large marquee. The CEO, the president of FWDV, board member and office staff were on hand to answer questions. Parks Victoria, DEECA, SES and CFA all had a presence at the show.

The Warragul Ineos Grenadier dealer had two vehicles on display and they attracted a lot of attention. The sales staff were answering questions all day. There were a couple of Grenadiers in the carpark and one trader had a Grenadier set up for camping with some nice accessories and a roof top tent.



The vehicle that attracted the most attention was a LROCV member's Austrian made Steyr-Daimler-Puch Pinzgauer. Probably one of the most capable 4x4 or 6x6 vehicles ever built, the one on show had just been used as a vehicle, in the currently in production film, featuring Liam Neeson. For filming purposes, it was badged to look like a Chinese military vehicle. Red stars on the doors.

Food vendors were doing great trade selling pizzas, chips, hamburgers, hot dogs and the all important coffee. Children could play on the jumping castle or feed baby animals at the petting zoo.

At the demonstration area LROCV members explained the basics of four wheel drive operation and demonstrated basic recovery techniques. It was fascinating seeing how differently the three demonstration vehicles, a current model Defender, a Td5 Defender and an ex-army Land Rover operated. They were all very capable but tackled cross axle situations in totally different ways.

Probably the most popular activity was the Adventure Circuit. David Murray ran the circuit again this year. There always seemed to be a long queue of people ready to enjoy being bounced around in a variety of vehicles. The Defenders are always a popular choice. This year the local Nissan dealership had a new V8 Patrol burbling around the obstacles and splashing through the water crossing. Some people went around more than once, selecting a different vehicle to passenger in each time.

It was a good show, the weather was kind and people enjoyed all that was on offer.



A Watched Pot Does Boil

By Greg Rose, (who has way too much time on his hands)

I have a shelf in my camping equipment cupboard full of stoves for boiling water. The collection is the result of decades of bush walking, light weight camping, and just curiosity about new products. All of them have been, and in most cases, still are, used regularly.

With nothing much to do one morning recently, I decided to conduct some “highly scientific” tests, to see which was the most efficient at boiling water.

These were the candidates for the testing.

MSR Pocket Rocket.

A tiny gas burner, used by lightweight gear campers for years. It screws onto standard gas canisters. Folds up to a small lightweight unit and comes with its own plastic case. Approximately \$100.



Jetboil Flash.

Requires small Jetboil canisters and packs into itself. Can use larger canisters. Been a “go to” device for lightweight campers for many years. Approximately \$230.



Coleman single burner dual fuel stove, model 533. Uses Shellite or unleaded petrol. Very old school and hard to get in Australia now. The one I have is my second Coleman single burner and I had to get it from Amazon US. Cost around \$200. Prices vary widely.



Biolite Campstove 2+.

A very hi tech stove that burns twigs, compressed wood, etc. Has a built in fan, to aid air circulation for the fire, powered by the clip on battery pack that re-charges itself from the fire heat. It will even charge small devices like phones. I was given the whole kit, which includes a jug for liquids and a grill plate. The full kit costs well over \$400.

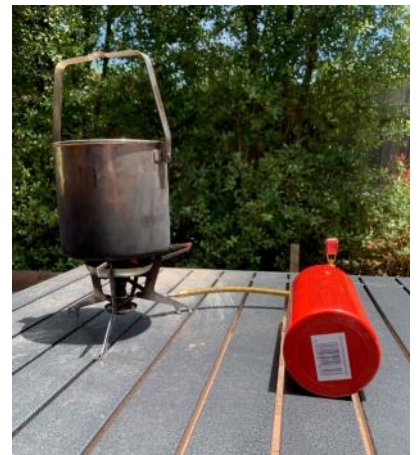


Alton Titanium Flatpack Twig Stove.

As the name suggests, this is a series of 7 titanium pieces that come flat in a pouch and clip together to form a twig burning stove. Around \$60 from Alton in Queensland.



MSR Whisperlite International Multi Fuel Stove. Very compact. Uses a variety of fuels, kerosene, unleaded petrol or Shellite. Favoured by world travelling backpackers due to the fuels it can use. I use Shellite as it burns the cleanest. You require an MSR or similar fuel bottle to attach to the stove. Approximately \$250. The required fuel bottle comes in three sizes and costs approximately \$44. I would recommend getting the “maintenance kit” as well, an additional \$90.



Trangia Cooker System. These methylated spirits burning stoves come with a couple of pots, a small frying pan, stand and wind-shield, a pot handle and the methylated spirit burner. It all neatly nests together. Need to have a leakproof container of methylated spirits. Used to be the bushwalkers first choice. Approximately \$160.



The test I conducted was to find out, in ideal conditions, how long each stove would take to boil 500ml of water. I chose 500ml as it's enough for a couple of mugs of tea or to add to a dehydrated meal pouch. There was no wind to blow flame around. The water started at the same temperature for each test. For the really scientific folk, the test was conducted at 32 metres above sea level and the air temperature was 22 degrees Celsius. For the stoves that required a billy, the same stainless steel billy was used, cooled after each use. I used the Trangia's own small pot. The lid was off the pots and billys so that I could see as soon as the water reached a rolling boil. For the twig burning stoves the same type of wood was used. I started the timer for the twig burners as soon as the fire was lit with the pot or billy on top of the stove.

The results are interesting.

Jetboil Flash. — 2 minutes 10 seconds.

MSR Whisperlite International Multi Fuel, using Shellite. — 3 minutes 17 seconds.

MSR Pocket Rocket. — 3 minutes 30 seconds.

Coleman Dual Fuel Stove. — 3 minutes 40 seconds.

Alton Titanium Twig Stove. — 9 minutes 20 seconds.

Biolite Campstove 2+. — 17 minutes.

Trangia Stove. — 18 minutes.

Neither the Biolite nor the Trangia produced very convincing rolling boils.

I'm not surprised that the Jetboil was the quickest. The brilliant design revolutionised the lightweight stove world when it came out. I have been using them since the early 2000s.

The disadvantage of the twig stoves is getting the fire going and up to temperature. I started each with my normal fire lighter, a cotton ball with Vaseline on it. With each one I started with very small twigs and worked up to short sticks about the thickness of a pencil.

The Biolite, although technically clever, is very slow to boil the water in the pot, even with its fan on high. The problem is the small burner capacity and the need to regularly lift the pot off the heat to feed the fire some more twigs. I have used it successfully on many occasions with the Biolite grill attachment, you can feed the fuel in with that attached. I think if a bed of coals was built up, twigs added and the fan assisting, the boil time would be shorter but the prep time longer.

The advantage of the Alton stove is its small size and light weight and the small amount of fuel it uses. The Alton is probably the most cost effective stove. A couple of handfuls of twigs and dry leaves is all you need to boil water. I use it to save gas or Shellite at the end of the day when camp is set up and it's cuppa time. The twigs burn away to a fine ash, easily disposed of when cool.

The MSR Pocket Rocket is tiny, but you need gas canisters. Great for boiling water but I find its concentrated heat makes a hot spot in frying pans.

Due to the low flame temperature of the methylated spirits in the Trangia, it is very slow. If time is not a consideration, it is a great all in one kit. An advantage is that the fuel is less volatile than Shellite.

I have found that the liquid fuel stoves (Shellite) are better

than the gas stoves at high altitudes and in below zero temperatures. The negative aspect of these stoves is the lighting procedure. The fuel bottle (MSR Whisperlite) or stove's fuel reservoir (Coleman), must be pressurized by pumping. The fuel valve is then opened and the pressurised fuel lit. There is often a significant amount of flame until the stove reaches the temperature to keep turning the fuel to vapour. This process can be a little alarming until you get used to it. Not one for children to be anywhere nearby.

The twig burners have the advantage of fuel being free and readily available, as long as it is dry. Liquid fuel, Shellite, unleaded petrol or methylated spirits is available almost anywhere that has a service station or hardware store. Shellite used to be cheap but is now quite expensive. The best way to purchase it is to get 4 litre containers from places like Bunnings, and decant it into the fuel bottles. Each bottle last quite a long time.

Gas canisters are getting more common in stores. They do take up more space than the liquid fuel for similar burn times. The empty canisters become a trash problem when travelling.

I tend to use a combination of stoves if I am vehicle based. Jetboil for a quick cuppa (and to make a thermos at camp in the morning for use later in the day). The Coleman Shellite stove for meal cooking, I have a two burner dual fuel Coleman as well. The Alton Twig Burner for times when I am trying to conserve other fuels on a long remote trip. If I'm off travelling with just a pack, I use the MSR Whisperlite International.

A lightweight folding windbreak will greatly improve the efficiency of the stoves. Some of these stoves should not be used on Total Fire Ban days. None of them should be used inside confined spaces, especially tents.



Gippsland History



From the Gippsland History Facebook site
Posted by Steve Johnston

Henry Maple was no bushranger

The story of Henry Maple has been the subject of several posts on this group, sourced from *The Age* on March 28, 1922 or the *Daily Standard* on December 30, 1935.

My family has a personal connection to this event as our grandmother, Bessie Johnston (nee Johnson), was fired at by Maple, but thankfully not hit. She was 16 years old at the time.

The following well-researched account is by Jeanette Angee, in *Spreading Branches*, Issue 78, November 2008, a journal of the Narre Warren & District Family History Group Inc. Additional names or places have been added by myself in parentheses.

Was Henry Maple a Bushranger?

Henry Alexander MAPLE died 28 March 1922 in Neerim Junction, Gippsland, Victoria. His death was the result of a shoot-out with police and members of the local community who had known the youth all of his life. Henry was only 15 years old at the time, the second of six children born to Joseph Henry Maple and Ethel Louise (nee Awty). He appeared to have a normal childhood growing up on his father's farm in the Neerim area with his brothers and sisters. There is however evidence from the inquest into his death that he once spent time in the Royal Park Neglected Children's School and made the acquaintance of the other lad involved in the incident, Joseph Banks.

It all began with a robbery at Neerim Junction general store that belonged to the Bloomfield Co-operative Butter Factory. The store was broken into and goods to the value of 60 pounds were stolen. They consisted of clothing, drapery, groceries and about 2000 rounds of ammunition as well as a Winchester rifle and a breech loading shotgun. The police discovered that a local youth (Henry) and a friend of his could not be found and they were suspected of the crime. At 5am on the third day after the robbery the lads had been seen firing 12 shots at a local house occupied by a settler and his family. One of the shots just missed one of his girls. Warragul police and a detective from Sale joined the search. They were engaged all day Thursday searching the thick bush to the north of Neerim Junction and along the River Latrobe. In many places it was too steep and the forest too thick to utilize their horses. They came upon the suspects later in the afternoon and they were called on to surrender, but instead one of them fired point blank at a Constable [Bartils] from a distance of only a few yards, the bullet going through his helmet and only grazing the scalp. The youths fled down the gully.

Friday morning the officers came across a camp, evidently made by the youths and then while riding from Goodwood towards Neerim Junction they met Banks. He was unarmed and made no attempt to escape. He took his captors to a

spot where he had concealed a shotgun and about 250 cartridges. Maple, he said, had gone to Neerim Junction to obtain a change of clothes.

While this was going on, the women at some of the farm-houses spotted the other youth with a rifle and when attracting the attention of the men with their cries they frightened the youth away. As he proceeded through several properties he could be seen brandishing the gun and before long one of the local identities [George Woolstencroft] approached on horseback to head him off. Shots were fired and one of Maples' struck the stock of the local identity's rifle, and was deflected into his right arm near the shoulder. Another shot entered his back and also near his shoulder and he fell to the ground. Miss Martin, the district bush nurse hurried to his aid and dressed his wounds before he was taken to Dr Ley's private hospital, Warragul.

Robert Banks, when brought to Neerim Junction said that he was glad that he had left Maple to give himself up. He said they had met at the reformatory and when they left it was arranged that they would meet at Neerim Junction. He made a statement: "We broke into the Bloomfield store on Monday night and hid the goods in different places. On Wednesday night we went to a place near Johnstone's [Johnson] where we had hidden food but it had gone. Maple blamed the Johnstones for taking it and we went to a gully below Johnstone's house. The girl Johnstone [Bessie Johnson] came to the back door and Maple fired several more shots but he did not know if he intended to hit the girl."

Banks then described the encounter with police and the Constable brought Banks by motor car to Warragul where he was locked up.

Henry eluded the police for six days but on the seventh day he was seen crawling through some bracken on a local identity's farm [Glen Nayook]. Friends called out to him, telling him that the man he had hit had not died, and tried to persuade him to give himself up. The only reply was a volley of shots. As it was obvious that he was not going to give himself up, shots were fired into the bracken; more shots rang out, then silence. After some minutes a search was made and his body was found slumped in the bracken. His rifle had jammed.

Did he take his own life or was it accidental?

In a report which appeared in *The Argus* April 1922 it was explained: "Since the post mortem examination of the boy Henry Alexander Maple by Dr. Trumpy and the extraction of the bullet from the brain, the opinion is expressed that the fatal shot was fired by his own pea rifle. The bullet, flattened to the size of less than that of a threepenny piece is about the same weight as the bullets found in Maple's pockets. Maple had told his comrade Banks that he never would be taken alive. However it was also possible that the rifle had accidentally gone off when caught on the thick bracken fern near the log where he was found." The coroner's finding left the verdict open "Death from a gunshot wound while resisting lawful arrest".

Gippsland History



This episode in 1922 was probably not technically “bush ranging” but because Henry was on the run in the bush for six days, he and his mate became known in the area as the “Young Bush Rangers”. Henry is buried in Neerim cemetery, C/E Monumental section 27/3/1922 grave 100G.

Abridged statements by Henry’s father Joseph Henry Maple from coroner’s inquest:

Statement 1: 28th March:

“Yesterday morning 27 March I proceeded to Warragul hospital and then saw a body I identified as my son Henry Alexander Maple age was 15 years. He was born on 10th July. He was between 15 and 16 years of age. I had seen the deceased alive on 20 March — Monday. He was in my house. I said to deceased it was time to go to bed, will you have a cigarette. He was playing cards at that time. A lad named Banks was at that time out in the kitchen. As they were going to bed I asked deceased if he would have a cigarette. he replied, “no thanks dad”. He came in and said I might as well have one and I gave him a cigarette. He lit the cigarette then went to a room off the building. That was the last time I saw deceased alive. The next morning I went to the room and said to the little girl to call them. The girl went to the room to call them and came back and said they are both gone. I then went to the front gate to look for any tracks to see if I could see which way they had gone. Not finding any tracks at the front gate I went up to the other corner of the block. I saw some tracks where they had gone out on to the road. I never saw the deceased after I gave him the cigarette. I next saw the dead body of the deceased at the Warragul Public Hospital.”

Statement 2: 29th March:

“The state of health of deceased was always good. When I last saw deceased alive he was in his usual good health. Deceased was able to read and write. I never read the books the deceased read, bush ranging yarns at home. At a small age he returned from the Neglected Children’s Dep. to one place at Thorpdale. He never had any strange habits. Deceased had a single barrelled gun. It was in my house. It disappeared. I can’t say when I saw the gun. I knew the deceased had the gun. I had 25 cartridges at my place and they were missing. Sometime after deceased left I noticed that they were gone. I noticed tracks at the front gate. I wanted to know which way they had gone as I had an idea of going after them. Banks was at my place from Saturday to Monday when they disappeared. I had to find the tracks so I could trace them. I was not aware then that the gun and cartridges were missing. I was somewhat alarmed when they both left. I was surprised when they had gone without saying something. I got up between 7 and 8 am. I can’t say what time they did go. The last time I saw deceased alive was 9pm on 20 March last.”

Statement 3: 11 April:

“I do not want to add to my evidence I gave on 28 March last. There is an error in the said evidence I

wish you to correct. When I got up on the morning it is stated in said evidence “I went to the room” the words should be “I sent on the little girl to the room.” With the said exception my previous evidence deceased was a left-handed shot. I know the handwriting of the deceased. The handwriting you produced is much like the handwriting of the deceased, I wouldn’t swear the said writing is my deceased son’s. It is much like his writing but the said writing is with a pencil and mostly his writing was with a pen. I stated previously that I did not know the exact age of the deceased. The deceased produced a birth certificate containing my wife’s name and the name of the child registered - Exhibit C.

Before the boy going away he was working on the farm for me. He was a good worker, cutting trees and falling timber. He was quite contented at home. Nurse Martin was the first nurse who attended deceased after the shooting. I got a statement from the said nurse.”

These three statements were the only ones made by Henry’s father. There was however another 41 pages of evidence in the coroner’s inquest records which I obtained from Public Records Office of Victoria containing statements from every individual involved in the capture of the “Young Bushrangers”.

So was Maple a bushranger?

I concur with the author that the 1922 episode was not technically “bush ranging”, especially since Maple had not made a career out of this activity. However, his actions were clearly criminal in behaviour for breaking and entering, theft and indictable firearms offences, including the shootings of George Woolstencroft and Constable Bartils.

There are also conflicting accounts of the gun Maple used, ranging from a pea-rifle to a Winchester rifle. In any event, pea-rifle is a type of muzzle loading rifle firing a ball about the size of a pea and is capable of inflicting a fatal wound. I recall my grandmother saying with sadness that “he just got into a bit of trouble and did not deserve to be killed”.

Additional references:

Bushranging Exploit Ends, *The Age*, March 28, 1922.

Noojee Calling, by Gladys McIntosh, 1983.



Maple is carried by police to the hospital at Warragul, where he was taken after he was shot. He died half an hour later. *Sydney Mail*. Source; *The Age*, March 28, 1922

Gippsland History



From the Gippsland History Facebook site
A posted Graham Peters

Boisdale Estate
Gippsland Mercury, Thursday 16 March 1882, page 3

THE GIPPSLAND ESTATES NO. X BOISDALE.

This fine estate covers an area of 6500 acres, nearly two-thirds of which are exceedingly rich and fertile flats on the Avon, immediately opposite the Bushy Park property. The balance is lightly timbered open forest land, and of good grazing quality. The whole extent of the estate is capable of cultivation, but the present occupier, Mr P. S. King uses it exclusively for pastoral purposes. Some years since, upwards of 150 acres were cultivated, and the land laid down with English grasses, but in consequence of the rich nature of the soil it was found that the uncultivated portion produced equally as good-pasture, and therefore cultivation was not persevered with. The property is divided into 14 paddocks, and is at present stocked with 1000 head of cattle, much under its usual carrying capacity. Mr King being of opinion that at this season of the year it is more advisable to have a fair coating of grass for any fresh stock coming on than to have a short supply. Cattle are much more likely to thrive quicker in consequence of having a sufficiency of summer grass, which, although dry, is preferable to putting travelled stock at once on to fresh green and young pasture. From this estate, during the last year, 1300 head of fat bullocks have been forwarded to the Flemington yards, averaging a fair remunerative figure. The last few consignments have brought the capital figure of £102 per head, and have topped the market for weeks in succession. These have been Queensland cattle purchased as stores in Melbourne, and although Mr King buys largely from several of the best Maneroo herds, he prefers the Queenslanders as they turn out a far superior quality of cattle, and heavier weights. Many of those I saw on the property, 'the remains of a mob of 600 head, are grand cattle, showing excellent breeding and large frames. To the luxuriant pasture on this property may be ascribed the reason why the Queensland cattle mature so well. In some of the paddocks I noticed some very neat cattle from Maneroo, bred by Mr Cosgrove, of Cooma, which were doing exceedingly well and bid fair to be marketable in an unusually short period, and also some very large framed cattle purchased in Melbourne that had travelled from Queensland, and were trucked to Sale only a few weeks since, scarcely any of them showing at the present time the least sign of their long journey or the trucking. The pasture on this estate is far, superior to anything I have seen lately. Notwithstanding the extremely dry season, many of the paddocks have a splendid coating of rich grass, and in many parts quite green. 'This no doubt is to be ascribed to the very ample water storage and the natural supply from the Avon River. The whole of the paddocks, either naturally or artificially, are thoroughly and permanently supplied with pure clean water, which is so essential to the well-doing of all stock. Mr King does not breed to any extent,

but amongst his milkers I noticed a couple of very superior cows, mother and daughter, showing excellent qualities, and also a very well bred hull, which learnt was the progeny of a beast, from Messrs McDougall's herd.

The horses on the estate, about a dozen, are strong useful stock, suitable for the class of work required of them, and amongst them was that well known flat and hurdle race mare, Diana by Sancho, which a few years since was a fair performer. Her owner has not been successful with her as a breeder the last few years; she has visited Sussex and other good horses, but has failed to produce a foal. Nor can Mr King account for it, as she is not by any means an old mare, and keeps in capital condition. It must be a great loss as an offer of £100 was made for the foal by Sussex had it fortunately lived. This is the only breeding mare on the property and although the proprietor has a great desire to breed from good stock, he is deterred by the richness of the pasture, he not having any land on the estate suitable for mares to run without their getting too high in condition, and thereby running the risk of heavy losses.

The improvements on the Boisdale estate since its occupation by Mr King, now upwards of 6 years, have been very substantial, consisting of 30 miles of post and rail fencing, and extensive and permanent water storage. Excellent stock and drafting yards are erected on the estate, and the whole may be said to be in capital working order, Mr King having only one man and a lad to assist him in the general working of the property, with the exception of odd-times, when such works as fencing or dam making require further assistance. The dwelling has been considerably improved and enlarged, to which are added commodious out buildings, and being situated on the bank of the river, it commands a very pleasant view of Bushy Park and the surrounding plains, with the hills in the background. I was much astonished at the inroads made on the property by floods during the last few years. In some places as much as from 5 to 10 acres of the richest land had been washed away; and this is not in one place only, but in many instances, and should a continuation of the damage occur, the natural channel of the river will be thoroughly changed, to the serious loss of the owner of Boisdale. A few days previous to my visit, the whole of the bush country at the back of the estate was on fire, which caused considerable uneasiness to the proprietor, but by dint of continuous watching for over three days and nights, a mastery was obtained over the devastating element without the loss of any pasture or fencing.

In closing my remarks on this very valuable property, I cannot but express myself as thoroughly gratified with the extensive and useful improvements made on this estate since its occupation by Mr King, as also to the first class management and order which rules on every portion of it.

Had a terrifying experience last night. I was alone in the house having a bath.....when all of a sudden..... I felt a tap on my shoulder.