

LAND ROVER OWNERS' CLUB

OF GIPPSLAND

NOVEMBER / December 2021 NEWSLETTER

MERRY CHRISTMAS
& A HAPPY NEW YEAR



GIPPSLAND LAND ROVER

5535 PRINCES HIGHWAY, TRARALGON (03) 51721100

GIPPSLAND'S HOME OF LAND ROVER

Proud sponsors of the Land Rover Owners Club of Gippsland





LAND ROVER OWNERS' CLUB OF GIPPSLAND

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

LROCG President's Annual Report

Another year of covid and as such another year of compromise.

The club continues due to the work of a few to ensure we could meet when possible.

Multiple coffee meetings between lock downs, we squeezed in a club navigation trip and a couple of Club meetings, two days at McMichaels hut to install a table and chair, camp hosting at Wyperfeld, a clean up at Donnelly's Creek, and a trip to Chiltern for the Melbourne Cup weekend. For a second year in a row our November Parks Victoria trip was cancelled due to a bad weather forecast.

Our club membership has remained strong and attendance at the few events we have been able to conduct have been typical.

The work done by Eric to keep us informed via the newsletter to keep us connected has been great and I thank him for his persistence and high standard. Of course, a newsletter is only as good as its content and I would like to thank those who contribute articles.

Our financial status hasn't changed in any great way as John will point out but the work to collect the income and pay the accounts goes on, which John has done in a professional manner, so John thank you for your work.

Again, our year was such that we were unable to meet in person so we conducted our communication and business via email and the committee members were very cooperative which I appreciated, to ensure we got the key issues dealt with.

Their council was again invaluable. A special thanks to, John and Robert for keeping on top of things while I was travelling. I do have a concern and that is our membership average age is going up and it would be good to see some new younger members join our club. Perhaps the club could give some thought to how we may lower the average age. And I don't mean by kicking out the oldest members.

We should also remember and be thankful for the great contribution Gippsland Jaguar Land Rover provides to our club and the management of that effort by Charlie.

I would like to finish my report by recognizing the great work and support Tonee provides personally and to the club.

Alan Harlow.



This month's cover; Graham "Wash" Shaw tackling Humbert Track, in the Gregory National Park in the Northern Territory, with his Defender

Land Rover Owners Club of Gippsland 2021-- 2022 Committee

President	Alan Harlow	0419 530 117
Vice President	Helen MacRae	
Minute Secretary	Tonee Harlow	
Treasurer	John Kerr	
Publicity Officer	Charlie Calafiore	03 5172 1100
Secretary	Charlie Calafiore	03 5172 1100
Events CoOrdinator	David Murray	AH)0438 369 110
Editor	Eric Shingles	03 56232 501
Property Officer	Ross Howell	
4WD Vic Delegate	Neville Trimnell	
Webmaster	Alan Harlow	0419 530 117

Life Member's Ray Massaro, Greg & Lois Rose.



"It is not what is under the tree that matters, It's who's gathered around it".

Outstanding service to SES celebrated

VICSES Moe unit celebrated the dedicated service achievements of volunteer members and the support provided by their families at a function recently at the units headquarters.

VICSES chief operations officer Tim Wiebusch and operations manager Russell Wilmont were able to attend in person in a COVIDSafe manner to present the awards.

Several VICSES Service Awards were presented on the evening. Rosemary Dean and Raymond Curran received 15-year service awards.

Both members joined in 2009 and have held many different positions in the unit since this time.

Dean has held roles in media, crew leadership, duty officer and training officer, while Curran has been a deputy controller, equipment officer and logistics officer for the unit.

Ethan Jackson, Patricia (Eileen) Laidlaw and Lisa May all received five-year awards.

Between them, they have attended 835 emergency requests for assistance, with May attending a whopping 529 of these calls.

Edward (Ted) Allchin received his third National Medal clasp.

This special medal is awarded to those who have spent at least 15 years putting themselves at risk in service of the community, with clasps recognising every additional 10 years of service.

Allchin has been a member of VICSES for nearly 50 years, joining the service in 1972 when he was called upon to operate a radio during a search.

This is an outstanding service achievement for one person.

An Esprit de Corps certificate was awarded to Sarah Collins. These awards are presented to members who have gone above and beyond the call of duty on behalf of the general unit membership and are deserving of special recognition for their work.

Even though Collins has only been a member since last year, she has provided committed and consistent support to



Huge honour; VICSES stalwart Ted Allchin received his third National Medal clasp at the recent presentation. Allchin is pictured with VICSES chief operations officer Tim Wiebusch.

her fellow members, particularly during the units challenging journey to become Road Crash Rescue accredited.

Collins has also lead multiple searches and has deployed to many different emergencies across Victoria during 2021.

"We are extremely proud of what our members have achieved," Moe SES Unit controller Brad Henry said.

"Their dedication and commitment speaks for itself and we could not be more grateful for their time and investment in protecting their community."

The importance of family support in enabling VICSES volunteers to respond to emergencies is vital for a fully volunteer service to function at its best.

For information on volunteering with VICSES in your area, visit ses.vic.gov.au/volunteer.

From the Latrobe Valley Express, 29th November 2021



Recognition; VICSES chief operations officer Tim Wiebusch with Moe SES Unit award winners Sarah Collins, Jason Clough, Moe SES Unit controller Brad Henry, Lucas Rogers, VICSES operations manager Russell Wilmont, Moe SES Unit members Ted Allchin, Rosemary Dean and Judson Gordon.

Spy pictures of Grenadier

The LROCG editor took these pictures of an Ineos Grenadier prototype, which he came across in Gippsland. The prototype, which is number four of the eight built, is in Australia being readied for a promotional tour, where invited guests will be shown the vehicle tackling an off-road course.



Ineos Grenadier drive day

After finding the Ineos Grenadier was in Gippsland, the LROCG editor got him self invited to a drive day.



DHL says pay talks with workers at Jaguar Land Rover have 'successfully concluded'

DHL has announced that pay talks with Unite have "successfully concluded" after the union's members gave "strong backing" for industrial action following a long-running dispute. On November 15, it was revealed DHL workers at Jaguar Land Rover plants in Birmingham and Solihull could potentially walk out after 2,000 Unite members were balloted for action. And today, December 20, the global logistics firm, which sorts parts for the car manufacturer, said pay negotiations had been settled.

Latest updates as semiconductor chip crisis cripples industry

Production halted for Skoda and Volkswagen, while other brands sign deals with electronics giants.

After a difficult year where the automotive and technology industries have been hampered by a shortage of semiconductor chips, several manufacturers are still feeling the strain, with some having to close production lines earlier than originally planned.

The crisis looks likely to continue well into 2022, despite some, including Toyota, believing the worst was already over. Many firms have now moved to agree significant deals with large electronics manufacturers to ensure a consistent supply of semiconductors well into the future.

The shortage of semiconductors initially stemmed from increased demand for personal computers, tablets and smartphones at the height of the Covid-19 pandemic, which largely diverted supply away from the automotive sector, and it now extends to Covid-related closures at semiconductor factories and international shipping ports.

Previously, Autocar reported that a number of manufacturers were urgently seeking to overhaul their components supply chains as a workaround to ensure continued production. Industry analysis company IHS Markit said at the time that the shortage could cut global production by nearly 700,000 vehicles year on year, although the final figure could be even higher.

Land Rover Defender Icon Models Are Tiny And Absolutely Adorable

Land Rover's design team created these scaled-down Defenders. When it comes to scaled-down automotive collectibles, there are generally two camps. One side wants as much detail as possible, while the other appreciates the essence of the basic shape. Of course, these philosophies aren't mutually exclusive, but this lineup of mini Land Rover Defender models certainly embraces the basic form of the iconic off-roader over all else.

That was the goal of Land Rover's design team in creating this new series of scale-model Defenders. Simply called the Land Rover Defender Icon Model, collectors can choose between three colors including Gloss Black, Gondwana Stone, and Pangea Green. Of those, Pangea Green stands out as not being a solid color overall, sporting a white roof with white wheels for a little extra pop.

That's pretty much as detailed as these small replicas get, save for black glass and lights to set those areas apart from the body. For those who really want a pure form-over-function interpretation, the black model is truly a monotone Defender showcasing its shape. Prominent body features such as the fender vents, hood lines, and grille with an offset badge are also represented.

A spokesperson for DHL Supply Chain said: "We are pleased that the current pay negotiations have been successfully concluded.

The union, which warned that any potential strike involving DHL workers at Midland car giant Jaguar Land Rover would have a "serious and immediate" impact.

The action would have impacted JLR sites in the West Midlands and Merseyside, including Castle Bromwich, Halewood, Hams Hall, Midpoint Tyrefort and Solihull.

The European Automobile Manufacturers Association (ACEA) said the global chip shortage has caused a loss of three million vehicles compared with 2019.

"For the sake of our industry's global competitiveness, Europe must strengthen its technological sovereignty to be able to provide essential components to the region's core industries," said ACEA president Oliver Zipse.

Jaguar Land Rover

JLR is still warning of long waiting times for its new models. The firm issued a warning to leasing companies that the lead time for 53 model variants extends to over a year, with 2022-model-year Land Rover Defender, Land Rover Discovery, Land Rover Discovery Sport, Range Rover Evoque and Jaguar E-Pace models all impacted, reported Fleet News.

"Like other automotive manufacturers, we're currently experiencing some Covid-19 supply chain disruption, including the global availability of semiconductors, which is having an impact on our production schedules. We continue to see strong customer demand for our range of vehicles," JLR said in an earlier statement to Autocar.

"We're working closely with affected suppliers to resolve the issues and minimise the impact on customer orders wherever possible."

The models measure just 6.5 inches long, and yes, they were designed by the company as opposed to a third party. Land Rover Design Director

Massimo Frascella and the Land Rover design team specifically created the models to emphasize the Defender's basic shape and iconic features. A quote from Frascella on Land Rover's website summarizes the effort, stating "the adventurous spirit of Land Rover is expressed through the Icon Model's characteristic form and attention to detail, while its simplicity gives a timeless quality to the design."

The three Land Rover Defender Icon models are listed on Land Rover's accessories website for \$82 each. There's no mention of quantity or limited production so presumably, Land Rover will make as many as people want. With the models being a product of the automaker's design team, we can certainly see Land Rover enthusiasts being particularly interested in these cool keepsakes.



Discovery hot on heels of Rangie relative

Any dirt-road driver will confirm that the smartest way to follow a car on a dusty track is to sit as close as possible behind the vehicle in front.

The closer, the less chance the dust has to billow up and spoil the view.

Clearly it's a lesson not lost on the people at Land Rover - the beloved British brand that virtually invented the four-wheel-drive and has remained a leader in that category for seven decades.

In recent years, Land Rover's long-serving Discovery has attached itself to the tailgate of the vehicle in front - in this case its posh and popular sibling, the Range Rover - keeping its nose clean in the process.

It seems every time the Range Rover zigs, the 'Disco' is zagging in perfect harmony. So when Range Rover globally revealed a phenomenal all-new model to the world last month, the desk lamps were being switched back on at Land Rover's Coventry-based factory.

It's a tactic that has helped elevate the Discovery from its capable, go-anywhere persona to being a classy, viable alternative for those whose budget doesn't quite stretch to a Range Rover.

Never has the Discovery, in its fifth generation, looked and felt more like a "Rangie" - or been built with as much commitment to technology and build quality.

Its recent mid-life upgrade, through a mix of imitation and innovation, brings fresh levels of luxury, sophistication and style.

And it's no cosmetic once-over. While stopping just short of a complete refurb, the Discovery gets a swag of new technology - most particularly two all-new engines - some of it destined to be shared by the Range Rover.

There are also a handful of aesthetic upgrades. For instance, the new palm-style gearshifter that will also feature in the new Rangie; and the screen for the excellent Pivi Pro infotainment system which is slightly curved, improving both visibility and aesthetics. It's also Range Rover bound.

The Pivi Pro platform, by the way, is as impressive as it is unobtrusive with logical, easy-to-operate commands, classy graphics and a broad range of functionality.

Another little quirk that impressed was how the entire climate control panel on the dash hinges outward, at the push of a button to reveal a special little "secret" storage nook behind.

It's perfect for valuables, house keys or sunglasses that can discreetly be hidden away from would-be thieves.

The new-look cockpit is minimalist but handsome and speaks of class and quality.

But it's beneath the bonnet where this big, handsome Discovery enjoys a generational change.

Land Rover has released a new series of their Ingenium diesel engines, including the twin-turbocharged, straight six-cylinder diesel featured in the D300 machine, as tested.

It punches out an authoritative 221KW and 650Nm - which translates into a very responsive, flexible machine able to reach the speed limit in a brisk 6.8 seconds, yet sipping a modest 7.5L/100km - a remarkable combination of numbers for a seven-seat vehicle of this size and weight.

The new Discovery will feature five trim levels - S, SE, HSE and two with the sportier R-Dynamic profile; and buyers will

have a choice of the diesel or the quicker but thirstier P360 turbocharged petrol engine.

Both engines (one petrol, one diesel) are in-line configuration, each featuring mild hybrid technology via a 48V electric system that adds some electric boost to improve takeoff power and fuel efficiency.

The P360 (265kW) becomes the most powerful engine ever offered in a Discovery Down Under - but the diesel option is still the preference.

Of course, the other way the Discovery mimics the Range Rover is on its price tag, where even the base-offering Discovery will cost six figures (\$99,900 plus on-road fees). Of course, the "extras" list is long and, in the case of the SE D300, pushed the price up from \$113,375 to a hefty \$134,541 once a few boxes were ticked. That includes \$3970 for an advanced off-road pack and \$3515 for a family pack bringing two sunroofs, four-zone climate control and privacy glass.

All models now feature air suspension as standard (how very Range Rover) with the ability for ride height to be lifted for heavy-duty off-roading and wading; or lowered to improve access and aerodynamic performance.

It also aids with access to the rear loads pace (which, by the way, is an expansive 2595L with the third-row seats in place). Yes, that's right, the Disco offers a seven-seat option, which in the case of the test machine was a fully automated, one-touch operation. And with the middle row folded down the cargo capacity of the Discovery is vast.

There's even a little shelf that, when the electric rear gate is deployed, extends out beyond the rear bumper to provide a little 'seat' - perfect for watching a polo match or kids' sporting fixture.

Who knows, there might just be a few Range Rovers there, as well. Just be careful not to get too close.



LAND ROVER DISCOVERY SE D300

* HOW BIG? It's a genuine seven-seater, whose chunky lines disguise its full dimensions. But it's a big'un.

* HOW FAST? Thanks to a punchy new twin-turbo diesel, it will reach the speed limit in 6.8 seconds which is brisk.

* HOW THIRSTY? Again, that nice new diesel, combined with a mild hybrid system and eight-speed auto, helps it sip 7.5L/100km on average, and below six when highway cruising.

* HOW MUCH? The SE D300 tested here costs \$113,375 plus on road costs. As tested, it costs \$134,541 plus statutory charges.

Watchdog overturns ban on advert of Land Rover in forest

Activists say ad could encourage driving in ecologically sensitive areas and accuse ASA of bias

Environmental campaigners have accused the UK advertising watchdog of bias for overturning a draft ruling that banned adverts for a mud-splattered Land Rover Defender off-roader after previously saying it encouraged “socially irresponsible” driving that could “cause damage to vulnerable habitats”.

The national newspaper ad featured a Defender in a forest with the headline “Life is so much better without restrictions”. Text accompanying the ad said the 4x4 had the “capacity to go almost anywhere and do anything. If you take one for an extended test drive ... a whole new world of freedom awaits”.

The Advertising Standards Authority received 96 complaints, including from several environmental campaigning groups, that the ad was socially irresponsible for encouraging and condoning behaviour that could destroy ecologically sensitive environments, and was detrimental to the environment. Jaguar Land Rover, the Indian-owned carmaker that builds the Defender in Slovakia, said the vehicle was depicted on an established track in a forest and was focused on increased freedom after the relaxation of Covid-19 restrictions, not irresponsible driving behaviour.

In the draft recommendation shared with complainants, the ASA, which in September said that it was going to crack down on marketing that encouraged environmentally irresponsible behaviour, ruled the ad should be banned.

“The overall impression of the ad suggested that the vehicle could be driven without any restrictions, including in ecologically sensitive and off-road environments such as forests, where in doing so it would be likely to cause damage to vulnerable habitats and vegetation,” the ASA said.

“We considered that the ad encouraged and condoned the use of a vehicle in a way that was detrimental to ecologically sensitive environments, and was therefore socially irresponsible.”

However, final sign-off on a ruling is given by the 12-member ASA council, eight of whom are deemed “independent” of the media industry. The council decides whether or not ads have broken the advertising rules.

Its final ruling, published on Wednesday, reversed the draft recommendation and cleared the ad of breaking any UK advertising rules, saying that advertisers should “take care” when depicting vehicles in ecologically sensitive environments such as forests.

It added that untarmacked roads such as the one depicted in the ad were common in many rural areas, and 4x4 vehicles could be “vital in those communities”. “We therefore considered that the vehicle depicted in the ad was not being used irresponsibly ... and that the ad was not socially irresponsible,” the ASA concluded. “No further action necessary”.

Robbie Gillett, from the Adfree Cities campaign, who lodged a complaint about the ad, said: “The ASA council has made an overly narrow assessment of this Land Rover advert and failed to see it in a wider picture of a worsening climate crisis, rising urban ownership of SUVs and lethal increases in air pollution.

The watchdog said that the ASA council determined that the claims in the ad were about Covid-19 restrictions, not the environment. “The council are independent, making sure our rulings are impartial,” a spokesperson said. “They determined that consumers would understand ‘Life is so much better without restrictions’ as a slogan to refer to Covid-19 lockdown restrictions, rather than the environment. They also determined that ... it was not clear that the vehicle was definitely driving off-road, illegally or irresponsibly.”

LAND ROVER DEFENDER

LIFE IS SO MUCH BETTER WITHOUT RESTRICTIONS

LAND-ROVER
ABOVE & BEYOND

BOOK YOUR EXTENDED TEST DRIVE

Understandably, there are still restrictions as life slowly gets back to normal. Not so with Defender, the 4WD vehicle with a capacity to go almost anywhere and do almost anything. If you take one for an extended test drive throughout June, a whole new world of freedom awaits. Actually, there is one restriction: you have to bring it back.

Share your experience using #MeetDefender.

Search 'Meet Defender' to arrange your extended test drive now.

WINNER
2021 WORLD IN MOTION
BEST OFF-ROAD CAR OF THE YEAR



Jaguar Land Rover's engineering boss to leave automaker

Jaguar Land Rover's engineering boss, Nick Rogers, will leave the company at the end of the year, the automaker said. Rogers, 53, has led JLR's engineering and research since 2015 during a 37-year career.

"It's been an honour to work with such an incredible team of people to engineer and launch some of the most desirable vehicles in the world," the UK-born executive wrote on LinkedIn. "Today, after almost four decades, it's time to hand over a stronger-than-ever technical team."

In a statement emailed to Automotive News Europe, JLR CEO Thierry Bollore thanked Rogers. "Over the last decades, Nick has experienced, shaped

and led so much of the Land Rover -- and the Jaguar Land Rover -- story. We wish him every success in the future," Bollore said.

Rogers' successor will be announced in the coming weeks, JLR said.

Rogers is leaving to "explore opportunities outside the automotive industry," the automaker said. No other details were given.

Rogers joined Land Rover as a technician apprentice in 1984 when the automaker was part of British Leyland. He continued to rise through the company after it was renamed Rover Group and he became chief engineer under BMW's ownership of Land Rover. Rogers was promoted to global vehicle line

director in 2007 for Land Rover. He became Jaguar Land Rover's head of product engineering in 2015, succeeding Wolfgang Ziebart. Rogers led the development of the Modular Longitudinal Architecture that underpins the new Range Rover but whose wider use within the company was severely curtailed after JLR decided to cancel the 'MLA low' and 'MLA mid' programs as well as the new Jaguar XJ.

Jaguar Land Rover had intended for the MLA platform, which supports full-electric, plug-in-hybrid and internal-combustion engine drivetrains, to underpin nearly all its models by 2025, according to a presentation the company showed to investors in 2018.



Bell Street Sea Lake. 109" Series 1 Land Rover must of belonged to Massey Ferguson dealer. Year unknown.



Melbourne 1950's

Bairnsdale man charged over Italian Flat Campground damage

A Bairnsdale man has been charged for damage caused to the Italian Flat Campground, near Dargo, in October last year. The man allegedly damaged the campground with a four wheel drive vehicle and created a nuisance to nearby campers. The Conservation Regulator investigated the case after reports from the public.

The man was charged under the Land Conservation (vehicle control) Regulations 2016 and the Forest (Recreation) Regulations 2010. He is due to face the Sale Magistrates' Court in November. The maximum penalty for creating a nuisance in a recreational area in a state forest is \$1,817, while damaging public land with a vehicle is \$500.

If you witness illegal vehicle use or suspicious behaviour on public land, please report it by calling 136 186. *From a Media Release issued by Forest, Fire and Regions - Department of Environment, Land, Water and Planning*

Book Review and Camp Cooking Thoughts

By Greg Rose.

The book, "Fire To Fork" by Harry Fisher. Published in 2021 by Exploring Eden Media, available online and from some bookshops.

The Camp Cooking Thoughts are mine, not an expert, but enjoy what I'm doing.

The range of camp cooking options is extensive and we vary the meals and cooking gear to suit the type of camping and travel we are doing. On a quick overnigher I like to keep it simple, a Back Country Cuisine brand, freeze-dried curry and rice, just add boiling water. Some of the newer freeze-dried meals are quite tasty and probably have much more nutritional value than the original varieties that contained "meat" that was little better than the reconstituted cardboard and vegetables of dubious lineage. No messy washing up before crawling into the swag. The freeze-dried meals are excellent for space saving on extended remote area trips too. We tend to alternate between freeze dried and fresh meals on extended trips, to have a variety of meals and a balanced diet. We have our meat supply vacuum packed by the local butcher to extend its life in the refrigerator.

On more relaxed trips I like to get a bit creative and make the

while standing in the snow and as a quick, filling meal for lunch on a long outback drive. The 12-volt ovens are best used while travelling as they have quite high current draw. Travel Buddy and Road Chef seem to be the best brands.



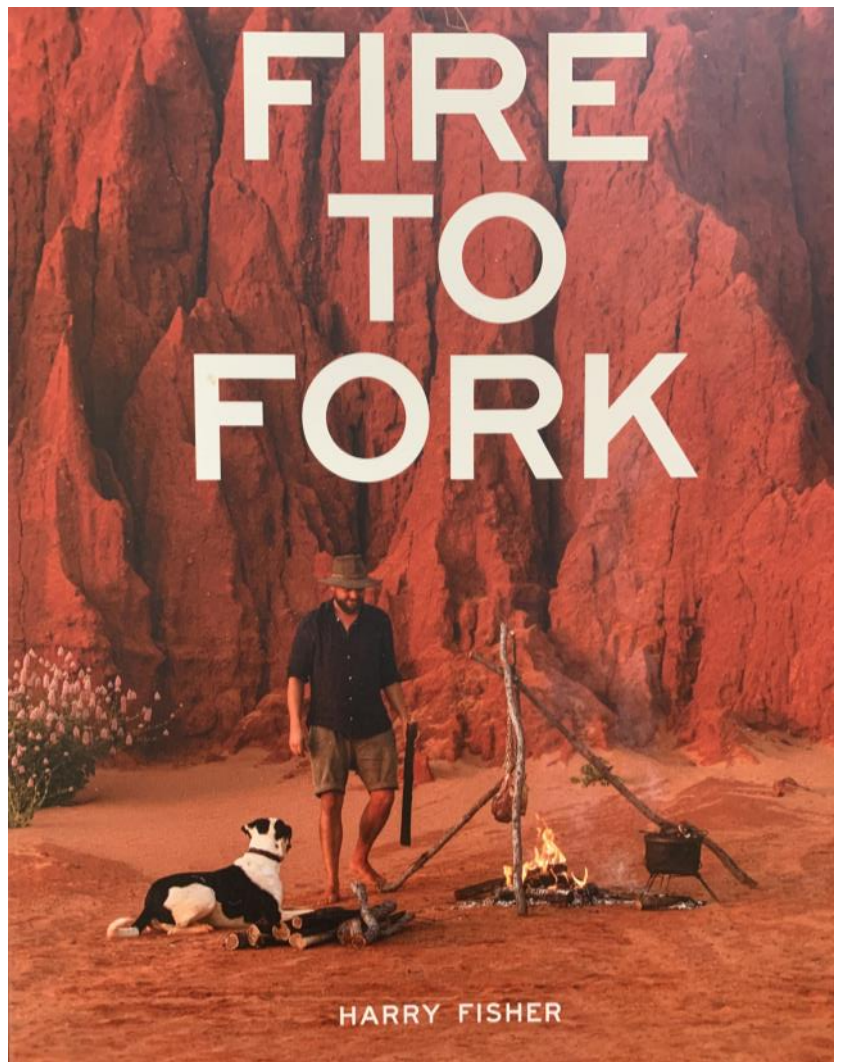
When we are camped in a location for more than one night, I can get ambitious with the menu. A favourite is crusty white bread cooked with campfire coals on top of and underneath the camp oven, to accompany a thick casserole of slow cooked meat and vegetables. The Lauke 500 gram crusty white bread mix packets work very well and have everything you need except water. I've never had a failure with them, but you do have to knead the mix well and allow the required rising times, best to start the process in the early afternoon to be ready for dinner. Once, camped at high altitude in the Alpine National Park, it was too chilly outside for the dough to

cooking and meal experience a highlight of the adventure. It does help if you like cooking, which I do. Our Road Chef 12-volt oven has been a revelation for winter days out or long drive days. There is nothing like the aroma of a homemade or decent bakery bought pie or pastie wafting through the vehicle as it heats up. The oven is great for heating up pre-prepared meals too. We have enjoyed hot food from the oven



rise, but placed in the vehicle with sunlight coming through the windscreen the temperature was perfect. I like to do roast lamb, pork or chicken, surrounded by roast potatoes and other vegetables. Perhaps salmon fillets (a very versatile fish for camping meals), potato wedges and broccolini cooked in a heavy based frying pan over a small fire. Maybe a chicken curry with a side of warm narn bread. Or a pasta dish with a rich sauce after a strenuous hike through the hills.

Last year, 2020, during one of the lockdown periods, I started watching the YouTube channel, "Fire To Fork". With my love of campfire cooking the title attracted my attention. I enjoyed the format and started experimenting with some of the recipes using our outdoor area firepit. Harry Fisher presents the videos, usually accompanied by Fred, his entertaining, stick collecting dog. Fred can often be spotted in the videos casually wandering up to the cooking area to sniff the tempting smells. As the YouTube channel title suggests Harry cooks only with fire, in fact he seems to have a serious dislike of gas camp cooking. In many of the episodes Harry combines a little four-wheel driving or some great outdoor locations. Most of 2020s videos were filmed around Broome where Harry's wife was working as a doctor. Harry has an unlikely background as something of a corporate high-flyer with a desire to earn enough money to buy an Aston Martin. A love of camping, four-wheel driving and with cooking skills learned from his mother, a chef, changed Harry's life completely.



This year Harry has published the book "Fire To Fork", based on the recipes used in the videos. If your idea of a gourmet camp meal is four hot dogs kept warm in a thermos or a sausage poked on a green stick and burnt to a crisp over a roaring fire, the book is not for you. The book begins with some useful tips on cooking with fire and the cooking equipment that Harry uses. The chapters are then titled; Sides, Quick Meals, Meat, Chicken, Seafood and Desserts and Drinks. The ingredients are items you could get at any reasonable supermarket. The assumption is that you will have a fridge, preferably one that has dual zones so that there can be some frozen items. For each recipe there is a list of ingredients and the cooking gear that you might require. The method section of the recipes includes any preparation you might need to do before leaving home, or if base camped, the day before. At the end of some of the recipes there are tips that may include substitution of ingredients. The variety of meals is extensive, ranging from Harry's unique interpretation of "bangers and mash" through to a variety of burgers (highly recommend Hungry Harry's Nopper), Thai green curry (very tasty) and the very decadent butterscotch brie (not for lowering cholesterol).

The book is well illustrated with Harry's photos. It even has a nice little attached ribbon to use as a bookmark. Interesting that Fred the dog features more prominently than Harry's wife. Many of the recipes could be adapted for cooking using gas stoves, in locations or times, when wood fires are not permitted. If you like to experiment with your camp cooking or you are just looking for something to try outdoors at home, I can highly recommend the book.



We've all heard the story, but now we have proof

Land Rover Owners' Club of Gippsland November Ordinary General Meeting

Minutes for meeting held on Monday 8th November 2021.
Meeting held at Gippsland Land Rover, Traralgon. Meeting started at 8.03pm.

Welcome & thanks by Alan Harlow.

Attending;

Shirley Allchin, Ted Allchin, Ian Blake, Charlie Calafiore, Loris Catchpole, Rod Catchpole, Tonee Harlow, Alan Harlow, Terry Heskey, Sue Howell, Ross Howell, Graham Shaw (Wash), Heather Kerr, John Kerr, Helen MacRae, Alan MacRae, Bob McKee, Annette Fleming, Ken Markham, Sue Markham, Colette Parniak, Jan Parniak

Apologies;

Shannon Brill, Shaun Johnson, Siobahn Walker, Ray Massaro, John Jennings, Lois Rose, Greg Rose, Eric Shingles, Mal Trull, Ian Webb, Liz Trimnell, Neville Trimnell

Confirmation of October Meeting Minutes:

Motion, That the October club minutes be accepted as true and correct:

Moved by John Kerr, Seconded by Charlie Calafiore.

Passed.

Business arising from the minutes of the previous meeting.
Nil.

Membership for next year to remain at \$75.00 per family.

Chairman called for any objections/comments from the floor.

None received: to be ratified at AGM

AGM to be incorporated into our next meeting which will also be our Christmas meeting. This will be held at Erica Recreation Reserve on Sunday 5th Dec commencing at 11am, followed by a picnic lunch.

We will be looking for a new 4WD Vic delegate and a new Vice President at that meeting.

Correspondence:

Out: Emails to members re meeting.

In: Nil to report, all incoming via emails were passed onto members at time of receiving.

Treasurer's Report: John Kerr

Questions of Treasure, Nil

Motion, The Treasurer's report be received and approved,

Moved by: John Kerr, Seconded by: Bob McKee, Passed.

Publicity Officer's Report: Charlie Calafiore.

* Anyone on the snail mail list not receiving their newsletter? Ascertained that Ron Prince wasn't so this will be rectified.

* On the car front...the new Range Rover can be seen in the latest 007 movie. Charlie already has half a dozen orders from clients, due mid 2022. Currently there is a world wide shortage of electrical conductors causing hold ups on many vehicles.

* We now have an MG dealership next door.

Editor's Report: Eric Shingles.

Hope you liked the Newsletter, very thankful for the articles I receive, and always looking for more stuff. (Received via email)

Webmaster's Report: Alan Harlow.

The web site is up to date.

	August	September	October
Visitors	19	19	25
Pages	108	41	55

Photo competition discussed. Looking for more entries, great prizes! Voting on entries at AGM/Christmas Meeting.

FWDV Delegate's Report: Greg Rose

Voting for FWDV will take place this month, Greg will complete and welcomes any advice from members.

FWDVP Regional Representatives; Greg Rose

No report

Property officer Report; Ross Howell

1st Aid Kit, defibrillator and banner are now all back with Charlie for storage at the dealership, after cup week at Chiltern.

Past Events.

*Coffee meeting at Que bar Morwell. Good attendance (12), most enjoyable morning and luncheon.

*October 28th to November 4th; Melb Cup Week: Rod Catchpole. Rod gave a brief summary, full report to come (joint effort by all the participants) and will be in the next newsletter and on the web site.

Events Coordinator's Report: David Murray.

Future Events.

*November 15th, 16th, & 17th. LROCG/PV volunteer trip.

Greg Rose/Bob McKee, Our dates for the November volunteer activity (Monday the 15th, Tuesday the 16th and Wednesday the 17th of November) are in the Parks Victoria calendar.

No further nomination allowed due to paper work required by PV. Those listed as attending; Bob and Annette, Greg and Lois, Ian Blake. Some WWCC still pending.

*November 19th Coffee Meeting; Jan to organise a venue in



Taking a roof-top tent to extremes

Moe (Old Gipps Town) to commence at 11.30 for lunch this time as we usually all stay on for lunch anyway., Members will be emailed the details as they come to hand.

Technical Matters:

John Kerr raised the advisability of driving over rivets after a recent experiment of his.

Alan Harlow expanded on his issues with having to have the drivers side turbo replaced on his Discovery 4 as per the Nullarbor adventure in the Good News/Bad News article in the June newsletter.

General Business.

Alan Harlow thanked Charlie and gave a brief outline on the goodwill experienced which enabled the attendance at the grand final in Perth of himself and Tonee, and Jan and Collette Parniak.

Alan also highly recommended the Kimberley Cruise which the Harlows, Parniaks and MacRaes embarked on.

Tonee Harlow and Helen MacRae discussed a walk they will be undertaking to raise money for Cord Blood Stem Cell Research through the local Latrobe Inner Wheel Club.

In light of our sponsorship for the Variety Bash a few years ago it was broached the possibility of support for this cause. Motion was moved by Ross Howell that the club provide \$100 ea to Helen and Tonee for their walk for Cord Blood research.

Seconded by Annette Fleming.

Amendment by Jan Parniak: that we make a \$200 flat donation to the Inner Wheel Club for this important project (in case either Helen or Tonee are unable to do the walk).

Amendment accepted by Ross Howell, Amended motion was passed.

Meeting closed at 9.05pm.

Followed by a photo presentation from Alan MacRae of their time in WA.

Fellowship from 9.30pm...

Next Meeting:

Sunday Dec 5th at Erica Recreation Reserve from 10.30am for am 11.00 am meeting start time. Please bring along a picnic lunch and your Christmas cheer.

Cord Blood Research

At the November Meeting of the LROCG it was agreed that the club would sponsor Tonee and Helen for a fund-raising walk that will take place early next year. Both members belong to the Inner Wheel Club of Latrobe which is part of a global organization. Since 2000, \$ 3,318,462 raised by the members of Inner Wheel in Australia, has been distributed as research grants to scientists who are looking for cures to a multitude of diseases. The blood of umbilical cords contains stem cells which can be used in their treatment. As umbilical cords are generally discarded, they are a resource that can be put to good use in search of a positive outcome.

Over 70 diseases can currently be treated with cord blood stem cells such as

Leukemia

About 2,000 children are diagnosed with childhood Leukemia each year

Immune Deficiency Diseases

"For several life threatening primary immune deficiencies, stem cell transplantation offers the chance of a dramatic, complete and permanent cure".
National Institute of Child Health and Human Development

Myelomas

About every four minutes one person in the world is diagnosed of Blood Cancer.

Sickle Cell Anemia

About 300,000 babies with a severe form of the disease are born worldwide

Lymphoma

About 628,415 people are currently living with Lymphoma or are in remission.

Thalassemia

"Approximately 5% of the world's population are carriers of a trait gene for Thalassemia

The potential therapies being researched by cord blood stem cells include

Diabetes

Worldwide 70,000 children develop type 1 diabetes annually, almost 200 children a day

Alzheimer's

There are currently about 18 million people worldwide with Alzheimer's disease. This figure is projected to nearly double by 2025

Parkinson's

An estimated seven to 10 million people worldwide are living with Parkinson's disease

Cerebral Palsy

10,000 babies and infants are diagnosed annually with cerebral palsy

Spinal Cord Injury

Currently there are nearly 1 in 50 people living with Spinal Cord Injury -- approximately 6 million people in the world.

Stroke

World Health Organization and other leading stroke experts say stroke claims 5.8 million lives each year..

Muscular Dystrophy

500 - 600 male newborns are diagnosed with muscular dystrophy each year in the US



A pastor goes to the dentist for a set of false teeth. The first Sunday after he gets his new teeth, he talks for eight minutes. The second Sunday, he talks for ten minutes. The following Sunday, he talks for 2 hours and 48 minutes.

The congregation had to mob him to get him down from the pulpit where they asked him what had happened.

The Pastor explains that on the first Sunday his gums hurt so bad he couldn't talk for more than eight minutes. The second Sunday his gums hurt too much to talk for more than ten minutes. But, the third Sunday, he put his wife's teeth in by mistake and he couldn't shut up.....

A three-year old walks over to a pregnant lady while waiting with his mother in a doctor's surgery. "Why is your stomach so big?" He asks. "I'm having a baby." She replies. "Is the baby in your stomach?" He asks, with his big eyes. "Yes, it is." She says. "Is it a good baby?" He asks, with a puzzled look. "Oh, yes. A really good baby." The lady replies. Shocked and surprised, he asks: "Then why did you eat him?"

Whenever I find the key to success, someone changes the lock.

Land Rover Owners' Club of Gippsland Annual General Meeting

Minutes for Annual General Meeting held on Sunday 5th December 2021

Meeting held at Erica. Meeting started at: 11:02 am

Welcome & thanks by President Alan Harlow.

Note this meeting has been delayed due to Covid-19.

Welcome to all members and visitors,

Attending; Ian Blake, Rod Catchpole, Loris Catchpole, Alan Harlow, Tonee Harlow, Terry Heskey, Barb Heskey, Sue Howell, Graham Shaw (Wash), John Kerr, Heather Kerr, Alan MacRae, Helen MacRae, Bob McKee, Annette Fleming, Sue Markham, Ken Markham, Jan Parniak, Colette Parniak, Ron Prince, Dot Prince, Les Warburton,

Apologies:

Shannon Brill, Charlie Calafiore, Ross Howell, Brian Johnson, Greg Rose, Lois Rose, Neville Trimnell,

Visitor;

Shirley Little

Confirmation of December 2020 AGM Meeting Minutes printed in the LROCG Newsletter.

Motion, That the 2020 AGM minutes be accepted as true and correct:

Moved by. Rod Catchpole, Seconded by Alan MacRae, Carried.

Business arising from the minutes of the previous meeting.

Nil

Treasurer's Annual Report: John Kerr

Questions of Treasure; Nil

Motion, The Treasurer's report be received:

Moved by: John Kerr, Seconded by: Ron Prince, Carried. Motion, That the Membership fee for 2021-22 year be set at \$75 per family.

Moved by: John Kerr, Seconded by: Alan MacRae, Carried.

President's Report: Alan Harlow.

(The Presidents report is printed elsewhere in this newsletter.)

Alan Harlow asked the members if there were any further nominations for positions on the committee and then being none declared all positions vacant and asked Robert the outgoing Vice President to chair the election of the 21/22 office bearers.

Motion, That the following nominations received for the committee of LROCG be confirmed:

President:	Alan Harlow.
Vice President:	Helen MacRae.
Treasurer:	John Kerr.
Minute Secretary:	Tonee Harlow.
Public & Publicity Officer:	Charlie Calafiore.
Events Co-Ordinator:	David Murray.
Property Office:	Ross Howell.
FWDV Delegate:	Neville Trimnell.
Editor:	Eric Shingles.
Parks Victoria Co-ordinator;	Greg Rose.
Web master;	Alan Harlow.

Moved by. Bob McKee, Seconded by Ian Blake, Carried.

Alan Harlow resumed the chair.

No further business was raised and meeting was closed at 11:21 am.

Land Rover Owners' Club of Gippsland December Ordinary General Meeting

Minutes for meeting held on Sunday 5th December 2021.

Meeting held at Erica Recreation Reserve meeting started at: 11:21 am

Welcome & thanks by Alan Harlow.

Attending; Ian Blake, Rod Catchpole, Loris Catchpole, Alan Harlow, Tonee Harlow, Terry Heskey, Barb Heskey, Sue Howell, Graham Shaw (Wash), John Kerr, Heather Kerr, Alan MacRae, Helen MacRae, Bob McKee, Annette Fleming, Sue Markham, Ken Markham, Jan Parniak, Colette Parniak, Ron Prince, Dot Prince, Les Warburton,

Apologies:

Shannon Brill, Charlie Calafiore, Ross Howell, Brian Johnson, Greg Rose, Lois Rose, Neville Trimnell,

Visitor;

Shirley Little

Confirmation of November Meeting Minutes:

Motion, That the November club minutes as circulated be accepted as true and correct:

Moved by Alan MacRae, Seconded by Bob McKee, Passed.

Business arising from the minutes of the previous meeting., Nil.

Correspondence:

Out:

• Emails to members re meeting and photo comp.

- Emails from FWDV sent on to members.
 - Volunteering in Nature Summer Series 2021 to members
- In:
- Emails from FWDV re rules for trips and meeting re covd.
 - Email from Chris Camier Victorian 4WD Show Coordinator re attendance at show in Feb 2022.

Treasurer's Report: John Kerr

Questions of Treasure, Nil

Motion, The Treasurer's report be received and approved,

Moved by: John Kerr, Seconded by: Bob McKee, Passed.



You'd have to corner carefully

Motion, Moved that the Harlow's be re-imbursement the cost of the club calendar printing. \$200.21

Moved by: John Kerr, Seconded by: Ken Markham, Passed.

Motion, The club charge \$10 per calendar.

Moved by: John Kerr, Seconded by: Wash, Passed.

Publicity Officer's Report: Charlie Calafiore. Via Bob Taking orders for 12 months out.

Editor's Report: Eric Shingles.

Hope you liked the Newsletter, very thankful for the articles I receive, and always looking for more stuff.

Webmaster's Report: Alan Harlow.

The web site is up to date.

	September	October	November
Visitors	19	25	84
Pages	41	55	185

Photo competition to be awarded today.

FWDV Delegate's Report: Neville Trimmell

Nil

FWDVP Regional Representative; Greg Rose via email Shaw Creek area looking beautiful at the moment, but snakes plentiful and greasy spots on track in shaded areas. Access via Thomastown closed again.

Property officer Report; Ross Howell

The LROCG has got equipment which is stored at the Gippsland Land Rover in Traralgon. This equipment can be loaned to club members at any time. For the list of equipment see below.

To loan any of the equipment see Charlie & put your name, date & phone number in the equipment loan book.

Thank you again Charlie for keeping an eye on everything, also to Ian for looking after the club tent at your property.

LROCG EQUIPMENT LIST

- Club 12x12 Tent with Poles & Ropes
- Display Boards with Metal Stands
- Sandwich Board
- Rollout Club Banner
- Defibrillator – Battery expires 2027
- Snake Bight Kit x2
- SEC First Aid Kit
- Expander File
- 20 Chairs

RECOVERY EQUIPMENT



- Hand turfer Winch
- Snatch Strap
- Tree trunk Protector Strap
- High Lift Jack
- Ground Anchor

Past Events.

Coffee meeting for lunch at Moe Gipps town 19th Nov. Good attendance (12), most enjoyable luncheon.

November 15th, 16th, & 17th. LROCG/PV volunteer trip. Greg Rose, Cancelled due to bad weather.

Events Coordinator's Report: David Murray.

Future Events.

January

Coffee morning, Friday 14th January 10:00 am for coffee.

Jan to advise venue

Technical Matters:

May be a shortage of add blue due to a supply problem with China.

Bob updated members on the replacement of tailgate actuator.

General Business.

Bob advised Italian club will not be open for meals on Monday so will find a new venue and advise.

Rod asked if all equipment was working and advised it was. Any member borrowing club equipment does so at their own risk.

Alan MacRae advised coopers Zion are not available in Australia and the replacement is not as good but cheaper.

Meeting closed at 12:16 pm

Next Meeting:

Monday Feb 7th at 8pm at Gippsland Land Rover. Meal before hand at 6pm, venue TBA.

Covid photo competition took place after the meeting.

1st place was Colette Parniak.

2nd place was John Kerr.



Colette Parniak's winning Covid Photo Competition picture

LROCG Annual Cup Week Adventure

October 27th to November 4th, 2021 at Chiltern, Victoria



Another very successful Cup week trip was undertaken by a happy and enthusiastic group of members. Rod and Loris were once again the organisers, and we thank them for their continued efforts in the planning of this activity. The weather, although coolish, was generally kind and raincoats did not need to be employed. With attendance comes the task of telling others about a part of our trip. Here are our members contributions.

Wednesday 27th, Thursday 28th and Friday 29th of October:
Sue and Ross Howell.

Wednesday 27th. Rod & Loris arranged for anyone travelling with them, to meet at 8am on the Princes Highway just past the truck weigh-in station. Three couples travelled together, Rod & Loris, John & Heather, and Ross & Sue, on a beautiful mild day to Seymour Northwood Rd Reserve on the Goulburn River. We travelled via Buln Buln, Crossover, Neerim South & Powelltown. Alan & Tonee, and Jan & Collette met us there after travelling via a different route. Ross brought some very fat worms from our garden at home, so all the men tried their hand at fishing. A few undersized redfin were caught & put back in the river. Ross caught a cod being of size. Some left their lines in overnight to no avail. Alan had some firewood with him, so we had a small campfire. We all relaxed for the evening, prior to retiring for the night in our vans.

Thursday 28th. Next morning, Alan & Tonee, John & Heather and Jan & Collette left the campsite & travelled along Northwood Rd. via Mitchelstown, toward the Hume freeway. Rod & Loris and Ross & Sue followed the same route a little later. Google maps & the car GPS both showed different routes, plus the signage at the freeway overpass was confusing, so we all got lost. The meeting place was to be the car park in Benalla to have a nice lunch somewhere.

Rod & Loris and Ross & Sue stopped at Benalla for lunch eventually, at a bakery, with no sight of the others. They stopped at Euroa. Eventually we all arrived at the Lakeside Caravan Park in Chiltern. It is a very pretty, small caravan park lined with Elm trees, and most of us had drive through sites, except Ross & Sue. Their site was a little further away, but perhaps the biggest & best site! Happy hour was had under Jan's awning with everyone sharing nibbles & BYO drinks.

Friday 29th was a free day. Some of us tested the local bakery for morning coffee & cake. It was very nice. Loris ordered the chickens & salads from the local IGA for our Cup Day lunch. After a walk around the beautiful old town, we went back to the caravan park for a very small lunch snack. Some went for a drive after lunch, while the rest of us relaxed doing pleasurable activities; craft, bike riding etc. Later in the afternoon Ian arrived, and after he had set up, we had happy hour at 4.30pm. Alan and Helen arrived at about 7pm having been delayed by the winds that howled through the state that day.

Saturday 31st October:
Heather and John Kerr

We gathered at the historic Chiltern Courthouse to meet with hosts Faye and Rose, two local women, who spoke to us about the rich history of Chiltern. The area was part of the Wahgunyah cattle run and was known as the Black Dog Creek. The township, named after the Chiltern Hills in England, was surveyed in 1853 but not established until the gold discoveries in 1858-59 during the greater Victorian gold rush period.

Our hosts then took us on a guided walking tour, including showing us the house where John McEwen, former Australian Prime minister lived with his family when a young child.



View from Mt Pilot

His father was the local pharmacist. We also visited the Post Office established in 1859, historic houses in the main street, Lake Anderson, which was formerly a mining area and swamp and where the caravan park is situated, to see the historic fountain. We then inspected Lake View House, the house where Henry Handel Richardson lived for a short time in her early life. Her real name was Ethel Richardson, and she was the writer of the famous novel, *The Getting of Wisdom*. We saw the Federal Standard Printing Works building where renowned journalist Barry Cassidy, who grew up in the town, commenced work and, Dows Pharmacy where Mr McEwen senior was the pharmacist. The Star Theatre, which is a hall, attached to the Star Hotel, was built in 1866. In the grounds of Star Hotel is the largest grapevine in the world which has been growing for about 150 years. Finally, we viewed the outside of the Town Hall, now the Athenaeum Museum built 1866, which is currently under restoration. It was a wonderful tour, and it gave us a real insight into the colonial history of Chiltern. The area around Chiltern is the traditional land of the Dhudhuroa people

Sunday 7th November:
Collette and Jan Parniak

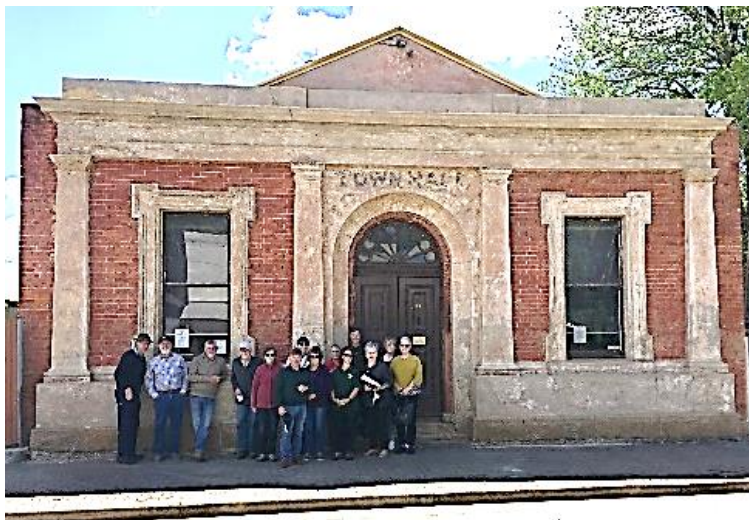
Our contingent of 13 took off at 9.15 am from Chiltern, to explore the area and ended the morning in Beechworth. Five Discos took part; they included Rod and Loris, Helen and Alan, Alan and Tonee, John and Heather, Jan and Colette with all of us driving our own vehicles. Passengers Ross, Sue and Ian hitched a ride with the Kerr's. Our first destination was Mt Pilot, so we travelled down Conness St, the main street of Chiltern, then turned towards Beechworth. We happy travellers were on our way, with thermos flasks, bickies and cake ready to be devoured at the morning stop at Woolshed Falls.

Travelling along the bitumen road to the Old Wack Rd, we turned onto the gravel road and proceeded on to Mt Pilot. We all walked to the summit and took in the superb 360-degree view of the countryside. Leaving there, our leaders Rod and Loris drove us down into the depths of the valleys on gravel roads, to see some splendid views of our great countryside.

Arriving at Woolshed Falls we quickly got out our survival kit and proceeded to devour our morning cuppa, biscuits and cake.

The giant rock outcrop exposed a magnificent waterway with water running down several rock crevices and then it combined into one, to expose magnificent falls as it fell into a giant pool some 50 – 100 feet below.

We finally arrived at Beechworth at around midday only to find tourists every which way, all getting away from lockdown and converging on our place – Beechworth. How dare they. Looking around the town of Beechworth with all these people buzzing around one got the impression there's a second gold rush starting again. After some window shopping it was time to find a venue for lunch. Our group split here, some going to the local Brewery and others to a cafe. Like most things after a good lunch, and a drink, it's time to go home. Our group leaders Rod and Loris as always did a fantastic day of



The Chiltern Town Hall.



planning the trip and a great day was had by all.

Monday 8th November:
Ian Blake

On Monday Rod, John, Ross and Ian went to a private motor museum 10 km from Chiltern.

There were dozens of small and large stationary engines, walk-behind powered garden rotary hoes, and a dozen engine-powered pushbikes. There were also lots of wall signs, farm machinery, small tractors, chaff cutters, grain grinders, milk separators, aircraft engines, and tools of all types.

The main shed housed motor garage equipment: old style petrol bowsers, hundreds of oil bottles, wall signs, books, charts, small machinery, spark plugs and tools.

Another shed had farm tractors, crawlers, a bulldozer, a tow truck and more stationary engines.

Best of all – a 1940's Packard and MG cars.

Tuesday 2nd November Cup Day:
Tonee and Alan Harlow

We all awoke to a bright sunny day. The morning passed at a relaxed pace, with several of us enjoying a cuppa together at one of the local coffee shops.

This was followed by a leisurely stroll back to our vans and the preparation commenced in more earnest. The tables and chairs were assembled under and around the Parniak's caravan awning. The ladies were busy putting the finishing touches to our magnificent luncheon buffet with chicken, salads, and bubbles on the

menu.

Photos were taken of us all in our various standards of finery, with Alan Harlow in 'Demons Yobbo' most definitely in a class of his own!

After drinks and lunch, it was time for the sweep draw. Each year Alan Harlow manages to come up with a different system to keep everyone on their toes. This year, after the initial traditional draw, the favourite (only) was auctioned off, and then we had a coin toss to win an extra horse. Ian Blake was heard to say we were actually getting to watch him literally throw his money away...!





We all then gathered around the tv under the Harlow's awning to watch the race. Our money winners were Heather Kerr; 1st place getter Verry Eleegant (\$100), Jan Parniak; 2nd place getter Incentivise (\$50), Alan MacRae; 3rd place getter Spanish Mission (\$25).

Later in the afternoon, John Kerr conducted his quiz. We broke into 3 groups of 4 and all answered 3 rounds of 20 questions.

Each team managed to win a round each, but it was the team of Jan Parniak, Ross Howell, Rod Catchpole, and Tonee Harlow that won the overall aggregate prize of a box of Roses chocolates.

Leftovers with pav for dinner topped off yet another great Melbourne Cup Day for us all.

Wednesday November 3rd:
Loris and Rod Catchpole

The last day of another successful week of Melbourne Cup celebrations.

While most of us were having a sleep-in, Ian was up, packed and ready to head home.

Everyone else made their way to Rutherglen in their own time, some meeting up for a coffee, and then a good look at the shops before lunch.

Rutherglen is like the other towns in the area, very welcoming to visitors. Lunch had been booked at the Star Hotel where we all enjoyed a really good Chinese meal. The afternoon was set aside for packing as we all planned an early start the next morning.

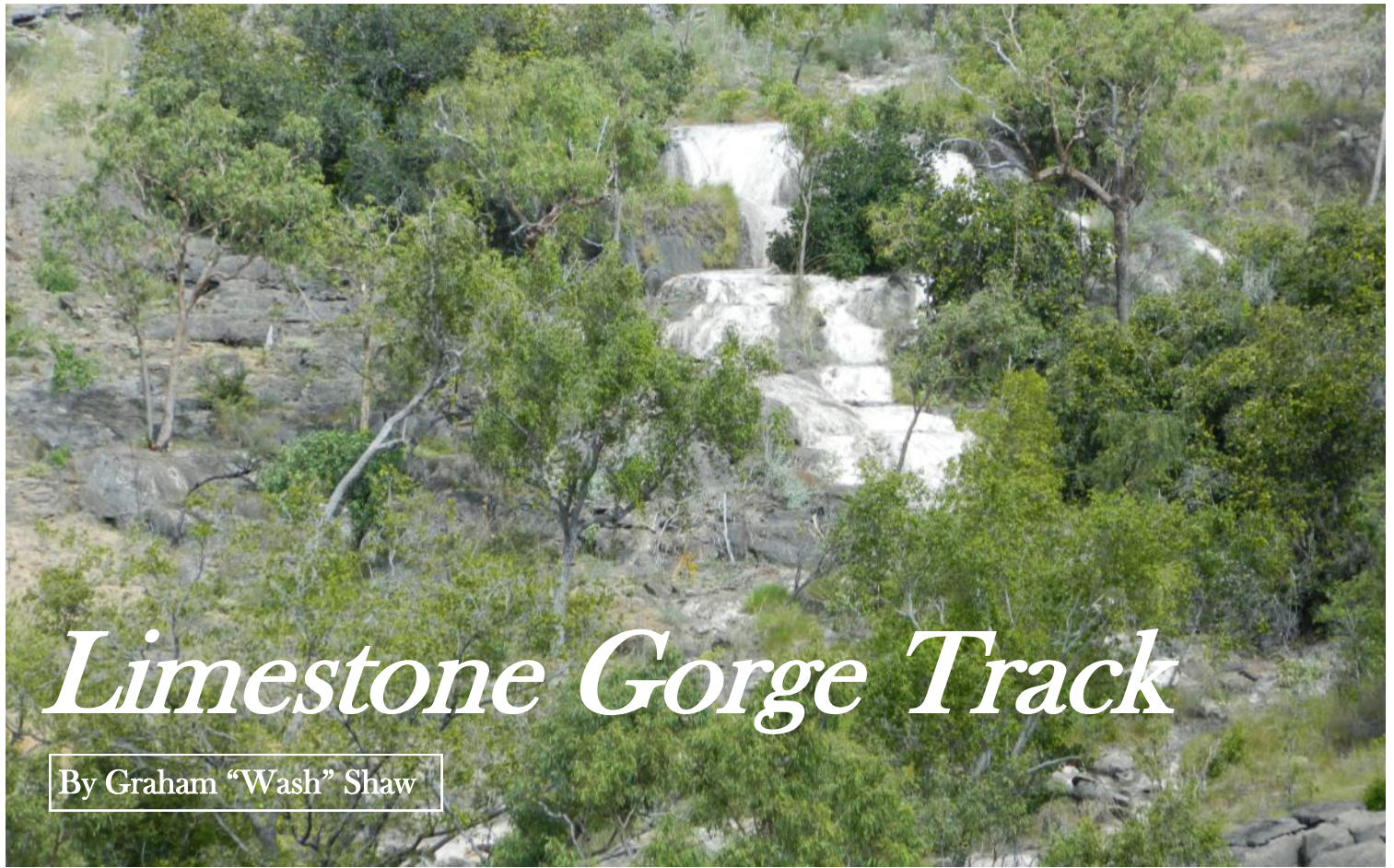
Loris and I would like to acknowledge that what makes these trips work so well, after all the planning, research



and a survey trip earlier in the year, is the participation of all who come. The happy hours, the quiz, the morning and afternoon teas and all the fun. A special thank you to Alan and Tonee for running the sweep so successfully and to John who conducted the quiz.

Compiled by Helen MacRae





Limestone Gorge Track

By Graham "Wash" Shaw

At the end of the Tuwakam Track we headed south on the Bullita Access Road to the Limestone Gorge Track. I had previously read this sign and it sounded like it could have its difficulties for a lone vehicle and it would give an excuse to return sometime later. This time I had company and so Perry and I ventured forth. 5.4kms in and we stopped to look at the Tufa Dams created out of calcium carbonate in the lime rich wa-

ters of Limestone Creek.

The track was an easy run and well maintained as we continued on, deciding to get to the end of the track and do the Ridge Walk before it got too hot. Just as we passed the parking area for the Calcite Flow Walk, the track deteriorated and suddenly into low range in what seemed to be the creek bed during the Wet Season.



Tufa Dams, Limestone Gorge Track, Gregory NP



Limestone Gorge Track, Gregory NP

Arriving at the campground just shy of East Baines River, we parked and followed the signs to follow the Limestone Ridge Loop Walk, estimated time of 60-90 minutes for the 1.8km walk. It lived up to its reputation of boabs along the walk but no views of the river as promised. The most spectacular boab was right in the campground.

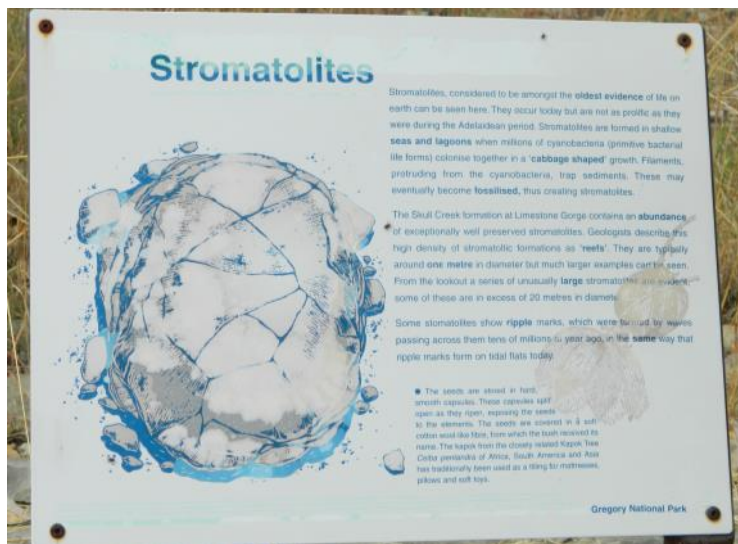


Heading back out, we stopped for a quick look at the large billabong but being aware of the potential for crocs, we quickly took some photos and returned to the safety of our vehicles. Back through the rough and then stopped to do the Cal-



Limestone Creek Billabong

cite Flow Walk. On the way up were interpretive signs, the first being about the Stromatolites.



After the 300m walk, we had views of the Calcite Flow across the valley as well as seeing the whereabouts of Limestone Creek and East Baines River.

Once back out, we planned to head towards Bulllita Homestead and to traverse part of the Humbert Track to one of the campgrounds so that Perry could get an idea of immense number of boabs, and to say that he has at least done part of it.



No luck, as it was still closed and so we headed down to Bulllita Homestead for a look before we would follow the Bulllita Stock Route to one of the campsites along the East Baines River, preferably Drivers Rest Campground.

Bullita Homestead

By Graham "Wash" Shaw



Perry and I pulled up at the Bullita Homestead for a quick look before heading off to follow the Bullita Stock Route to Drovers Rest Campground for the night.

A well-built remote homestead set amongst some large trees, the boab is massive, with lots of grass.

There are a number of sheds which have been restored and old equipment is displayed, and obviously behind mesh to stop it "evaporating" into the hands of visitors.

After lunch in the welcome shade of the trees, we headed back to the stockyards. This was apparently only 1 of 40 made in the area and were quite significant (see Info Boards).

With the Bullita Stock Route posted as being 92.6kms and being a 8 hour trip, we figured we might not get to Drovers Rest Campground before dark but would consider when we got to East Baines Crossing Campground, maybe 40kms away. We drove down to look at the East Baines River picnic area before starting for the Stock Route. Another "Road Closed" sign. A few muttered words, okay a few strong words, expressing our disappointment.

Consultation of the maps and we decided to head up out to the highway and stop at Timber Creek for fuel and refreshments before heading on to Big Horse Creek Campground for the night. We were lucky to have a small choice of campsites and managed to find one that our 2 vehicles fitted one behind the other, probably suitable for a caravan.

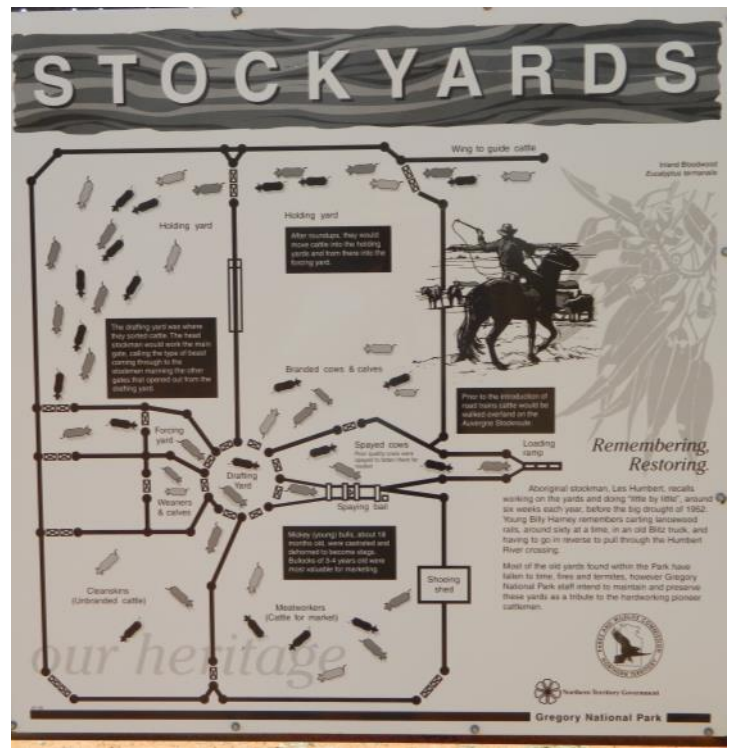
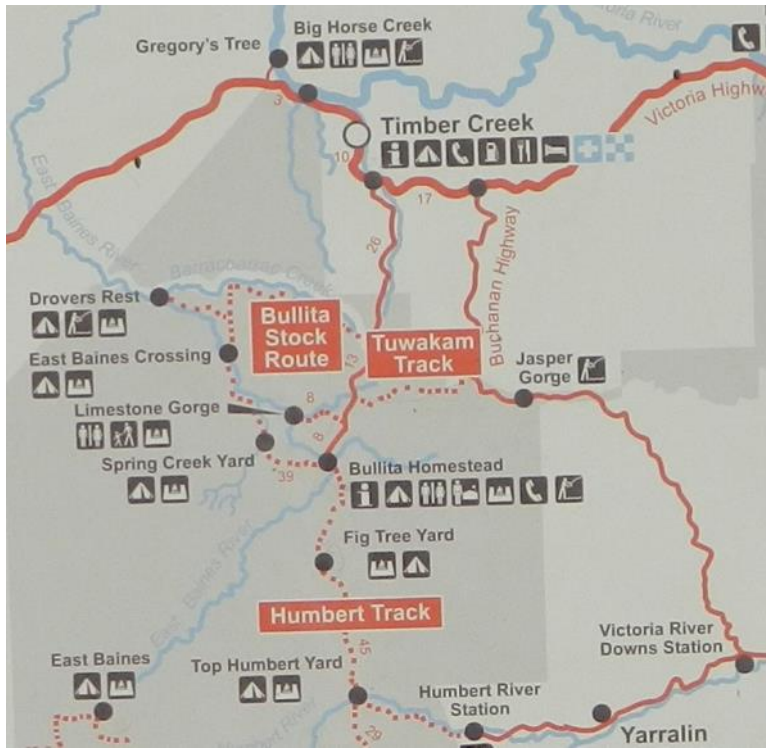
It wasn't long before other vehicles and caravans were circling the campground trying to find suitable spots.

One thing I did note here and at many similar campgrounds, is that often a single vehicle will take up a site that 3 or 4 caravans could occupy.



Bullita Homestead, Gregory NP





Big Horse Creek~Timber Creek

Humbert Track, NT.

By Graham "Wash" Shaw



Coming in from Victoria Highway, it wasn't long before entering the Gregory National Park in the Northern Territory that I came across the first of many Boab Trees and my first water crossing. Obviously recently used, so I continued on relying on my trusty Navman and a large-scale Truckies Edition Road Atlas to guide me. My aim was to follow the Humbert Track and eventual make my way to Daly Waters via Top Springs.

As it is well known, the Navman is only as good as the data entered, so at times, I seemed to have wandered off the track when there has only been the single track to follow. A few times the track was very rough and then all of a sudden would open out.

I slowed for each of the dry creek crossings but had to finally stop when I was faced with a step to climb down and then a step up. No idea how deep the water was and no idea if my Defender was capable of climbing the ledge on the other side.

This is one of those moments when you wish for somebody else to be with you. Looking across I could see the track continuing. Straight across risked a deep waterhole and a high step. Looking right and lots of water (probably crocs just waiting for me to get out) with a decent drop, while to the left it looked a bit more traversable. It was the way to go, and had no problems getting across. Being the only vehicle and the only person, it pays to be extra cautious.

I saw a turnoff to a campsite at Figtree Yard, but it was still early and I figured it wasn't that much further to the Top Humbert Campsite. The track was so rough in places that I crawled along in 1st gear while other times I was coasting in 3rd. Another 2 hours and I was so far off the Navman route so often that I was wondering where I was heading.



Rocky Steps Crossing, Gregory National Park, NT.



Gunbunbu Waterhole Crossing, Gregory NP

Finally I came to a spot where it looked like a very boggy crossing and being late, I decided to see if the alternate track offered a half decent spot to camp for the night. Turns out this was the Top Humbert Campsite at Gunbunbu Waterhole. Given a choice of;

- *not knowing how boggy the waterhole is,
- *getting bogged and needing to fend off crocs,
- *being stranded and walking for a day through croc-infested terrain (had not seen any but I have heard "You never see the croc that gets you")



Rocky Steps Crossing, Gregory NP.



*trying the other track and camping on high, dry ground, I gave it much consideration and decided that Option 4 was a good choice at that time of day.

A decent enough spot, and I even managed a fire to cook my dinner. Although I was in bed early, more due to the cooler night time temperatures rather than the belief that crocs were waiting for me to relax my guard.

A warm +14o morning after a windy night blowing the Defender around. Every sound kept waking me. Was that a croc moving through the grass? Another croc circling? How many crocs had risen from the waterhole waiting for me to get up during the night?

In bright sunlight the crossing didn't look so hard. Engaged centre diff-lock, just in case, but it was easy and no crocodiles jumped out to bite my tyres. What looked like boggy bits in the fading light where damp shallow hollows. Relatively easy going once I hit the other side and I as tootling along quite happily. I spoke too soon. A few more dry creek crossings and a few more bits where I was not so confident of my abilities or the vehicle's, but managed with ease.

I came across a Mitsubishi 4wd on a decent section of the track and wondered why it was there and not recovered. Came to a deep dry crossing with a Toyota stranded in the bottom and had to follow the alternate track before even thinking how hard it might be. It was a matter of once started keep on going as it got a bit rougher on the other side.

Interesting notes on this track. I just thought it was my careful driving technique but it appears to be something else. Averaging 10km/hour seems a bit slow. I had just done 17kms in 1 hour but that was over one of the better sections and while not the slowest part for me, had taken a bit of time.

Humbert Track

This track follows the valleys of Fig Tree Creek and Humbert River between Humbert River Station and Bullita Homestead. It was used by Charlie Schultz as a stock route and to cart supplies between Bullita Outstation and Humbert River Station. The short walk to Fig Tree Valley Lookout is well worth it, especially in the late afternoon light.

Distance: 62.5 km

Driving time: 6 hours

Track: Mostly easy, with some rugged sections mid way.



Land Rover History



By Rob Weigl (LROCV Member)

A Japanese worker in a British body

A Japanese worker in a British body. That was the headline of the new Land Rover 3.9D review written by Steve Brooks that appeared in Truck & Bus Transportation magazine, March 1982 issue.

Forty years ago in October 1981, an important part of Land Rover history made its way down the Enfield assembly line in Sydney – the Land Rover 3.9 diesel, better known to enthusiasts as the Stage 1 Isuzu. Who would've thought at the time, that the decision to fit that engine into a Land Rover would have an impact for the next 40 plus year's.

But how did it come into being that the Australian arm of Land Rover fitted a Japanese engine to the Empire's finest export?

Land Rover dominated the local market in the 1960s, with up to 90% market share at one point. Series Land Rovers of the era offered up to 17 body configurations, but just two engines of 2.25 L capacity – petrol or diesel. From that peak this dominance slowly started to disappear. Toyota held 33% market share of all variants in 1968 vs Land Rover's 58% - ten years later this was 52% & 4% respectively. While the aluminium body/galvanised steel and box chassis of the Land Rover was more robust than the inferior steel design of the opposition, the large capacity (3.8 L - 4.2 L) petrol sixes offered was often the persuasive purchasing factor. The prospect of covering thousands of miles in an overloaded long wheel base Series Land Rover just didn't appeal, when the others could cruise at a hundred clicks comfortably. No wonder Holden conversions were so popular. Land Rover's first attempt at a larger engine, the 2.6 L petrol of 1967 went some way to addressing the disparity, but by the mid-70s even Toyota's 3.6 L diesel had almost as much power and 20% more torque. By 1979 the 3.5L V8 from the Range Rover finally found its way into the Land Rover, but before enthusiasts could rejoice, it was discovered it was

Guts. Poke. Grunt.

Whatever you call it, the new Isuzu-powered 3.9 Diesel Land Rover has more of it than any other Diesel 4WD.

The Isuzu engine was originally designed to haul a 4 tonne payload. Now it develops a gutsy 72kw under the familiar front of the world's toughest 4WD.

It gives a performance that's way ahead of Datsun and Toyota diesels. And

a highway fuel efficiency of 9.3 litres per 100km (30 mpg).

Take the new Land Rover off the road and you'll find it's got more grunt than a paddock full of pigs.

It has the superb Range Rover permanent 4WD system. Which, gives a smoother and safer performance by providing equal traction to all four wheels.

Of course there are some aspects of the 3.9 Diesel Land Rover which are not new.

It has the traditional Land Rover features of an aluminium alloy body and box section chassis.

The body doesn't rust, even when scratched or holed. And the chassis is less likely to bend or twist under stress.

Put simply, the new Isuzu-powered 3.9 Diesel

Land Rover will still deliver guts, poke and grunt, even when the others have been put out to pasture.

To: Geoff Stubbs,
Land Rover, P.O. Box 59,
Liverpool, NSW, 2170.
I would like further details. Please send me the Land Rover brochure.

Name _____
Company _____
Address _____
Business/Industry _____

New Land Rover 3.9 Diesel.
The most powerful 4WD diesel
Australia's ever seen.

down on power, partly so as it did not put too much stress on the drum brakes. And all this time Rover's venerable 2.25 L diesel engine soldiered on with no change.

Locally military sales helped off-set the slowing down in private and fleet purchases, with 43% of production wearing olive drab between 1978-81, but all was not well there either. After the success of the dependable Series 2A in multiple support roles, a program to replace depleted stocks saw Leyland Australia supply 109" Series 3 versions in the more powerful 6-cylinder form. Initially 2,100 Series 3s were to be delivered from 1978, but soon, in-field problems arose. The Army wanted a more standard production version of the Land Rover, with minimal modifications, however certain weaknesses became apparent in military use. The rear crossmember was one, stressed by frequent towing off-road (this had been specifically rein-

forced for the previous 2A!), as did the engine which gained an unenviable reputation for requiring a greater level of maintenance. In the Fitted For Radio (FFR) variant, the vehicles often spend many hours on fast idle charging up the batteries which are used for communication. As a result, the Rover car-designed F-head engine developed a habit for burning out exhaust valves. Replacing them in the field was time consuming - RAEME craftsmen needed to lean awkwardly over the mudguard to access the valve tappets and collets. Before the final Series 3 was delivered in April 1981, it was clear that this was not so much a replacement program, but a supplement to existing stocks. The trend toward global military forces replacing their fleets with a common fuel source hinted that future purchases would be just diesel, and the existing engine wouldn't cut it. Now faced with pressure for future military sales as well

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as the civilian market the urgency to find a suitable diesel was paramount. Leyland Australia set the specifications for what was needed:

Power & torque: the engine needed at least 60kW (80 hp) & 255 Nm

Economy: it needed direct injection & low rpm operation

Durability: a truck-derived engine with heavy duty components & long service intervals

Configuration: it needed to mate to the existing V8's 4 speed LT95 position and allow for good serviceability

They extensively surveyed what was available, and compared English, German & Japanese offerings. It was apparent that there was nothing within the existing portfolio in the UK that would fit the bill. To help determine suitability in December 1979 a just released UK-spec Stage 1 V8 Hardtop was supplied to Perkins Engines Australia in Dandenong. This made sense as the British maker supplied engines for some Leyland trucks and were already offering conversion kits to retro fit older petrol Land Cruisers with their 6.247 model. About 200 such kits had already been sold through the Perkins dealer network in the 12 months from July 1979.

On a side note, there seems to have

been another Perkins-powered Land Rover produced around this time. A white Station Wagon was photographed at Cooma for the 40th anniversary gathering with a prominent Perkins grille badge fitted. This had Victorian registration and slight differences to the spare wheel mount and mirror location of the developmental version. It was later advertised as a 1979 and alternatively a 1980 model at 4x4 Motors, Blackburn in 1999 for \$9,800 and then \$14,900. Its whereabouts today are unknown.

Bill Walker, former member of LROCV, was the engineer assigned the task to fit the 6 cylinder 247 cubic inch (4.052 L) motor into the Land Rover's engine bay. The Japanese-made diesel produced 100 hp exactly (75 kW) and 220Nm of torque. By the middle of the following year an evaluation model was up and running. The straight six was a neat fit with no changes required to the position of the transmission or to the original clutch. A custom radiator was needed though, together with a new air filter shared with Leyland trucks. Aside from a few incidental modifications, the conversion showed how well a large capacity diesel fitted, but it wasn't quite production ready. The only engineering issue that became apparent was a lack of clearance between the sump and the

front diff

housing – it was just sufficient through use of rubber engine mounts. But as Perkins conveniently pointed out – they're engine experts, not chassis engineers, so not their problem. During a product range demonstration in the Victorian Alps the experimental 6.247 powered Land Rover showed how tractable the engine was, with great climbing ability and superb engine braking. On the open road it cruised at 100 km/h and returned 12L/100 km on the highway heading out to Dargo. While Land Rover Ltd in the UK was said to be watching developments with interest, locally it was suggested it would never go into production.

This hints that Leyland had already begun testing an alternate engine to fit into the Stage 1 engine bay. This unit, featuring direct injection and overhead valves, was a recently released Isuzu 3.856 L inline four cylinder, which had 72 kw, 3 kw's less than the Perkins, but importantly 35 Nm more torque at lower rpm. The long stroke design (118 mm stroke with a 102 mm bore) ensured it would have lugging power down low at the sacrifice of top-end engine revs. The engine came with a strong pedigree having been fitted to Isuzu's popular KS32 model of 6.8 tonne GVM trucks. The B-Series engine range first saw light in 1969 in the Japanese market as a 3.6 L four or a 5.4 L six. By 1973 both were locally found in Bedford by Isuzu trucks marketed through General Motors-Holden's sales department. This new 3.9 L version designated 4BD1, had typical heavy-duty truck engine features of the day, including chromed dry liners inserted into the bore, hardened stellite faced valves and gear driven timing and injection pump (no rubber bands here!)

The need to fit a larger capacity diesel into the Land Rover was not just faced in Australia. Leyland South Africa came to a similar decision in 1983, fitting a locally sourced 4 cylinder of 3.860L capacity. Supplied by Atlantis Diesel Engines (ADE) of Johannesburg, the ADE4 was a licensed-built version of



Perkins 6-247 powered stage 1 Land Rover seen at Cooma 1988

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the hugely successful Perkins 4.236, which had its origins in 1964. This also featured direct injection and produced 55kW (74 hp) & 242Nm at a low 1400 rpm. The long stroke of 127 mm really restricted revs, and with relatively low power was not very popular. Only 800 Series IIIS station wagons and utes were built over a two-year period.

Once Leyland Australia selected the 4BD1 as the engine of choice, negotiations with the trading company C. Itoh & Co began to set up the supply deal with Isuzu Japan. Isuzu were said to be “enthusiastic partners”, and assembled engines with specific Land Rover requirements. These included a flywheel housing to match the new LT95 bell housing, and an ingenious winged sump to increase clearance between the engine and the front differential. Interesting to see what Perkins made of that. By October 1981 the first Isuzu Stage 1’s made their way out of the Enfield plant. Assembled from CKD kits and local content the big diesel engine didn’t come a moment too soon. The Army Engineering Development Establishment had just released in June, their Design and Development Specification documents for their next vehicle in the 4x4 1-tonne class. The Stage 1 effectively only had 2-3 years left as Leyland was preparing for fitting the Isuzu engine into the upcoming Land Rover Stage 2 (when released, the Stage 2 would be known as the One Ten). Furthermore, this would also be the basis for their bid to supply a Land Rover 6x6 for the 2-tonne class, the specs of which



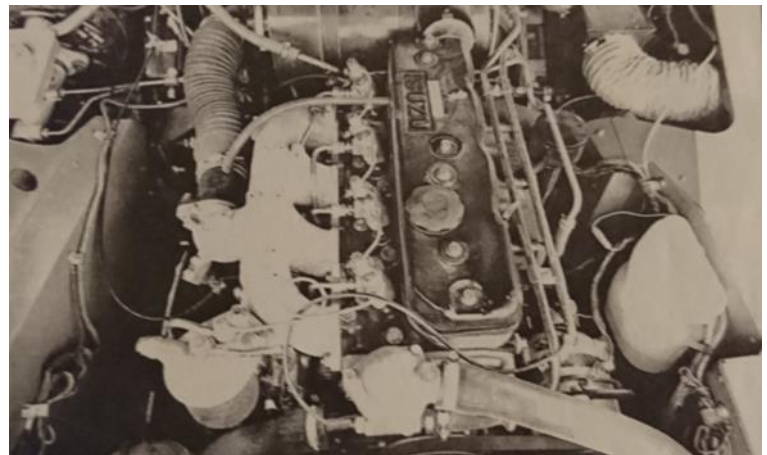
dropped in a later design brief in September. But that all lay in the future. The specialist automotive publications got their first taste of the Stage 1 Isuzu in the Victorian Alps in early December 1981. Six brand new wagons, hardtops and trays were waiting at Wonnangatta Station. The Stage 1 Isuzu’s were joined by one V8 Land Rover, two Range Rovers as well as former LROCV member Dr George Tippet, who acted as medico and radio operator for the trip, in his 101 Land Rover. Interestingly, Dr Tippet’s equipment included a portable stainless steel operating table! Former ULR owner and past Club member John Ayre had gone on ahead in his 101 prototype, with powered trailer, to set up the catering.

Land Rover’s PR department were playing to the strengths of the new model – no long haul to get to the tracks, the press were flown in by helicopter from

Mt Buller chalet early that morning. Some noticed that the highest peaks sported a fresh dusting of snow from the day before. The Land Rover’s made easy work of the climb up to Mt Howitt and the high plain heading towards Mt Lovick. One writer noted his own 4.2 petrol lwb Cruiser as having “a great deal more dramas” compared to the Land Rover on the exact same tracks. Overall, the reports were quite glowing, all praising the grunt and tractability of the engine combined with excellent gearing, engine braking as well as low fuel consumption of around 10.4L/100 km. All serviceable items were easily accessible, and the installation was quite neat, only a support bracket under the bonnet needed a cut-and-shut to clear the rocker cover. The main criticisms were around noise, vibration and the poor performance of the four-wheel drum brakes.



Early 4BD1 engine



Later 4BD1 engine fitted with quite kit

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Prices at launch were:

\$13,040 for a cab-chassis

\$13,450 for a utility

\$13,600 for a tray

\$14,130 for a hardtop

\$15,230 for a station wagon.

The older 2.25L diesel 109" remained on sale in traditional part-time 4WD form, except in station wagon form. Model for model, these were about \$3,500 cheaper than a Stage 1 Isuzu - the V8 was \$2,000 less across the full range.

After the launch, Leyland continued development of the Stage 1 Isuzu, addressing the noise concerns quite early. The first forty engines fitted didn't benefit from the "quiet kit" that was fitted to later models. Isuzu fitted a double skinned and rubber sealed rocker cover, timing cover and engine sump cover. This considerably reduced noise levels from 83.5dB(A) down to 76dB(A) at 80 km/h. However, with no insulation under the bonnet or on the firewall the improvements didn't go far enough. In 1982 'County' style bucket seats were made available and supplied as standard in the station wagon and hardtop versions.

When the Army announced "Project Perentie" as the replacement for Land Rover's then serving, potential bidders were required to supply Trials Vehicles by September 1983. To fast-track engineering design, a Stage 1 Isuzu was used for early 4x4 development, with two others converted to 6x6 as mules to test the lengthened chassis, driveline & rear suspension. The 6x6s were subject to testing in real world conditions as support vehicles on a number of out-back expeditions and off-road press launches as well as at the Engineering Services facility in Moorebank. Leyland was convinced that there was a small but definite demand from mining, government, and other militarys for a 2-3 tonne payload vehicle. "There is a gap



(from 1 tonne) until you get to 4x4 trucks with a 4 or 5 tonne payload. The cheapest truck in that category is now over \$40,000 in its basic form" a company spokesman said.

Was the Stage 1 Isuzu a success? In pure sales volumes judged against the established market, probably not. Outright production numbers are not yet available, and it would be a lengthy task if build records needed to be searched through. The current standardised 17-digit VIN-style serial number was introduced during 1981. Land Rover had the 8th digit to represent the engine type fitted and Leyland Australia didn't change it from the letter V, which denotes a V8 engine. This anomaly wasn't fixed until the One Ten was launched and the letter Z was assigned for the 3.9D. The general economic malaise of the early 1980s together with sharp competitor pricing caused registrations to slump almost 30% between 1982-1984. In the last full year of sales 70% of Land Rovers sold were 3.9Ds, proving its popularity. It also helped forge a

reputation as a reliable vehicle. The bullet proof Isuzu engine, strong LT95 constant 4WD transmission and Salisbury rear axle were extremely durable. Perhaps the greatest legacy was following on from the One Ten range launched in 1984, when two years later Land Rover was awarded the \$130 million Perentie contract to build 4x4 & 6x6 variants, some of which are just now being decommissioned from military service. But that's a story for another day.

How did the 4BD1 compare to its rivals?

Before the 3.9 L diesel became available in 1981, the Land Rover diesel option available locally was the 2.3D (the five-bearing version of the old 2.25L) which could trace its roots back to the Rover 2.0 L diesel of 1957. When launched in 1980 Toyota's 4.0 L 2H diesel as found in the 60 series could muster the same power, but a lot less torque. The de-rated Rover V8 (by use of plates behind the carburettor throttle flaps and main jet needles to suit) in Stage 1 form was a good deal less powerful than the Isuzu. It wasn't until the 300Tdi Defender became available in 1994 that any diesel-powered Land Rover had superior power & torque figures.

LAND-ROVER 3.9D

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Make	Type	Capacity/cyl	Power	Torque
Land Rover	2.3D (Series III)	2286/4	42kW @4000	139Nm @2500
Atlantis Diesel Engines	ADE4 (Sth Africa Series IIIS)	3860/4	55kW @2800	242Nm @1400
Rover	RV8 (Stage 1)	3.5/V8	69kW @3500	224Nm @2000
Perkins	6.247 (experimental Stage 1)	4052/6	75kW @3600	220Nm @2500
Toyota	2H (Land Cruiser 60 series)	3980/6	72kW @3500	229Nm @2200
Isuzu	4BD1 (Stage 1)	3857/4	72kW @3200	255Nm @1900
Land Rover	200Tdi (Defender)	2495/4	80kW @3800	255Nm @1800
Land Rover	300Tdi (Defender)	2495/4	83kW @3800	265Nm @1800

Who was Leyland Australia?

The automotive manufacturer, assembler and importer Leyland Australia didn't collapse when production ceased of the ill-fated P76 of 1973-75, but successfully continued until early 1983. It came into being after several convoluted industrial mergers by the UK parent throughout the 1950s and 1960s to become British Leyland Motor Corporation (BLMC). By 1972 the Land Rover division out here came under the ownership of Leyland Motor Corporation of Australia.

Assembly of Land Rovers took place at the Enfield, Sydney plant from Completely Knocked Down (CKD) kits of major components shipped out from Solihull. Local parts included stamped panels, mufflers, batteries, tyres, wheels etc. Over the years the assembly lines were variably shared with Mini, Moke, Leyland tractors, buses, trucks and later even Range Rover & Peugeot. Leyland Australia continued to develop and tune Land Rovers for the local market, with the trendy swb Game in 1976, the V8 Stage 1 in 1980, the Isuzu model in 1981, 4 door Range Rover in 1982 and the One Ten 4x4 & 6x6 for the Project Perentie trials in 1983. Arguably their greatest achievement led by Engineering Manager, Ray Habgood was developing the whole concept of the 6x6 with its unique rear chassis, suspension and driveline of the 6x6 Land Rover. Leyland Australia reported profits every year following on from the end of P76 manufacturing. To distance itself from its troubled UK parent, in early 1983 the local outfit was

re-named as Jaguar Rover Australia (JRA) Limited. Not to be confused with present day JLR Australia. JRA had successfully diversified into Importation (Jaguar, Rover, Peugeot), Distribution (Leyland Truck, Leyland Bus & Hino Bus), Coach & Bus Body Manufacturing (PMC-Denning) and Parts (for all the above). In Britain the Leyland name soldiered on through further rationalisation and demergers as the BL Group split. BL Cars initially became Austin Rover, Leyland Trucks & Leyland Buses were finally bought by PACCAR (Kenworth) and Volvo respectively (although separately Ashok Leyland buses in India continue to this day) and Freight Rover was rebranded as Leyland DAF Vans, or simply LDV. LDV is now part of the giant Chinese conglomerate SAIC. So next time you're stuck in traffic behind a non-descript white van badged LDV, think back to the halcyon days of Australian Land Rover engineering ingenuity!

Further reading:
 Tough Truck! Australian Army Land Rovers 1949 – 2012 by Michael Cecil
 The Complete Catalogue of the Land Rover by James Taylor
 Land Rover Series III Specification Guide by James Taylor



4x4 Australia Summer/Autumn 1982 No 3, Winter 1983 No 8
 Overlander August 1980, January 1982, 4WD Road Tests Volume 3
 Bushdriver Vol 5 No 6 1982
 Truck & Bus Transportation March 1982



"The author studying hard"

A Rover Christmas

T'was the night before Christmas and out in the yard
Not a Land-Rover was running, they'd been trialed too hard

The stockings were hung by the chimney with care
In the hopes that St. Leyland soon would be there

The children were nestled all snug in their beds
While visions of bush tracks danced in their wee little heads

And Mama in her Oil skins and I in mine, too
Thought a cross-county mystery drive was the right thing to do

When out on the lawn there arose such a clatter
It was like a bad diff; you know how they chatter

Away to the window I flew in a dash
And into those panes I nearly did crash

Then what did my wondering eyes dare to see?
A series I, some II's and a whole bunch of III's

With a little old driver who was rantin' and ravin'
I knew in a moment, it must be St. Leyland!

More rapid than eagles his Landies they came
As he yelled and screamed and called them by name

Now Disco, now Defender, now Stage 1 and Rangie
On 80, on 90, on 110 and FC

To the top of the garage. To the top of the wall
Drive away, drive away, drive away all

So up to the house top the Landies they flew
The 130 full of car parts, and St. Leyland, too
As I drew in my head and was turning around
When St. Leyland, down the chimney, he came with a bound

He was dressed like a mechanic from his head to his foot
And he reeked of 80W/90 and ashes and soot

And a great bunch of parts he had flung in his pack
With names like Lucas and Girling – I was taken aback
His nose, how it wrinkled! His eyes, how they did glisten!
Like the dealer's when he said, "You need a new transmission."

His feet they were all covered in oil, which was grouse
Until I saw his great footprints in 20W/50 all through the house

He was chubby and plump – a jolly old mechanic
But the sight of him would surely send my Landy into panic

He spoke not a word but took from his sack
A new alloy bulbar, all shiny and black

And putting his finger aside of his nose
In a wink, up the chimney he rose

He sprang to the 130 and to his Landies gave a whistle
And away they all flew like an errant Scud missile

But I heard him exclaim as he rumbled out of sight
"Merry Christmas and Happy Land-Rovering to All,
And to All a good night"

Have a Happy and Safe Christmas.
See you all next year.

A Bureaucratic, OH&S, PC Christmas

Please be advised that all employees planning to dash through the snow in a one-horse open sleigh, going over the fields and laughing all the way, are required to undergo a Risk Assessment addressing the safety of open sleighs. The assessment must also consider whether it is appropriate to use only one horse for such a venture, particularly where there are multiple passengers. Please note that permission must also be obtained in writing from landowners before their fields may be entered. To avoid offending those not participating in celebrations, we request that laughter is moderate only and not loud enough to be considered a noise nuisance. Benches, stools and orthopaedic chairs are now available for collection by any shepherds planning or required to watch their flocks at night. While provision has also been made for remote monitoring of flocks by CCTV cameras from a centrally heated shepherd observation hut, all facility users are reminded that an emergency response plan must be submitted to account for known risks to the flocks. The angel of the Lord is additionally reminded that prior to shining his/her glory all around s/he must confirm that all shepherds are wearing appropriate Personal Protective Equipment to account for the harmful effects of UVA, UVB, and the overwhelming effects of Glory.

Following last year's well publicised case, everyone is advised that legislation prohibits any comment with regard to the redness of any part of Mr. R. Reindeer. Further to this, exclusion of Mr. R Reindeer from reindeer games will be considered discriminatory and disciplinary action will be taken against those found guilty of this offence.

While it is acknowledged that gift-bearing is commonly practised in various parts of the world, particularly the Orient, everyone is reminded that the bearing of gifts is subject to Hospitality Guidelines and all gifts must be registered. This applies regardless of the individual, even royal personages. It is particularly noted that direct gifts of currency or gold are specifically precluded under provisions of the Foreign Corrupt Practices Act. Furthermore, caution is advised regarding other common gifts, such as aromatic resins that may initiate allergic reactions.

Finally, for those involved in the recent case of the infant found tucked up in a manger without any crib for a bed, Social Services have been advised and will be arriving shortly.

Merry Bureaucratic Christmas

