

# LAND ROVER OWNERS' CLUB

OF GIPPSLAND  
JUNE / JULY 2022 NEWSLETTER



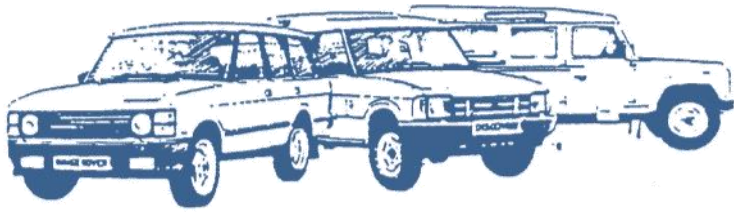
**GIPPSLAND LAND ROVER**

535 PRINCES HIGHWAY, TRARALGO5N (03) 51721100

**GIPPSLAND'S HOME OF 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

## LROCG Presidents Report

Hi All,

I am writing this report from a small town in Queensland called Marlborough, parked behind a pub where we will eat tea tonight. We are heading to Yeppoon where we will meet up with the MacRaes for a few days before heading south towards home in time to run the September meeting in person. Looking forward to catching up with you all. As I intend to head over to Fraser island on my way home, there is a chance we may not get back if true to form, I get stuck in the sand. I will have all my recovery gear, so hopefully I will get off the island without paying a large recovery bill which may cause me to stay around and work off the account. This will not go down well with Tonee as she is really looking forward to once again holding our first grandchild (Tayla) who we get daily doses of via messenger. She is so cute, I too am looking forward to getting home for the first time ever, don't tell Tonee.



Club wise things have been quiet but the committee did conduct some business during our break which has been passed on to you all but I will re iterate it again just in case some members missed out.

The following 4 motions were put to the committee which passed with a majority.

**This month's cover; A Craig Murray photo taken on his recent LROCV trip, Murray Sunset and Border track.**

1. The Club "membership year" start date be set as the 1st January and Club membership will be due from that date each year.
2. As per the Club rules the Club membership fee will be set at our AGM in December.
3. The current members membership be extended until the 31st December 2022
4. That the Club pay a total Affiliation Fee to FWDV of \$1,560 by 29th June 2022.

These changes will mean we no longer pay FWD Victoria for potential members that we have had on our books from the previous year who do not rejoin our club. Your insurance has been covered for the next 12 months if you were a current member on the 1/7/2022 and new members will be covered when they join.

These motions will require some changes to our standard Constitution which we will deal with over the next few meetings.

Our trip has been one of variation this year with a mixture of free camping in NP, road side stops, caravan parks, with relatives and friends. We have done some interesting walks in a variety of country and

been visited at night by interesting animals, the most exciting being a Quoll who enjoyed our pork chops. We also drove to the tallest water fall in Australia



(home work is to look it up) and had the good fortune to stop on the road and watch a Cassowary eating quandong berries without a care in the world. I did note no one got out of the car to have a closer look and the fingers were on the window button just in case it got curious. We also found ourselves walking towards 2 crocodiles on the



Burdekin river sunning themselves who fortunately decided to go for a swim before we got too close.

All going well we will see you in September for tea at a place to be confirmed by Bob.

Regards Alan Harlow  
LROCG President

### 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.	

## Dear Land Rover Club of Gippsland,

Re: Aberfeldy Track Maintenance - Region 'T'

Firstly, the West Gippsland Relic, Mining & Heritage Protection Inc (WGMHPI) would like to thank the Land Rover Club of Gippsland for their ongoing support and maintenance of Region 'T' of the Aberfeldy Track Four Wheel Drive Touring Route. The work that the Club has carried out over the years has been very much appreciated and valued by our Committee.

Recently, discussions were had with Craig Murray who was the principal team member that had worked maintaining Region 'T' incorporating the historic Toombon Walking Track on behalf of the Club and their members since 2015.

Unfortunately, Craig has resigned from that position, and due to lack of continued support and interest from the Club, WGMHPI will require the services of another four wheel drive club going forward.

We take this opportunity to once again thank Craig and the Land Rover Four Wheel Drive Club of Gippsland for their services to this iconic touring route; but will terminate our MOU with the Club whilst recruitment for a new Club is sought.

Without the support of Craig and your Club, the Aberfeldy Track would not be the pinnacle it is today and the safety of our patrons/visitors would definitely have been compromised.

Yours sincerely.... WGMHPI Committee

Kind Regards,

Count Rudi Paoletti

Tel: 03 9789 6985

Fax: 03 9776 6798

Mobile: 0428 534 102

## Land Rover Owners Club of Gippsland Meetings

During the winter months, a high number of our members head to warmer environs. Because of the high number of absentee members/committee it was decided at the May Club Meeting that the monthly General Meetings be suspended until Monday 5th of September 2022.

Social coffee/dinner meetings to be continued as arranged for those interested.

Club business will continue to be addressed electronically on an as needed basis.

### For Sale;

I have been contacted by a fellow who has three Range Rovers that he wishes to sell. One is a L322 and the other two are 38A's, All are registered. He is an older gent, and as such is downsizing many vehicles from his car collection. More details soon. In the meantime, you can contact the editor.

**Happy Birthday** to David Murray, who recently celebrated a Special Birthday.

## 75th Anniversary of Land Rover — Easter 2023

Exciting news for followers of the Land Rover brand and it's long history, is that Cooma will be on again. We have always had a lot of LROCG members attend the event.

### Hello Land Rover Clubs,

I am writing to let you know that work is now underway to put on an event to celebrate the 75th anniversary of Land Rover. This will be at Easter, 2023, in Cooma. It will offer a program similar to the very successful 70th anniversary held in Cooma at Easter in 2018 and which many of your members will remember.

Many of the team that organised the 70th event in 2018 are coming together to put on the 75th. The team will include representatives from the Snowy Monaro Council, Cooma Visitors Centre, the Cooma Car Club, Land Rover clubs and other interested parties. We learned a lot organising the 2018 show and it's felt we can do it even better in 2023.

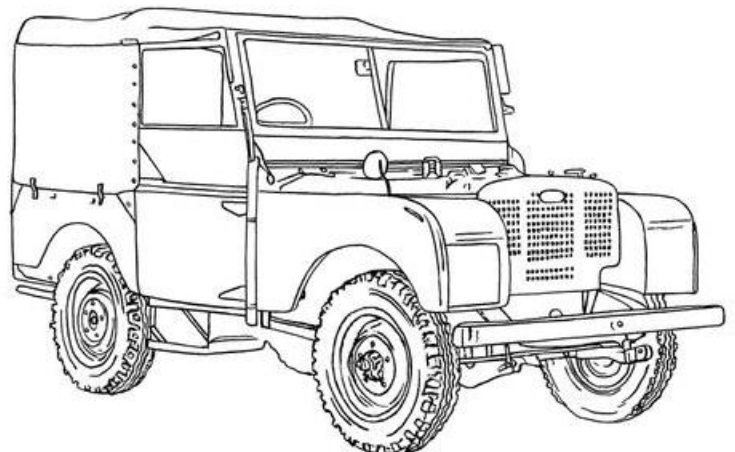
The Land Rover clubs' team is being led by Mark Oakes-Richards, who has returned to the role he had in 2018 when he was instrumental in putting on that successful show. I have been asked to be the liaison link with Land Rover clubs and with JLR Australia (as I did in 2018).

At the moment, we are in the very early planning stages. The

next major step is to confirm funding and this will be addressed at a meeting of stakeholders in Cooma next week. We hope to be able to provide more information following this meeting.

If you have any questions, please contact Mark at [markoakesrichards@gmail.com](mailto:markoakesrichards@gmail.com) or myself.

Regards, Jim Nicholson | President  
Range Rover Club of Australia (NSW) Ltd  
E [pres@rangeroverclubnsw.asn.au](mailto:pres@rangeroverclubnsw.asn.au)  
W [www.rangeroverclubnsw.asn.au](http://www.rangeroverclubnsw.asn.au)



## Special night for Traralgon West brigade

Traralgon West Fire Brigade held its annual awards dinner recently with a number of members being awarded service awards,

The brigade also conducted a special presentation to the Little family in honour of the late ex captain, Don Little.

District 27 A/ACFO Gareth McDermott presented a 70-year honorary life member medal on behalf of CFA to Don's wife Shirley, daughter Susan and son in law Ken.

Shortly after, the Little/Markham family graciously presented the brigade with a collection of Don's medals and pins of which the brigade will now be the proud caretakers of.

In recent years, Don had spoken of his embarrassment for receiving service awards.

This reflects strongly a humble man who perhaps did not understand the enormity of his legacy to CFA and the Traralgon West Fire Brigade.

To acknowledge the concerted and sustained efforts of Don during the years he was captain and beyond, after his passing it was only fitting that the brigade honour Don in some way.

So in May 2021, the brigade submitted an application to the ACFO to request that the tanker be named the 'Captain Don Little'.

The 'Captain Don Little' was formally presented to Don's family in a very moving special presentation.

Shortly following were a few words from ex-captain Les Dunbar who was recruited by Don during a recruitment campaign back some years ago, one that essentially saved the Traralgon West Brigade from disbandment.

He spoke very fondly of a friend and mentor, and thanked Shirley, Susan and Ken for supporting Don through his years at the brigade.

The brigade are proud and honoured to have been presented with Don's service medals, pins and national medals and will have them mounted to be displayed in the station.

Such a kind act from the Little/Markham family will ensure Don's legacy and achievements are preserved and will serve as a daily reminder to members that their dedication and involvement in the present day may seem small and insignificant, but the effects may be felt forevermore.

The brigade would like to thank special guests Latrobe City Mayor Kellie O'Callaghan, Nationals Member for Eastern Victoria Melina Bath, Member for Morwell Russell Northe, CFA Deputy Chief Officer Kaylene Jones, Acting Assistant Chief Fire Officer Gareth McDermott, Captain Ross and secretary Kate from Tyers Fire Brigade, Deputy Group Officer Leigh, Group Comma. Officer Ale, Julie Nunn and the Little/Markham family for joining to celebrate the service and achievements of the brigade and members.

From the LV Express.



Special night: The Traralgon West Fire Brigade held a successful annual awards dinner recently. District 27 A/ACFO Gareth McDermott presented a 70-year honorary life member medal on behalf of the CFA to ex-captain Don Little's wife Shirley, daughter Susan and son-in-law Ken. Shortly after the Little/Markham family presented the brigade with a collection of Don's medals and pins of which the brigade will now be the proud caretakers of.



The secret to a long marriage is that we take time to go to a restaurant two times a week. A little candlelight, dinner, soft music and dancing. She goes on Tuesdays. I go on Fridays.

My husband and I have agreed to never go to bed angry with each other. So far, we've been up for three days.

A child asked his father, "How were people born?" So his father said, "Adam and Eve made babies, then their babies became adults and made babies, and so on." The child then went to his mother, asked her the same question and she told him, "We were monkeys then we evolved to become like we are now." The child ran back to his father and said, "You lied to me!" His father replied, "No, your mum was talking about her side of the family."

# Land Rover Owners Club of Gippsland / Parks Victoria November Volunteer Days

We, as a club, participate in a minimum of two volunteer activities with Parks Victoria each year. This year we have worked with Parks Victoria rangers Wayne and Ellen, at McMichaels and Kelly Hut in March. Our next volunteer activity will be in November, undertaking some work at Howitt Hut.

Howitt Hut, just off the Howitt Road north of Licola, is one of the most iconic huts in the High Country. William Bryce had the lease to Wonnangatta Station and many of the plains in the area, including Howitt Plain, from 1870 to 1914. The hut was built around 1899. Originally it was constructed of drop slab walls. In the 1920s and 1930s the hut was given a corrugated iron covering over the timber roof. Since then, many repairs and modifications have been made to the hut. In the summer of 2016 / 2017, the Victorian High Country Huts Association did extensive repairs including replacing posts, rebuilding the chimney and repairing the fireplace. Our club has undertaken minor repair work and clean-ups at the hut on a few occasions.

The activity will be over three days. You only do what you feel comfortable with. This is our eleventh year of volunteer work with Parks Victoria. During that time, we have built up an excellent relationship with the Foothills and Southern Alps Team and we always have a great time.

Below are the details I have at this stage for our volunteer work in November.

## Trip Leaders:

Greg Rose for LROCG. Wayne Foon, Parks Victoria ranger, Foothills and Southern Alps Team, Heyfield.

## Dates:

Wednesday the 16th, Thursday the 17th and Friday the 18th of November 2022.

## Meeting Place and Time:

Licola store car parking area. There are toilets and mobile phone reception at this location.

9:00 a.m. Wednesday the 16th of November. We should be back at this location by mid afternoon on Friday the 18th.

## Location:

Howitt Hut. Grid reference in UTM/WGS84 bands notation, 55H 473181E 5879392N. In Latitude and Longitude degrees, 37.23167degrees south 146.69766 degrees east. From Licola travel up Tamboritha Road to Arbuckle Junction, turn onto Howitt Road and continue 33 km to Howitt Hut access track. It is a slow journey from Licola to Howitt Hut, especially the last 33km.

## Accommodation:

Camping at Howitt Hut camping area. Due to the nature of the road and the size of the camping area, it is not suitable for full sized caravans. Camper trailers are suitable as are swags or tents for camping. It is high altitude camping so be prepared for chilly nights. There is a long drop toilet at the hut.

## Food and drink:

Wednesday. Snacks for morning and afternoon, lunch, drinks and something to bar-b-que for the evening meal.



There will be a large bar-b-que plate please bring some salads and dessert to share. Bread, sauces, etc. will be provided.

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

Water. Bring your own water for drinking, cooking, washing, etc. It is O.K. to bring some "refreshing beverages" to accompany dinners.

## Clothing:

Four seasons clothing including wet weather gear. Sun hat, leather gloves, boots (preferably steel capped), eye protection. Gaiters if you have them.

Medications, personal details forms, etc.:

Sunscreen. Any medications you would normally take. Two personal details forms to be used in a medical emergency. In sealed envelopes with your name on the envelope. One to be given to the trip leader, one kept in your vehicle.

## Your Vehicle:

Must be in good roadworthy condition with good tyres including the spare. You should have a first aid kit, fire extinguisher and basic recovery gear and tools in your vehicle. A UHF radio is important for convoy communication. Plenty of fuel.

## Communication:

We will not have mobile phone coverage. The trip leader will have a satellite phone for emergency use. The Parks Victoria vehicle will have trunk radio.

## Our Tasks:

Have not been finalised at this stage but will be in keeping with our skill sets and ability.

## Important:

You must be registered on Park Connect and have uploaded your Working With Children Check to your Park Connect profile.

We will also adhere to any public health advice regarding Covid that is in place at the time.

## What Else:

Bring a camera. The spring wildflowers should be out and the views are spectacular.

If you think you will be able to come along, please let me know as soon as possible. Greg Rose email [gro13624@bigpond.net.au](mailto:gro13624@bigpond.net.au)

If you have any questions, contact me or Wayne Foon at the Heyfield Parks Victoria office.

## Jindabyne Melbourne Cup Trip

27/10/22 till 3/11/22

If you intend to take part in the Jindabyne Melbourne Cup Trip, please contact the caravan park and make your booking and pay your deposit.

As I have only booked 8 sites its first in best dressed. If we have more than 8 it will be dependent on availability in the park.

Jindabyne Holiday Park.

6 Kosciuszko Rd, Jindabyne NSW 2627,

Phone contact 0264562249

Email [jindbyne@nrmaparksandresorts.com.au](mailto:jindbyne@nrmaparksandresorts.com.au)

Booking number 56007

Powered sites 1-7 (\$316 6 nights 7th night free) Unpowered site 63 (\$169 6 nights 7th night free) 7 nights: in on the 27/10/22, out on the 3/11/22

Please be ready to provide the following information on booking. Full name, Address, Phone number, Email address, Caravan size, Number of adults, Pets Y/N.

Greg Rose did a reccy on the area.

Morwell to Jindabyne is 490km which is 5.75hrs driving time in car. Morwell to Cann River is 294km and 2.5hrs driving time in car. Cann River to Jindabyne is 194km and 2.25hrs driving time in car.

Possible over night at Cann River free camp on the 26th.

Individual roles.	Responsible
Booking site and group contact.	Alan & Tonee
Organising Melbourne cup sweep.	Alan & Tonee
Quiz Tuesday	John Kerr
Melbourne cup food co-ordinator.	Heather Kerr & Colette Parniak
Ordering chooks and salads from Woolworths	Heather Kerr & Colette Parniak
Friday trip to Yarrangobilly caves	Alan Harlow
Saturday Park Run 5km (can walk)	Wash
Saturday breakfast booking	Jan Parniak
Saturday short local outing.	TBC
Saturday tea at Jindabyne Hotel motel bistro.	Sue Howell
Sunday trip	TBC
Monday coffee booking free day.	Sue Howell
Tuesday site preparation.	Group
Wednesday trip?	TBC

Possible trips

Wild Brumby Schapps Distillery for tastings and coffee.

Mt Kosciuszko (Daily fee per vehicle \$17 Concession available on line)

Murray Gorge.

Thredbo village.

Charlottes Pass: Chalet with coffee shop.

Please advise me of your booking to assist with co-ordination.

Thank you to those who have volunteered to take responsibility for a role.

Regards

Alan Harlow,

President LROCG.



## Careless Torque

Strange that it should take me thirty-five years to find true love. And that, having found it, I should have given it up so lightly and heartlessly for a moment of delusory bliss and a series of bitter betrayals. For one short, Arcadian interlude, reader, I knew truth and fidelity: yet I spurned it to embrace an upholstered wastrel, a rotter, a cad. I behaved like Lady Isabel in East Lynne and fully deserved to eke out my last days, health and reputation ruined, as a disguised governess in black serge and pebble glasses. Where is my abandoned darling now? In what strange layby? Dead, dead perhaps and never called mother.....

In short I wish we had never sold the Land Rover. Like so many arranged marriages, my relationship with that dear khaki creature was a smooth and well-tempered one, which matured undramatically into love. It is, after all, glamour and passion which makes lives founder on unsuitable cars and partners: the Landy and I were brought together by the safer route of expediency, cheapness and someone else's conviction that we would suit. In this case my husband's conviction. During my driving lessons, he had had the opportunity of observing my gear-changing technique. I am not a woman to take any nonsense from a column of alloy in a rubber concertina skirt, I favour a firm, positive approach to getting the thing through its nasty little gates. He concluded that my style would suit an ancient Land Rover rather better than it did the gearbox of his flash Strada. Also he wanted something to pull his smelly horsebox. So I got home one day, like an Asian bride-to-be, to find a fait accompli sitting in the drive: thirteen years old, scratched and battered, and the colour of its native mud. "You'll soon get used to it," he said, as I stepped pallidly out of the driving-school Metro. "It'll look after you."

And it did. For a brief, happy summer I battered my way down the country lanes, foot down on its vibrating tin floor, knocking branches off low-flying trees with my son crowing in his safety-seat and the nanny shrieking blue murder in the back. Let manufacturers puzzle and scheme to produce the ultimate 'woman's car', turning out sappy shopping-baskets on wheels with integral handbag-hook and wipe-able lilac suedette trim; what a harassed multiple mother really needs is none of that. She needs a Land Rover. People of all sizes can kick it, scratch it, be sick in it, wee in it, and it doesn't give a damn; besides after a morning's maternal cooling and coaxing and patient nose wiping, a woman needs a machine which will let her stamp and vroom and wrench with impunity until her frustrations melt away in an atmosphere of healthy violence. Babies love it, too: at two years old, Nicholas could do a perfect imitation of the Land Rover starting its day: "Aheu-ahue-ahue – aho. Aheu-ahue-ahue-ahue-ahue. Oh, soddy soddy. Soddy bogger. Aheu-ahue VROOOOOOOM." For indeed it always started in the end. You just had to humour it's morning choke, and which of us has ever had a partner of any sort who did not need some cajoling at dawn?

I even had a brief fantasy (derived I think from Jilly Cooper novels) that a pretty woman driving a disreputable old Land Rover was a piquantly sexy sight. Alas, my Landy

could not lie, and brief glimpses of my red, set face in its peeling wing-mirrors showed that on the contrary, at eight months pregnant I looked in my maternity dungarees like exactly the sort of woman who ought to be driving a truck. Probably in Russia. But I didn't care. That winter, we sneaked out at nights and went off pulling stuck motorists out of snowdrifts, for the pure joy of it.

Madness then struck. Just for a handful of diff-lock we left it, just for upholstered seats at the back. A smooth, plausible, white Range Rover was dangled in front of us: a couple of years older than our khaki friend, a thousand quid costlier, but seductively pouting its cushions and flashing its effete suspension at us as shamelessly as a monkey flaunts its orange bum. We fell for it, we fell from grace. I never even saw the Landy go. God help me.

Let other pens dwell on guilt and misery. Suffice to say that any single fault in a Range Rover costs a bare minimum of 86 for parts and 100 plus VAT labour, and that there are a lot of parts. And that after the hearty macho of a Land Rover, which goes into a ditch and judders a bit and hauls itself out with a manly shrug, the extreme wincy-ness of a Range Rover comes as a cruel shock. One little bump on its miserable nose, one weedy little ditchside tree, and the power steering goes peculiar and various horrid bits and pieces inside come adrift and wander around, and the next thing you know there is a BANG! BANG! under the bonnet and it can't pull itself along, let alone a trailer, and the friendly 4WD mechanic sucks his lip, smacks his gut, and informs you with relish that "She's got a rad problem," and will take a week. And ten days later she comes out going BANG! BANG! Just as badly, and the chap says, "Never met this problem before," rot his deceiving heart.

In the end, two or three thousands [of] pounds and ten months later, the gearbox disintegrated with a cheery tinkle, leaving the machine able to function only in third gear. Fortunately – I will grant this, I am nothing if not a fair woman – the genus Range Rover is blest in being able to start off in third gear, at least when parked pointing downhill; and thus we drive grimly around until, like the accursed devil-bottle in the Robert Louis Stevenson story, the machine was at last off loaded to the maddest bidder.

But I am not over it. This double flirtation with four-wheel-drive has left me with a perverted, incurable leaning. I like it. I yearn for it. I have tasted the rough earth beneath my wheels, whizzed over snow and slime, parked blithely in mud holes, and I am hooked. I do not want a dull plain car that goes along boring roads with two weedy wheels to pull it. Alone in my bed of nights, I draw out from under the pillow with trembling hands, a copy of Off Road and 4WD magazine, the only periodical to be written throughout in a low throaty, menacing roar; I fantasise about sand-crunching and green-roading and feel my old clutch-foot stamping holes in the sheet when I read heady things about Max Traction and reinforced steel roll-bars and how good the torque always was on the Series III.

I tried to compromise. I flirted briefly with the idea of getting one of those Japanese off-road 'concept' posing-jeeps with pseudo-chunky tyres. I actually bought and drive a square little Panda 4 x 4, but it is no good. All those ersatz King's Road four-wheel-drive showoffmobiles have soft seats, and

'good-mannered' pedals, almost normal gearboxes and nothing to stamp on. None of them is khaki enough or dirty enough or has that special tinny Aheu-aheu-aheu sound that spells freedom, and sweaty satisfaction, and sod-you-Jack. It is no good. I want my Landy back.

Like all the restless unsatisfied perverts, when filthy literature is not enough I resort to gadgets. One gloomy day I sneaked off to Ipswich and got my poor little Panda fitted with a big black cowcatcher on the front, what we 4WD folk call a Nudge Bar. I tell people that it is merely a protective device, necessary because I shop a lot in Aldeburgh and Aldeburgh has its own unwritten Highway Code (if you are over seventy, knew Peter Pears and belong to the Yacht Club and/or Festival Club, you are exempt from using your indicators or looking round when reversing. Paul once had an old Aldeburgh lady slide effortlessly backwards in her Mini on to the front of the Land Rover, on a slope; she never even glanced around. Just thought her hill-start had gone a bit better than usual when she left.)

But really I bought the Nudge Bar as a consolation prize, because what I truly want is a big brown box with a spare tyre plonked uncompromisingly on its bonnet and scratched tin benches in the back, and because I haven't yet got the bottle to buy one. But I can dream. Outside the school gates, I may look like a sober Mummy fetching home my little one and his latest bit of potato-printing, but at my front wheels lies an imaginary desert, a bleak snowbound moor, a flash-flood in the Atlas mountains. I am ready for it.

To hell with the handbag-hook.

Libby Purves, 'Punch', October 1987.

This article appeared in the LROCV 'Review' magazine August 1991 & June/July 2022



Ask the men who work rough country why they rely on their Land-Rovers. You'll hear as many different answers as the number of men you ask.

Economy. Reliability. Strength. Comfort. Easy servicing. Land-Rover extras. Land-Rover custom-built models. The petrol or diesel option. The short or long wheelbase option. The list is endless.

And that's the point. Land-Rovers are just about the most versatile machines ever devised by man.

If you use one, you know that.

If you don't, how have you managed all these years?

 **Land-Rover**   
From Leyland Cars With Supercoils

## Expect 60% of sales to accrue from pure-electric variants, says Jaguar

Jaguar Land Rover expects 60 per cent of its brand Land Rover's sales across the globe to come from pure-electric trims by 2030.

The Tata Motors-owned luxury carmaker plans to add at least six pure-electric variants to be part of the Land Rover portfolio starting 2024.

The British automaker has already confirmed a pure-electric new Range Rover to join the product range in 2024.

"Over the next four years, Land Rover will welcome six all-electric variants across two architectures our flexible Modular Longitudinal Architecture (MLA) and Electric Modular Architecture (EMA)," the company stated in its Annual Report for 2021-22.

The move towards pure electrics would help the company to meet unprecedented policy shifts and an exponential rise in customer demand towards electric vehicles across its key markets, it said.

"As adoption increases, we expect 60 per cent of global Land Rover sales to be pure-electric by 2030," the company informed its shareholders.

The company noted that work is also going on to develop electric Jaguars. "Over the past 12 months, our Jaguar teams have determined to develop our own bespoke pure-electric architecture for Jaguar," JLR stated. Alongside the product transformation, Jaguar is also creating a strong digital culture, efficiently integrating technologies

and analytics, to allow the team to design a more rewarding emotional engagement between the brand and the customer, it added. Last year, the automaker had announced plans to become a net-zero carbon business by 2039.

With the company pushing for electrification, it is also undertaking reorganisation of its manufacturing units.

"As we work relentlessly on Jaguar's renaissance as an all-electric modern luxury brand from 2025, I can assure you that we are absolutely on track," JLR CEO Thierry Bolloré noted.

In line with the growing customer appetite for electric vehicles worldwide, the company is accelerating its 'Reimagine' transformation into a business that will deliver double-digit EBIT margins within five years and achieve net-zero carbon across operations by 2039, JLR said.

The company reported revenues of 18.3 billion pounds and retail sales of 3,76,381 units in 2021-22 fiscal. Home-grown auto major Tata Motors had on June 2, 2008 completed the JLR acquisition from US automobile giant Ford Motor Company for a net consideration of USD 2.3 billion.



## Jaguar Land Rover reports 37% decline in retail sales in June quarter

JLR, however, said it continues to see strong demand for its products, with global retail orders again setting new records in the quarter

Tata Motors-owned Jaguar Land Rover on Thursday reported a 37 per cent decline in retail sales at 78,825 units in the quarter ended June, impacted by semiconductor shortage, COVID-19 lockdowns in China and new model transition of Range Rover Sport.

Sales of Jaguar brand were down 48 per cent at 15,207 units in the April-June period of 2022, while that of Land Rover were also lower by 33 per cent at 63,618 units.

"Despite a record order book, sales continue to be constrained by the global chip shortage, compounded by the run

out of the prior model Range Rover Sport, with deliveries just starting, and the impact of Covid lockdowns in China," JLR said in a statement shared on bourses by Tata Motors.

JLR, however, said it continues to see strong demand for its products, with global retail orders again setting new records in the quarter.

As of June 2022, the total order book has grown to almost 2 lakh units, up around 32,000 orders from March 2022, it added.

Demand for the new Range Rover was particularly stronger with over 62,000 orders, the company said. A similar trend is seen for the new Range Rover Sport and Defender with 20,000 and 46,000 orders respectively.

## Review; 2022 Land Rover Defender 90 V8 pulls like a hungry dog on a leash

The Short and Loud One. That's what I dubbed the 2022 Land Rover Defender 90 V8 within four minutes of being behind the wheel.

Land Rover has taken its incredibly capable new Defender and supercharged it with a V-8 engine to make it one of the most ridiculous and capable SUVs money can buy in the U.S. today. This might not even be the top dog model, yet. But more on that in a minute.

### Constantly tugging on the leash

The second I pushed the start button my senses were greeted with the sweet, sweet sound and vibrations of a massive V-8 performing a cold start. It's a bit more subdued than expected, but it's still a deep guttural tone.

Land Rover shoved its well-known 5.0-liter





supercharged V-8 under the hood of the Defender V8 in place of the standard 2.0-liter turbo-4 or available turbo-6. Here it produces 518 hp and 461 lb-ft of torque through a well-sorted 8-speed automatic transmission. Full-time four-wheel drive is standard as is a 2-speed transfer case, of course. An SVR model with more power might be in the works already. But this very well could be the last hurrah for this engine as Land Rover moves on to a BMW-sourced twin-turbo V-8. At a stop light with auto start-stop enabled the engine comes back online with such vigor the Defender essentially leaps forward like a hungry dog on a leash. It can barely contain itself. Mash the throttle and the front end lifts on its air suspension as the rear squats and The Short and Loud One lunges forward.

Land Rover claims it will sprint from 0-60 mph in 4.9 seconds and that feels about right. It's not violent like the Jeep Grand Cherokee Trackhawk was, and it's slower than the V-8-powered Jeep Wrangler Rubicon 392 on 35-inch tires with its 0-60 mph sprint of 4.5 seconds. Still, it snaps your back into the seatback.

The quad exhaust tips peek out from beneath the short rear overhang. The more pedestrian Defenders hide the exhaust tips for better clearance and departure angles. Still, the V8 model's tips are tucked up close to the bumper to avoid being damaged off-road.

Cruising down the road, the Defender has much better manners than a Bronco or a Wrangler. Outward vision is terrific with a high seating position, low dashboard and cowl, and tall windshield, which is much more curved than those in the Bronco and Wrangler. It's quieter, too, thanks to a non-removable metal roof, curved windshield, smaller side mirrors tucked in closer to the body, and thicker non-removable doors. It's more comfortable and controlled thanks to its well-sorted four-corner independent air suspension with adaptive shocks.

### Rugged yet upscale

Inside, the Defender V8 features soft-touch materials, rubberized trim, a 12.3-inch digital gauge cluster, and a 10.1-inch touchscreen infotainment system, though my tester featured an optional 11.4-inch touchscreen. The latter is easily the best infotainment system in the automaker's history, which isn't exactly a high bar. It's a joy to use with a very quick startup sequence, instant wireless Apple CarPlay pairing, and quick hot keys on the left side to find the CarPlay, navigation, and audio functions. The interface is tile based with swipe functions.

There are real buttons and knobs to control the climate, audio system, and a creative digital solution for the off-road controls to help clean up the clutter. You can tap a button and choose whether the climate control knob changes the climate control or off-road drive modes. Neat.

My tester was equipped with leather and suede seats, though full leather is a no-cost option.

Your taste may vary, but the suede seats seem



like they would be difficult to wipe clean after an adventure. Despite being The Short one with only two (long) doors, the rear seat is spacious and four adults will fit fine. My kids never complained about the back seat. But there's essentially no cargo room behind the second row despite an alleged 15.6 cubic feet of cargo space. It seemed to barely hold two backpacks and some water bottles after camp. But fold the second row down (which doesn't fully fold flat) and it becomes a useful 58.3 cubic feet. That's enough space for  $\frac{3}{4}$  of a butchered cow. Ask me how I know.

There's now a dizzying 12 models of the Defender when taking into account the three wheelbases and multiple trim levels. The 90 and its V8 is far and away the most unique and special with its huge power output and short wheelbase, which is great for off-roading, but its price premium is large. Then there's the fuel cost. The 90 V8 carries EPA fuel economy ratings of 15 mpg city, 19 highway, and 16 combined. Over the course of 256 miles of mixed driving the supercharged V-8 consumed premium gas at the average rate of 15.6 mpg. It's more efficient than the Mercedes-Benz AMG G-Class, V-8-powered Wrangler, and far more efficient than the Trackhawk ever was, so there's that.

It costs big money to play at this level. But the 2022 Land Rover Defender 90 V8 packages refinement, power, and capability almost better than anyone this side of a Mercedes-Benz AMG G-Class.



# 18<sup>th</sup> HISTORIC LAND ROVER WEEKEND AT PAXINA

By Patrick Sutcliffe

27<sup>th</sup>-29<sup>th</sup> MAY 2022



## Attending were;

### LROCV

Hal and Atholie Hankinson	Range Rover Sport
David and Jenny Hopson	Defender 130
Patrick and Margaret Sutcliffe	Series One 80" and Freeland 2

### RRC NSW

Matthew Walker	Range Rover Classic
Andrew Wood	Discovery 4

### LROCS

Peter and Daphne Mitchell (Organiser)	Series One 80" and Discovery 1
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Phillip Challinor Ford Laser (unfortunately, Phil's 107 broke down on the way and he had to have it flat-topped home)

Paul Morton	Defender 110
Joe and Lucas Cilia	Series 3 SWB
Tony Edward	Series 1 88"
Michael Stukastsch	Discovery 1
Brendan Gryfin	Series 3
Keith Fripp	Discovery 3
Mark and Alex Roddick	Defender 90
Ralph Radovan	Range Rover P38A
Alex Morton	Series 1 86"
Gary Thompson	Series 3 Stage 1
Owen Chambers	Discovery 2

### Guests

Tony Rochford	Pajero
Nick Hood	Series 2B camper

26 people in 22 vehicles attended the 18<sup>th</sup> Historic Land Rover Weekend at Paxina, a decrease from previous years due to a number of factors, not the

least being the inclement weather forecast. But we had perfect weather for the whole weekend.

There had been some concern a couple of weeks ago because the creek was flowing strongly and the dam through which two of the courses are run was full. But everything had dried out nicely by the time we came to prepare. Wednesday, Thursday and Friday morning were spent clearing the Trials courses of heavy undergrowth and fallen branches by Phil, Margaret, Peter and Daphne, before Peter and Daphne set up all the bamboo gates. Peter, Phil and I also collected a good quantity of wood to supplement the damp wood that was already there.

Most people had arrived by Friday evening, and there was a cheery Happy Hour around the campfire.

The Trials commenced at 10.30 on the Saturday morning, with two Courses being completed before lunch. After lunch





Courses 3 and 4 were completed and everyone was able to gather around the campfire for Happy Hour.

Next morning, the results were announced (see below).

As will be seen, the Course setter won (again!)! However, Peter generously forewent his prize (as did I), because the two of us always seem to come first or second, and so it was that Tony was able to pick a prize from the Land Rover memorabilia. Peter did, however, take home the Paxina Award for the Trials winner.

The Spirit of Paxina Award is for the person who best exemplifies what the weekend is about – love and restoration of old Land Rover products. This year, Alex was an easy pick for his beautifully restored Series One. Unfortunately, it Failed to Finish due to an undiagnosed issue and was put on its trailer on the Saturday afternoon for transport home the next day.

Next morning was a beautiful day and after the presentations, Margaret and I took a convoy of a dozen or so vehicles down the Valley to a recently-opened farm produce place

near Glen Davis, "From the Paddock", that not only sells magnificent jams, chutneys, chocolates, etc, but serves a great coffee and great cakes. We spent a very lazy hour sitting in the lovely sun and admiring the spectacular views of the ranges around us, before most of us headed off to Glen Davis to read about the history of this once-thriving mining town.

Everyone was back at camp by lunchtime, following which most people went home.

Thank you to Peter Mitchell for organising the weekend. And thank you to Margaret for spending many hours preparing the campground and toilets. And thank you to Phil for helping with the hard work. Everyone had a ball, and hopefully we'll see them all back next year, plus many more, for the 19<sup>th</sup>.

### Series 1, 2 and 3.

Name	Vehicle	Score	Position
Peter Mitchell	Series 1 80"	15	1
Patrick Sutcliffe	Series 1 80"	30	2
Tony Edward	Series 1 86"	36	3
Joe Cillia	Series 3	37	4
Dave Hopson	Series 3	51	5
Brendan Gryfin	Series 3	54	6

### RRC, D1 and 2.

Matt Walker	RRC	53	1
Owen Chambers	D2	106	2
Michael Stukastsch	D1	111	3

### All Classes

Name	Vehicle	Score	Position
Peter Mitchell	Series 1 80"	15	1
Patrick Sutcliffe	Series 1 80"	30	2
Tony Edward	Series 1 86"	36	3
Joe Cilia	Series 3	37	4
Dave Hopson	Series 3	51	5
Matt Walker	RRC	53	1
Brendan Gryfin	Series 3	54	7
Owen Chambers	D2	106	2
Michael Stukastsch	D1	111	3





# *‘Proper Land Rover ‘ Cape York Trip 2022*

**This was a LROCV run trip, which LROCG member Graham ‘Wash’ Shaw took part in.**

Forward by Richard Groom

As I pulled out of the driveway at 5.50 AM, it felt so good to be finally heading off on my trip to Cape York. It had been delayed for about two & a half years due to Covid. The Giddy Goat at Yarck was emerging from the early morning fog into brilliant sunshine, but is still only serving take-away and they tell me they have no plans to reopen the café! Soon enough the Hosemans, Ed Taylor, John Antonello and Phil Carey arrived, and shortly our Ground Charlie Daryl Glover also arrived. Coffees, paperwork and a quick trip briefing and we headed off, bound for Henty.

Progress was good until John A discovered the Rangie had a flat tyre as we were leaving the Lake Makoan rest area. Near Wangaratta we rendezvoused with Nigel & Julie Matheson in their Series 2. But soon enough we arrived at Trudy’s B&B and cleared the day’s dust with a beer at the Doodle Cooma Hotel. Doodle Cooma apparently means sweet water in the dialect of the local first nation people.

Was the continuous heavy rain all night an omen?

The next day we were off early as it’s a long drive [460 Km] in a Series vehicle to the Sutcliff’s property “Paxina” near Capertee. We arrived about 7.00 PM. It rained pretty well non-stop from Henty to Paxina. The next day we all went off on a local tour through the beautiful Capertee Valley lead by Patrick S to the now abandoned shale mine at Glen Davis then to the Paddock to Plate farm/ café at Glen Ellen and on to Ryleston for a pub lunch.

The next day Ed Taylor, Frank & Trish Hoseman and Nigel & Julie Matheson headed off on their separate ways leaving John Antonello, Phil Carey and myself to head for Coonamble, expecting to catch up with “Wash” along the way.

**Cape York, Almost  
By “Wash”**

Going through Capertee, I figured I was maybe 3 hours behind the others but likely to arrive at Coonamble shortly after them. I never expected to arrive at the designated overnight spot first. Over the next 4 days we drove 932kms averaging 233kms and 1 Latte per day

to Rolleston where we met up with the Brookes who drove over from Brisbane. Richard had a puncture and when he blew it up to locate the hole, we did question what type of tyres he was using.



Richard, John A, Phil and I went the 100kms back down the road to explore parts of Carnarvon Gorge. John Brooke was suffering a lot of back pain after their trip across and he and Eunice decided a quiet day might be more suitable. Richard had intended to camp at Carnarvon Gorge but Queensland School Holidays meant everything was taken as soon as it was available. Phil, having bought a Land Rover so he didn't have to walk, meandered along with us for a bit, while John A, being a bush walker, disappeared up the track while Richard and I staggered up hill and down dale in the ever-increasing temperatures. It was well worth the visit to the Moss Gardens that we did, John A having ventured there and to other parts of the Gorge.



Moss Garden Carnarvon Gorge

John A decided that he wanted to head across to Longreach and Winton before heading to the coast for some work on his Range Rover and left early in the morning. The Brookes decided to head back to Brisbane as John's back was getting worse. We did a photoshoot in the main street of Rolleston before going our different ways.



Main street of Rolleston

It took us 3 days to cover the 950kms to the Undara Lava Tubes where we enjoyed a few refreshing ales before setting up camp and having dinner in the restaurant. As we had not booked in advance, we had to take the early afternoon trip.

The next morning, Richard and I drove the 15 kms back to walk the rim of the Kalkani volcano crater. It's a bit of a climb, but good views once we reached the top. Unfortunately, the good soil and decent rainfall meant that trees had grown dense enough to limit the view inside the crater.

After lunch it was time to venture on a Undara Lava Tube tour, and while the temperatures were high, the tubes were a refreshing cool walk.

Our tour involved 2 sections of a 160km long tube, although apparently sections of the roof had collapsed over the last 20,000 years since they were formed.

We headed across towards the coast

with Richard wanting to stop at his favorite coffee source where he internet-buys his beans, also having been there a number of times.

We drove through Mareeba but for some reason Richard was unable to find the place. I had noticed a sign when we entered town and asked if it was "Coffee Works" as I had seen a sign way back at the start of town.



Lava Tubes, Undara Volcanic National Park

I won't dwell on it, only to say it was a nice lunch there.

And then it was down to sunny Palm Cove just north of Cairns with us booked in for a few days. We enjoyed restocking supplies, catching up with emails and social media, and watched the rain pour down.

After absolutely bucketing down on the Friday night, we left the next day having woken to 24°C where Richard and I managed to partially dry some stuff under the camp kitchen overhead fans.

We headed north for our Crabbing Tour with a local Indigenous guide where I managed to spear 1 crab and 1 Diamond Mullet. They tasted good. Missed the results of the others but I do know that while practicing our spear throwing on the beach beforehand, Phil scored 2 from 2 in getting the coconut. About 2 more than Richard or me, and the rest of the group.



Diamond Mullet Cooya Beach

We headed into Mossman for lunch and Latte before entering the Daintree National Park. Across on the ferry with no indication of the Bloomfield Track being closed as we wended our way up to Cape Tribulation. And then we were onto the unsealed (mostly) Bloomfield Track. We had a number of creek crossings along the way but the first one was the most daunting, Emmagen Creek in full flow. (main article picture)

Without a passenger to test the depth, and any lurking crocodiles, we stood around and assessed the creek. Okay, 2 different vehicles had passed us travelling in different directions. That means at least one of them had crossed this turbulent watercourse. Phil suddenly announced "I will cross this raging torrent." Or words to that affect.

And did it with ease, warning us of a few large rocks along the way. We crossed with ease. Each crossing we made required us to first stop, look and assess the best possible course with each driver commenting on conditions. Except me being Tail-End-Charlie.

On to Ayton and Bloomfield Caravan Park where we enjoyed dining in the new restaurant with a first-class French chef and an Aussie hostess taking care of us. While we watched 170mm of rain fill the area in a couple of hours. We slogged our way back to our camp in ankle-deep water hoping for an end to this never-ending story of rain.

The next morning brought more rain but not as heavy. I managed to use the camp kitchen for an hour or so while watching it come down once more.

And then it cleared. Brilliant sunshine and the promise of more to come. Phil and I relied on the sun peeping through the shading trees while Richard dragged his water-logged tent out onto to the park roadway to dry.

We headed out after enjoying another Latte and watching more rain fall and stopped at The Lions Den for a quiet brew, as one should do.

A stop shortly after to look at Black Mountain which is the remnant granite



Heavy rain at the Bloomfield Caravan Park

boulders of an extinct volcano.

After a stop for lunch in Cooktown, we drove 25kms out to our pre-booked farm stay which offered us an area covered in 1/3<sup>rd</sup> blackberries and 2/3<sup>rd</sup> hard stubble. It bucketed down so we drove back to Cooktown and managed to get 3 single room cabins with ensuite, kitchenette, air conditioners and tv.

Then it was on to Laura hoping that the floodwaters over the Laura River and Archer River had receded and we could head up to The Tip. With the road closed, we had the choice of camping



The Lions Den Hotel ~ Rossville

out near there hoping that the water would go down and that they would allow non-locals to drive through.

With the forecast for more rain, we headed south stopping at Lakeland for lunch. Phil and I walked down while Richard was fiddling in his car where we both ordered BLTs and a beer. I asked Phil if Richard was making his lunch but he had no idea. Turns out he had left his wallet on the table back at Laura. After making a phone call and speaking to the fellow who had it in his hand, he took off straight away to retrieve it. When he returned, we headed south camping at Mt Carbine for the night.

Then it was a matter of taking the shortest way home where we did about 600kms per day. While we were at St George, I did manage to fit in a ParkRun alongside the Balonne River. From St George through to Parkes, most creeks and rivers were very full with many paddocks underwater. Our last night was camped on the Murray River at Tocumwal resulting in a relatively short drive for Richard and Phil. I left them at Yarra Glen as I still had 200kms to go.

The trip was not as planned, due to all the wet weather, even shortening our trip home as Central and Western Queensland were very wet as well.

Participants were:

The Queensland bit

Richard Groom, Trip Leader

John Antonello

Phil Cary

John & Eunice Brook

Graham "Wash" Shaw, Tail End Charlie

Series 2 Hybrid

Range Rover

Defender 90

Defender 110

Defender 130

The Paxina Bit:

Ed Taylor

Frank & Trish Hoseman

Nigel & Julie Matheson

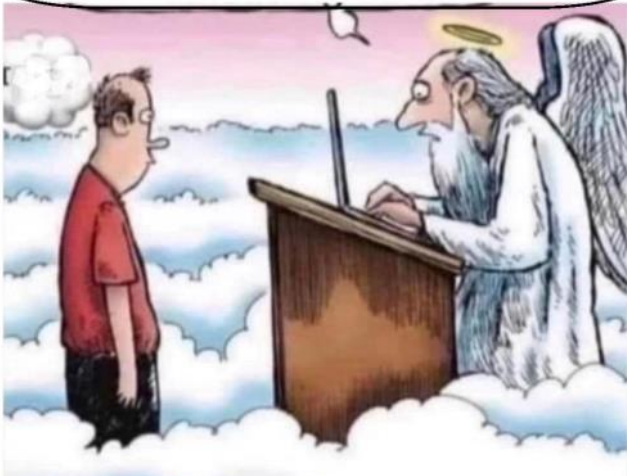


Laura River ~ Laura



Mt Carbine

*You almost made it in, everything was good, except for your language while you were working on your Land Rover*



Draw a plant cell and identify its most important parts.



From Blakie's school book

# Land Rover History



By Rob Weigl (Rob is a LROCV member)

## The Spanish “Six”

**Or why the obvious solution is often the best.**

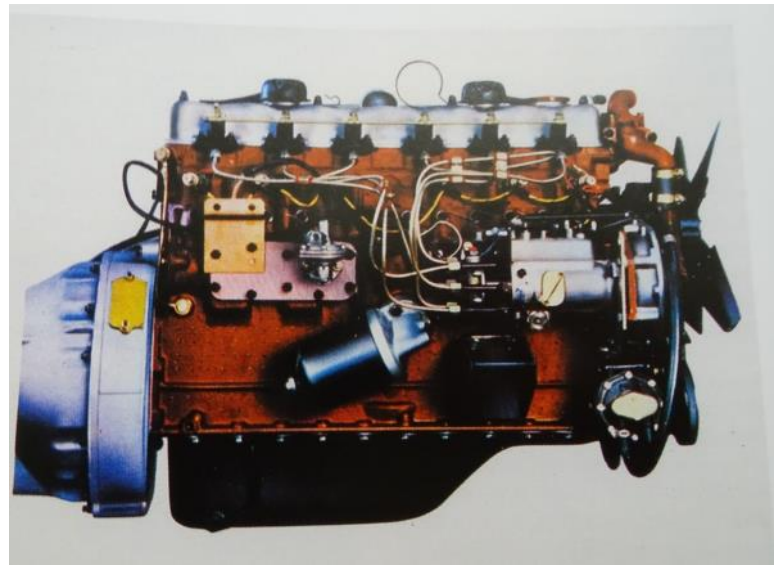
While Solihull launched their Rover-based six-cylinder petrol engine some ten years before their southern Spanish outpost, arguably Santana produced a better motor in the end. Just how did the Spaniards go out on their own to turn the venerable 2.25 lt four into a 3.4 lt in-line six?

Land Rovers were imported into Spain as early as September 1948. Sales of only a few hundred a year were limited to the military and some police agencies. High import taxes imposed by the fascist General Franco dictatorship, forced Rover importer Tabanera Romagosa to begin discussions with Solihull in mid-1953 to look at establishing a local factory. It took another three years before an agreement was reached with agricultural machinery maker Santana to set up an assembly site in Linares, southern Spain.

The first 88” model Land Rovers that were made in 1958 were the newly introduced Series II. As part of the deal to establish the plant, at least 95% local content was needed after the first 2,500 Land Rovers were made. This quick expansion meant that local engineers and development was needed, and after just 10 years full local manufacturing was achieved. Bolstered by exports to regions sympathetic with the Spanish government at the time, mainly South America, North Africa as well as parts of the Middle East, improvements to the design, based on customer feedback, such as parabolic leaf springs were a hallmark of the Spanish Land Rovers. Contrast this to the developmental stagnation at Solihull as profit was redirected to other parts of the ailing British Leyland empire.

Following General Franco’s death in 1975, Santana embarked on further production increase and extensive development, with the aim of building 21,500 vehicles annually. As part of this ambition, a year later the new 6-cylinder petrol and diesel engines were launched. Based on the standard Land Rover 2.25 lt four, the new engine had the same bore and stroke measurements, which gave it a swept volume of 3429 cc. Developed with the assistance of famed Rover engine man, Jack Swaine, who designed the original OHV 2.0 lt diesel in 1957, which then led to the slightly enlarged petrol version being released a year later. The new Spanish 6 cylinder petrol engine developed 77 kW (103 bhp) @ 4000 rpm with a healthy 240 Nm of torque at a low 1500 rpm. Noted for its smooth running, like the very best inline sixes, it, like the four cylinder, featured a chain-driven camshaft.

The diesel version, like the original some twenty years earlier, was said to have benefited from the expertise of Ricardo Engineering. Producing 70kW (94 bhp) @ 4000 rpm with maximum torque of 206Nm @ 1800 rpm, it proved the most popular of the Spanish sixes.



Santana’s 6 cylinder 3.429 litre diesel engine

Initially fitted just to long-wheel base 109” models, the top of the front radiator panel was now curved and sat flush to the headlights to accommodate the longer motor. The bonnet remained normal length, so a small panel was added to close the gap. Dominated by a large black plastic grille, the clean front-end design had a distinguished look, three years before the debut of the British Stage 1 V8 Series III. The transmission and axles were also upgraded to cope with the increase in performance.





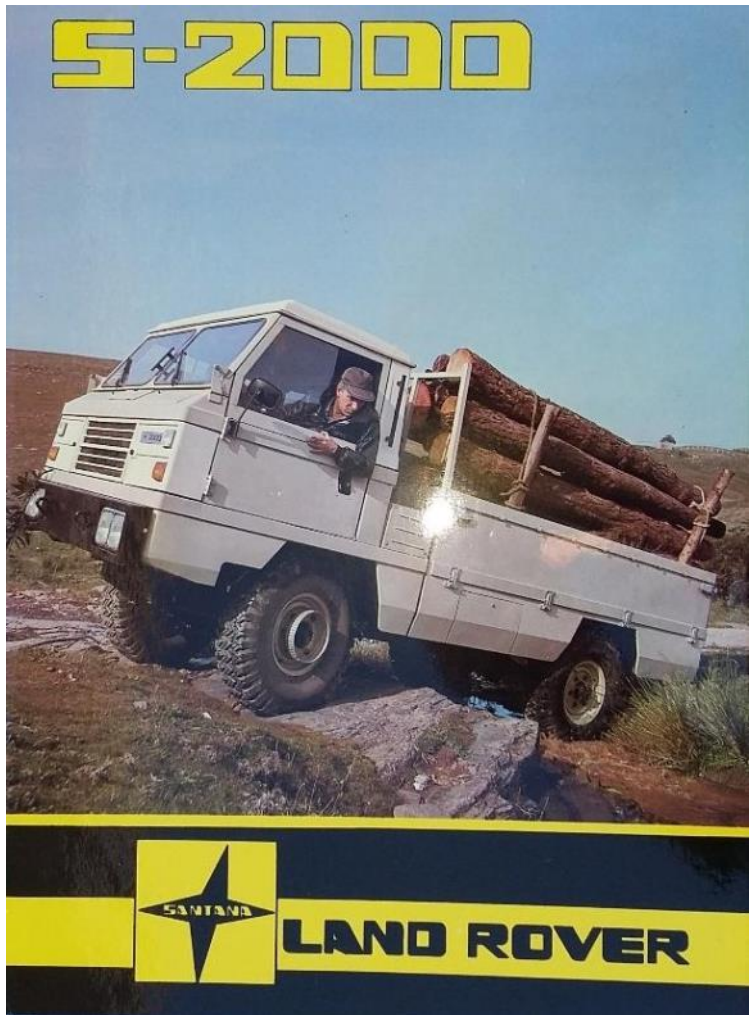
# Land Rover History



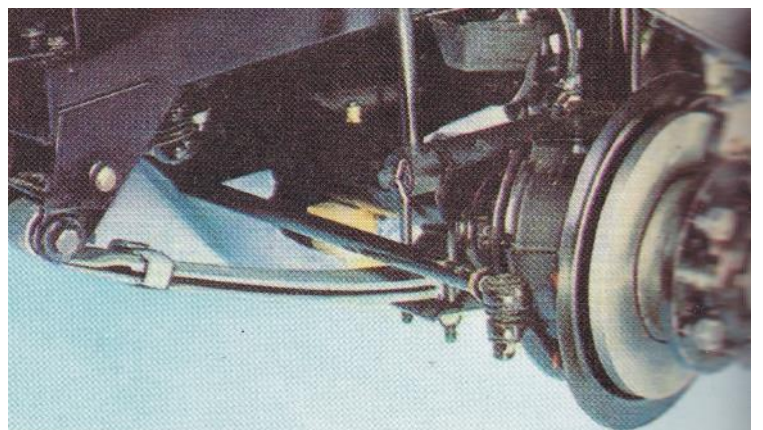
One of the first Spanish specialities that the large capacity six was offered in, was the 1979 Santana 2000 Forward Control model. Broadly based on the dimensions of the UK built 101" Forward Control 1 Tonne but offered to the general public, as well as the military. This two-tonne capacity Land Rover was available in single cab, dual cab, as well as a cab-chassis for specialist bodywork.



Four cylinder diesel 119" Gran Capacidad



Santana was constantly making improvements to the design of their version of the Series III. In 1980 a one-piece wind-screen was fitted together with one-piece doors/wind-up windows along with a fibreglass roof panel. The station wagons were marketed as 109 Especial models. As customers demanded more luxury in the early 1980's a Spanish version of 'County' trim became available. This led to a model name change in 1982 to Series IIIA. The Cazorla now featured a galvanised chassis, power-steering, front disc brakes and free-wheel hubs but still with a 4-speed gearbox.



Front disc brakes and parabolic leaf springs were fitted to the Cazorla

# Land Rover History



## Land Rover Santana



CLAVE  
CODE **69 59**

DIMENSIONES		DIMENSIONS		DIMENSIONS	
Longitud total	4,54 m	Overall length	4,54 m	Longueur hors-tout	4,54
Anchura total	1,65 m	Overall width	1,65 m	Largeur hors-tout	1,65
Altura total sin capota	1,70 m	Overall height, without hood	1,70 m	Hauteur hors-tout, sans capote	1,70
Altura libre sobre el suelo	0,25 m	Free height from the ground	0,25 m	Garde au sol	0,25
Longitud de la caja	2,06 m	Length of body	2,06 m	Longeur de la caisse	2,06
Anchura de la caja	1,45 m	Width of body	1,45 m	Largeur de la caisse	1,45
Altura desde el piso a la capota	1,25 m	Overall height from floor to ceiling	1,25 m	Hauteur depuis le plancher a la capote	1,25

MOTOR		ENGINE		MOTEUR	
CALIBRE	GASOLINA 90,47 mm DIESEL 90,47 mm	BORE	PETROL 90,47 mm DIESEL 90,47 mm	ALESAGE	ESSECE 90,47 mm DIESEL 90,47 mm
CARRERA	88,90 mm 88,90 mm	STROKE	88,90 mm 88,90 mm	COURSE	88,90 mm 88,90 mm
CILINDROS	6 6	CYLINDERS	6 6	CYLINDRES	6 6
CILINDRADA	3.429 cc 3.429 cc	CAPACITY	3.429 cc 3.429 cc	CYLINDREE	3.429 cc 3.429 cc
RELACION DE COMPRESION	8 a 1 23 a 1	COMPRESSION RATIO	8 to 1 23 to 1	TALUX DE COMPRESION	8 a 1 23 a 1
POTENCIA AL FRENO	104 SAE CV 94 SAE CV	MAX. B.H.P.	104 SAE CV 94 SAE CV	PUISSANCE MAX.	104 SAE CV 94 SAE CV
PAR MAXIMO	a 4000 r.p.m. a 4000 r.p.m.	MAX. TORQUE	24,6 mkg 21,2 mkg		a 4000 r.p.m. a 4000 r.p.m.
	a 1500 r.p.m. a 1800 r.p.m.		at 1500 r.p.m. at 1800 r.p.m.		a 1500 r.p.m. a 1800 r.p.m.



The body-styling now featured a deeper, one-piece wind-screen which saw the bulkhead vents disappear as well as more of a hybrid Stage 1/Stage 2 bonnet and grille. All the while Santana was not forgetting its working values. About this time, an extra-long wheelbase cab-chassis and ute body style called the 119 Gran Capacidad was launched. Only available with either a 4- or 6-cylinder diesel, the 119" wheelbase version proved a useful addition to the range. The big six also found favour with defence forces, with San-



tana making it available from 1976 in a 1 tonne variant. Known as the 109 Militar it was first introduced in 1969. The 109 Militar featured a minimalist front end with cut-away front guards, not dissimilar to the Australian Army Series IIA. It was available in soft-top GS and Ambulance variants, amongst others, over 2,000 were built with the larger engine.

While Santana and Land Rover shared a close relationship, it started to diverge in 1983. Santana entered into an agreement with Suzuki, which took a 20% stake in the company in 1984. While they continued to innovate with a turbo diesel engine before Solihull was able to, Land Rover was hamstrung by being unable to compete in certain markets due to exclusivity rights. By this time Santana-made Suzuki SJ Jimny/Vitara were being made in the same factory as the Santana Series IIIA. The big petrol and diesel sixes were still being offered when the newly launched Series IV range came out in 1987. Sticking to parabolic leaf springs and part-time 4WD, but looking more like a One Ten minus the wheel arch flares, the most striking part was there was no mention of Land Rover on any of the badging. By June 1990 Land Rover sold its 23% stake in Santana and terminated their licensing agreement, and promptly launched the Defender in Spain. The Series IV soldiered on until 1993 and the last of

# Land Rover History



the models was sold by 1994, meaning the petrol and diesel sixes had a lifespan of just under 20 years.

## Who was Santana?

Santana, in Spanish, Metalurgica de Santa Ana SA (translated to St Anne's Metalworks Ltd) was a maker of farm implements before it was approached by the local importer of Land Rover in 1956 to begin local assembly, which began two years later. By 1968, 100% of the vehicle's components were locally produced, it was effectively a manufacturer, and as such developed unique models for the domestic market.

By June 1990 Land Rover announced it was severing the 32-year relationship with Santana. Suzuki, which invested some six years earlier, disposed of its investment in 1994, however Santana continued to build Suzuki cars under licence for distribution into Europe. Santana soldiered on for a further number of years, even launching a Defender look-a-like (think Grenadier) in 1999 called the PS-10. The local Andalusian Government bought out the company to shore up support. A deal with Iveco in 2006 to re-market a restyled PS-10 as the Massif failed to attract any buyers and when Suzuki pulled out its support for distribution of cars in 2009, Iveco followed suit in 2010. A year later the regional government pulled the plug and Santana was no longer.



The Santana PS 10 had a 2.8 litre Iveco 8410.43 turbocharged intercooled diesel engine



Photos non contractuelles.

MATERIEL ET APPAREILLAGE MECANIQUE  
**MAM**  
IMPORTATEUR EXCLUSIF

**LAISSEZ-VOUS RATTRAPER PAR LA LÉGENDE !**



**SANTANA**  
CONSTRUCTEUR

AUTOARBEJLØRDK

# Gippsland History



## The Koo Wee Rup to Strzelecki Railway line: 100 years of history

By Heather Arnold,  
President Koo Wee Rup Swamp Historical Society

The railway line which used to run from Koo Wee Rup to Strzelecki opened officially on June 29, 1922. At the time it was known as the Koo Wee Rup to McDonald's Track Railway. McDonald's Track had been surveyed between 1860 and 1862 by George McDonald. It ran between the Tobin Yallock Bridge (where the South Gippsland Highway crosses the Lang Lang River) to Poowong, over Mt Worth to Morwell, with the aim of providing a stock route through to Sale. The Gippsland Railway line through to Sale was completed in 1879 and early McDonald's Track settlers, especially those around Poowong, soon began to agitate for a railway line to help ease their transport problems through the densely forested, damp hills as the 32 kilometres (20 miles) of track between Poowong and Drouin took over a day's travel and all the goods and produce were carted on pack horses or drays.

Various routes for a railway line were suggested including one from Drouin to Welshpool via McDonalds Track or Drouin to Poowong or Monomeith to Warragul. The Great Southern Railway line to Port Albert via Koo Wee Rup, Leongatha and Foster was opened in 1892, by-passing Poowong. The opening of this line coupled with the draining of the Koo Wee Rup Swamp saw fresh demands from the McDonald Track settlers and the Swamp settlers for a new

line. The Swamp was a large producer of dairy products and vegetables and there was also a growing sand mining industry. In 1912 a new Railway line was proposed from Koo Wee Rup to McDonalds Track via areas of the Koo Wee Rup Swamp.

Much of the following information comes from *Steam to*



Construction camp near Strzelecki in 1921-22  
Image; On display at the Back-to Bayles celebration in June 2022



Western Port Road crossing the line at Heathhill in 1922  
Image; On display at the Back-to Bayles celebration in June 2022



Building the big trestle bridge near Strzelecki  
Image; On display at the Back-to Bayles celebration in June 2022



Loading potatoes at Bayles, 1923  
Image; On display at the Back-to Bayles celebration in June 2022



Crompton's Creek bridge between Heathhill and Athlone  
Image; On display at the Back-to Bayles celebration in June 2022

# Gippsland History



*Strzelecki: the Koo-Wee-Rup to McDonald's Track Railway* by Marilyn Ramsay. Published by the Australian Railway Historical Society in 1991. It is out of print, but well worth tracking down if you are interested in Railway history or Gippsland history.

The Koo Wee Rup to McDonalds Track Railway Construction Act was proclaimed on October 12, 1914 and construction began on August 4, 1915. Construction of the line was slowed by the re-allocation of resources during the First World War and didn't resume with any pace until 1919. Construction was carried out in three stages. The Swamp area from Koo Wee Rup to Heath Hill, the foothills area of Heath Hill to Triholm and the mountain area from Triholm to Strzelecki. The finished line was 30¾ miles in length. Unfortunately for the people of Poowong they were bypassed once again.

The first timetable had three trains per week carrying both passengers and goods, Monday, Wednesday and Fridays.

The official opening of the line was, as we said, June 29 1922, but the line was in use earlier. The Bayles Station commenced limited operation over a year earlier on February 10, 1921 and Catani had opened for limited operations from May 1921. *The Argus* of March 9, 1922 also reported that the *construction of the Koo-wee-rup to McDonald Track line is sufficiently advanced to enable the railway construction branch to haul goods in truckloads (minimum weight three tons) to or from the following stations: Bayles, Catani, Yannathan, Heath Hill, Athlone, Warneet, and Topiram. Goods will be earned at owner's risk, and as construction work permits.* Marilyn Ramsay writes that Topiram was known as Warneet during construction, but named Topiram when opened for traffic. Triholm was known as Topiram during construction, but changed to Triholm when the line opened for traffic. Bayles was named after Frederick Bayles, the first man from the Victorian Railways construction branch killed in World War One. Catani is named for Carlo Catani, Public Works Department engineer who worked on the drainage of the Koo Wee Rup Swamp.



The train leaving Yannathan Station, Easter 1940, on the way to Bayles.

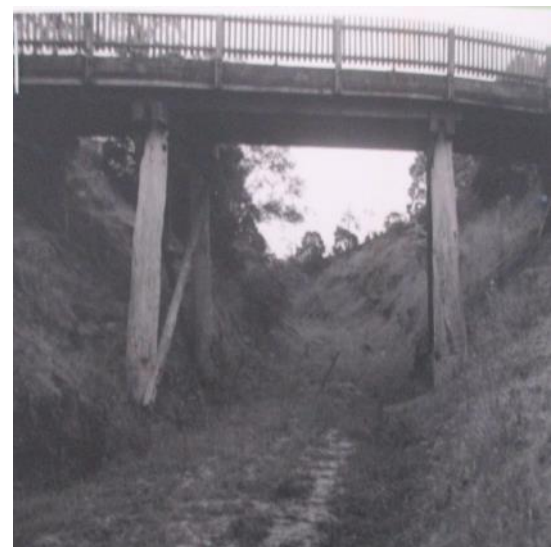
Image: Bayles Fauna Park Collection.

The *Koo Wee Rup Sun* of April 20, 1922 reported on the revenue already gathered from the soon to be officially opened railway line - *Interesting figures. The revenue derived from the McDonalds Track to Koo Wee Rup railway line, which is not yet completed, amounted to £844 last month. The inward and outward tonnage reached 1615 tons. At the Koo Wee Rup station the revenue for the month of March last year totalled £1261, but for the corresponding month this year it almost doubled the figures, being £2400. Goods amounted to £954, passengers £277, parcels £125 and livestock £44. Although the department reaps such a*



Lang Lang Straight Cut bridge closed by this erosion in 1942

Image; On display at the Back-to Bayles celebration in June 2022



Warragul to Korumburra Road bridge over the line

Image; On display at the Back-to Bayles celebration in June 2022

# Gippsland History



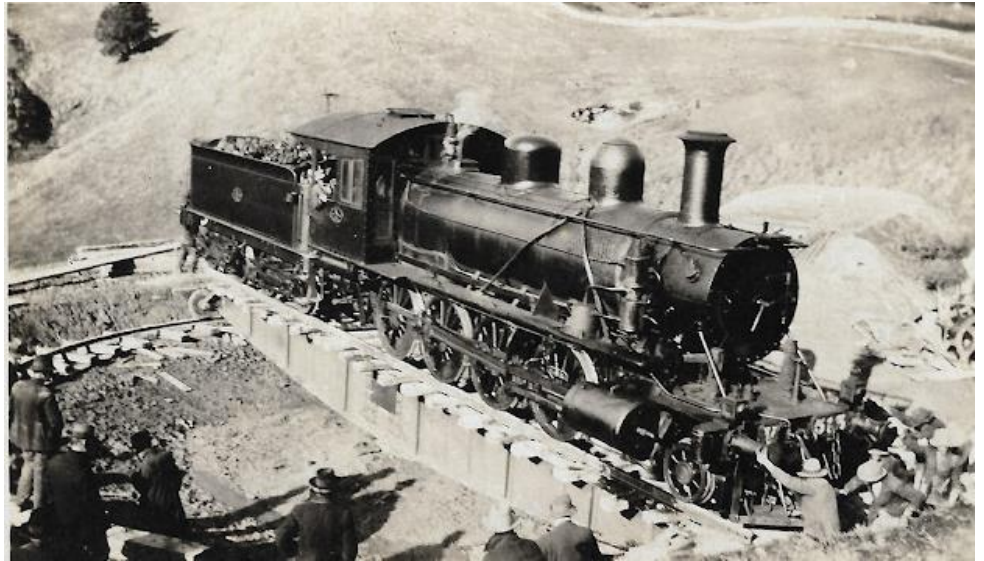
revenue, the present station is totally unsuitable for the conducting of business and an eyesore to the township, and it is about time the commissioners gave practical consideration to the erecting of a new building.

The opening ceremony took place on June 29, 1922, at Strzelecki. The official opening was performed by the Minister for Railways, Samuel Barnes. Lady Mackey, the wife of the Speaker of the Legislative Assembly, Sir John Mackey, cut the ribbon. The first train to leave Koo Wee Rup for the ceremony carried over 300 passengers from stations along the line.

These are the stations and sidings on the line, starting from Koo Wee Rup, with the dates of official operation from *Steam to Strzelecki* -

- Plowrights Siding - June 1, 1926 to May 12, 1931
- Water Washed Sand Siding - March 9, 1926 to May 5, 1931
- Bayles Station - June 29, 1922 to February 4, 1959
- Catani Station - June 29, 1922 to April 25, 1950
- Yannathan Station - June 29, 1922 to April 25, 1950
- Heath Hill Station - June 29, 1922 to August 7, 1941.
- Athlone Quarry Siding - October 1922 to 1925
- Athlone Station - June 29, 1922 to August 7, 1941.
- Topiram Station - June 29, 1922 to August 7, 1941.
- Triholm Station - June 29, 1922 to August 7, 1941.
- Strzelecki Station - June 29, 1922 to November 24, 1930.

Almost as soon as the line opened there were complaints about the lack of services on the line. In August 1923 it was reported that at the meeting of Yannathan branch V.F.U., - a report was received from Mr. Barnes, Minister for Railways, re deputation's request for a daily service to be run from Strzelecki to Koo-wee-rup. - Request refused on advice of Railways Commissioners. This report led to a



The steam engine on the turntable at Strzelecki on opening day, June 29, 1922.  
Image: Koo Wee Rup Swamp Historical Society courtesy Mary Holmes.



Catani Railway Station

Image: Koo Wee Rup Swamp Historical Society

*long discussion regarding the unsatisfactory way the present service met the requirements of the district. Mr. Warren considered the present service did not suit more than 10 per cent, of the population along the line. To help dairymen to get their milk to town it was absolutely useless. Mr. Wildes considered that the requirements of the district would be met if*



Bayles Railway Station, taken 6/10/1956 on an 81 RM (280 HP rail motor) on Australian Railway Historical Society tour  
Image: Koo Wee Rup Swamp Historical Society, courtesy of A.R.H.S Archives.



The train at Bayles.

Image: Bayles Fauna Park Collection.

# Gippsland History



a daily motor rail service was run from Koo-wee-rup as far as Yannathan. Mr. Bennett said he thought they should go further than just taking steps to get their milk daily to town. Statistics had been gathered quite recently showing there were about 2000 dairy cows between Bayles station and Yannathan station, which proved conclusively that this small area was a compact block lending itself admirably to the dairying industry.

As you can see from the dates of operation, above, the service to Strzelecki lasted less than 8 years; and to Athlone, Topiram, Triholm and Heath Hill less than 20 years. The passenger service closed in August 1941, but the line continued to carry goods such as livestock and milk, until it was closed completely in 1959. It was a short-lived railway line.

You can still see some remnants of the line. *Steam to Strzelecki* describes what was still visible in 1991 when the book was published. The Bayles Fauna Reserve has a small Museum with some photos of the line.

A version of this article which has footnotes and sources is on my blog;  
<https://kooweerupswamphistory.blogspot.com/2021/12/koo-wee-rup-to-strzelecki-railway-line.html>



Lady Mackey cuts the ribbon at the opening ceremony.  
Weekly Times July 8, 1922 <http://nla.gov.au/nla.news-article222803430>



Some of the crowd at the opening ceremony.  
Weekly Times July 8, 1922 <http://nla.gov.au/nla.news-article222803430>



Samuel Barnes, Minister for Railways at the opening ceremony. Weekly Times July 8, 1922 <http://nla.gov.au/nla.news-article222803430>



Triholm Looking towards Koo Wee Rup.

Photographer: Weston Langford

Image 114890 taken January 17, 1984 <https://www.westonlangford.com/>



Some of the crowd at the opening ceremony.  
Image; On display at the Back-to-Bayles celebration in June 2022

# HYPOTHERMIA

Hypothermia, commonly called exposure, is a condition associated with lowered body core temperature. It is the major cause of death in the mountains. The immediate cause of a lowering body core temperature is prolonged heat loss. This is usually due to inadequate clothing in cold, wet, windy conditions, associated with physical exhaustion, hunger and possibly anxiety.

## Danger signs:

Hypothermia is not easy to recognize. The victim is exhausted, lags behind, stumbles, is reluctant to carry on and not "with it" mentally. He may be difficult to reason with. Reactions are slowed, sense of touch is poor, speech becomes slurred, lips and hands may swell.

## Treatment:

Shelter from the wind immediately. Drop off a ridge to the lee side and look for shelter in the scrub, bush, or behind rocks. Put on extra clothing, have something to eat and drink, and assess the situation carefully. Recovery can be swift but if it has not occurred within 15 minutes or if the victim has collapsed, he will be past warming himself; you must do it for him. You must treat him on the spot; he may collapse and die if you attempt to assist him to the shelter or a hut. If practicable, change him into dry woolen clothing. Put him in a sleeping bag and have a strong member of the party get in with him or have 2 fit people, both in their sleeping bags, lie alongside him.

This is the only safe method. Excessive external heat such as a fire can kill him. Alcohol must not be given. Do not rub him. In any case, your patient should not be moved (especially by his own efforts) until fully recovered or until you get medical advice. Meanwhile, watch the rest of the party. Make camp immediately where you can get the most shelter.

## Prevention:

Be prepared for bad conditions. Act promptly if they occur. Whatever the time of year or length of the trip, prepare for it carefully. Listen to and take heed of weather forecasts. Take a waterproof parka on every trip into the hills- even for a day or half-day walk.

For excursions on the open tops, add long trousers and a balaclava to your "must pack" list. Wear woolen clothing: wet wool is warmer than wet cotton.

Have a good meal before setting out and frequent snacks during the day.

Plan your day so as to reach your destination with time to spare before nightfall. If the weather deteriorates, turn back, or take a safe alternative route which will provide all-important shelter.

Remember there is always a chance of having to spend the night in the open, and then an emergency

groundsheet or bivouac bag can save your life.

For safety, 4 is the minimum number for a party. Remember, 1 man cannot recognize hypothermia in himself. A 2 man party is too weak to help itself in a dangerous situation. If 4 are in the party, 1 can stay with a sick man while 2 go for help. Never travel alone.

## The facts of life:

At 10 degrees C, a wind of 40 km/hr. (25 mph) produces the same heat loss from unprotected skin as would be lost in windless conditions at -30 degrees C. Wet skin loses heat much faster than dry. Damp, windy conditions with temperatures around 5 degrees C are the most dangerous. These occur in the mountains of Victoria, New South Wales and Tasmania at ANY time of the year.

Hypothermia is a definite killer. The young, fit and healthy are certainly susceptible. Small people are most susceptible. The onset of hypothermia can be swift: if it is unrecognized by either the victim or his friends, death can follow in one hour.

The signs or symptoms are frequently mistaken for simple fatigue and the exposure victim does not realize his own plight. His condition must be recognized and treated urgently by his friends (even if he objects) or he will collapse. The collapse of 1 person can place the whole party in a position of great danger.

The real danger lies in the lack of recognition of the condition by either the victim or his friends, since frequently the whole party is more or less affected. People have died of exposure without once complaining of the cold.

## BEWARE THE EVIL COMBINATION OF WET, WIND AND COLD.

Remember, extreme cold + fatigue + low morale = high probability of hypothermia.

(This article refers to the victim as a 'He'. However, don't kid yourself, both male and female's can be at risk of developing hypothermia.)



*"Need to get it fixed quickly, or you could be at risk of Hypothermia"*