

LAND ROVER OWNERS' CLUB

OF GIPPSLAND

DECEMBER 2022 / January 2023 NEWSLETTER

MERRY CHRISTMAS
& A HAPPY NEW YEAR



GIPPSLAND LAND ROVER

535 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

HISTORIC LAND ROVER SOCIAL WEEKEND

Friday March 24th to Sunday March 26th 2023

Patrick and Margaret Sutcliffe, Members of the LROCV, are inviting all owners, and those with a passion for, leaf-sprung Land Rovers, Defenders, Discovery 1s and 2s and Classic Range Rovers, to join them in a weekend of activities based on their property, Paxina.

The property has good bush camping and is about 44 kilometres north of Lithgow in NSW. Two bush toilets are provided, and there is a shower shed (bring your own shower and water). Access to the site is possible for camper trailers towed by a proper 4WD (i.e., with low ratio and high clearance), but NOT caravans. Wood for campfires is available. Dogs are welcome, as long as they are kept under control and poo picked up.

Details of how to get there will be provided on booking.

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

Activities

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

Friday will be spent settling into the campsite, viewing the vehicles, counting rivets, and peering under bonnets. There will also be a SWAP MEET, so bring along any bits and pieces that you want to get rid of. These activities are expected to

continue throughout the weekend!

On Saturday a trip along the Turon River will be run, stopping for lunch on the riverbank, before returning to camp, where a Land Rover quiz will be held.

Over the entire weekend there will also be an "identify the mystery parts" competition. Prizes will be awarded.

A short trip will be taken on Sunday morning, through the spectacular Capertee Valley, on tracks on Paxina and a neighbour's property,

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

BOOKINGS

Peter Mitchell on mitchpd@tpg.com.au or 0408 811 407

This month's cover; Annette Fleming's winning photo of Sawyers Bay, Flinders Island, from this years LROCG photo competition.

The 2022/2023 LROCG Membership fees are due.

Family Membership is \$65

Payment can be made direct into the Club bank account.

Account name is;

Land Rover Owners Club of Gippsland

BSB 083785

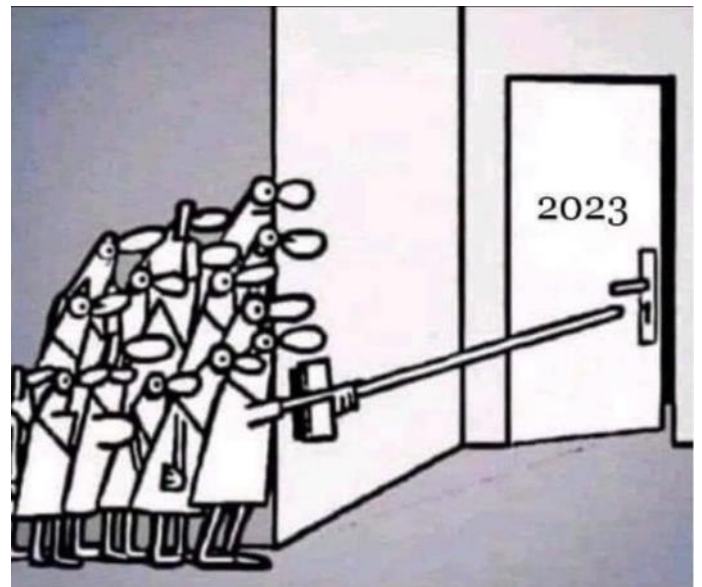
Account no 631148781

Land Rover Owners Club of Gippsland

2022-- 2023 Committee

President	Alan Harlow	0419 530 117
Vice President	Neville Trimnell	
Minute Secretary	Tonee Harlow	
Treasurer	John Kerr	
Publicity Officer	Charlie Calafiore	03 5172 1100
Secretary	Charlie Calafiore	03 5172 1100
Events CoOrdinator	Alan MacRae	
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, Charlie Calafiore,



Jaguar Land Rover Has Massive 215,000 Backlog Of Orders

74 percent of all orders are for the Range Rover, Range Rover Sport, and Defender.

Jaguar Land Rover is happy to report sales are picking up and 2023 is looking particularly strong. As of December 31, 2022, the automotive conglomerate owned by Tata Motors had a whopping 215,000 client orders, with about 10,000 orders added since the end of September. As expected, the increased interest is fueled by fresh products such as the Range Rover and Range Rover Sport, both of which can be had with a twin-turbo 4.4-liter V8 from BMW. In addition, the Defender remains a popular choice, especially now with an eight-seat version. From October until December, JLR's wholesale volumes rose to 79,591 units or 5.7 percent more compared to the previous

quarter and by 15 percent compared to the same quarter of 2021. Deliveries in North America increased by 17 percent while shipments to the UK were up by 10 percent. Demand dropped by 13 percent in China due to the coronavirus pandemic and by three percent in Europe. Despite positive results, Jaguar Land Rover's CEO Thierry Bollore unexpectedly decided to step down at the end of last year, citing personal reasons. Let's keep in mind Jaguar will be reinvented as a purely electric brand as early as 2025, but without any new products launched until then. The transition to an EV-only marque was announced by the former head honcho with the "Reimagine" global strategy presented in February 2021. One of the first decisions taken by Thierry Bollore after he was appointed

CEO was to cancel the electric XJ, which was just about to be revealed. Like the aborted J-Pace large SUV, it was supposed to ride on the MLA platform and take on the likes of the Mercedes EQS and BMW i7. As to why it was axed at the last minute, JLR "concluded that the planned XJ replacement does not fit with our vision for a reimaged Jaguar brand." As a refresher, the Reimagine plan also calls for no fewer than six electric Land Rover models based on the Range Rover, Discovery, and Defender. The first of the bunch is scheduled to arrive in 2024, with 60 percent of all Land Rover sales to be represented by EVs by the end of the decade. It's too soon to say whether the agenda will be changed under the new management.

Jaguar will survive despite production changes in the UK – executive

Jaguar Land Rover is planning an overhaul of its production plans for 2023 as it continues to battle the effects of the global shortage of semiconductors, and prepares Jaguar for an electric future.

Three all-new electric 'performance' models are still planned to lead the next generation of Jaguars – despite changes to the production plans for the British brand from early next year. According to The Guardian in the UK, Jaguar Land Rover (JLR) is planning to move from two factory shifts to one on the line that builds the Jaguar F-Pace and Range Rover Velar – plus decrease production of the Range Rover Evoque and Land Rover Discovery Sport. Meanwhile, The Guardian and Bloomberg claim production of higher-profit models – such as the full-size Range Rover – will increase. But Jaguar Land Rover executives told Drive these moves to streamline the company's manufacturing operations in 2023 have been wrongly interpreted as the trigger for long-term changes and job losses.

It also raised doubts about the future of Jaguar, which has seen a massive downturn in demand for its traditional luxury passenger cars and put its SUVs into direct competition with its stablemates from Land Rover and Range Rover. JLR is adamant that Jaguar still has a future and the production overhaul will allow it to focus

on the popular models across its brands that have created a global waiting list of more than 200,000 vehicles. "There is no change in the business direction whatsoever," Nick Connoll, the Global External Corporate Communications Manager for Jaguar Land Rover, told Drive from the UK. "Things are getting better. We are starting to see some positivity coming in. "We've definitely seen some green shoots in terms of semiconductors." Mr Connoll said Jaguar Land Rover (JLR) has been battling production difficulties for more than two years, largely because of the semiconductor shortage, and had developed the new production plan as a way to recover from the troubles. It had struggled because of the amount of technology in its latest vehicles and its heavy reliance on the microchips needed to built them.

The Jaguar executive also insisted the recent departure of Jaguar Land Rover's CEO Thierry Bollore after two years in the role – who was the driving force behind the company's switch to electric power – would have no impact on the business. The foundations of Mr Bollore's plans include changing Jaguar to an all-electric brand from 2025 to 'realise its unique potential', and phasing out diesel and rolling out electric power in Land Rovers over the next 14 years. JLR has defended its latest move on production and insists it is not cutting numbers. Instead, it is about

managing the allocation of parts – including semiconductors – to maximise its build rate on high-demand vehicles. Even so, its sales have nose-dived in recent years, both globally and in Australia. Its word-wide result peaked at 614,000 in 2018 but dropped to 439,000 in 2021, while the Australian total was 3008 in 2016 but has fallen steadily since then – even before Covid hit – with another 41.9 per cent fall in the first ten months of this year for a total of just 665 cars by the end of October. "We continue to actively manage the operational patterns of our manufacturing plants whilst the industry experiences ongoing global semiconductor supply chain disruption. Demand for our vehicles remains strong," JLR said in an official brand statement. "We expect our performance to continue improving in the second half of the year, as new agreements with semiconductor partners take effect, enabling us to build and deliver more vehicles to our clients." Mr Connell confirmed the electrification plan at Jaguar still included an all-new mechanical architecture to underpin all three future models – but the executive would not give any other details. "There be three brand-new, all-electric performance vehicles," he said. "The current nameplates will be the last iteration of what we call current Jaguar." "People still want our vehicles and we still want to build them for them."

Land Rover Owners' Club of Gippsland December Ordinary Meeting

Minutes for meeting held on Sunday 4th December 2022.
Meeting held at Erica Recreation Reserve. Meeting started at 11.22 am.

Welcome & thanks.

Alan welcomed everyone and thanked them for their attendance.

In particular our life members Greg and Lois Rose.

Attending; Ted Allchin, Rod Catchpole, Loris Catchpole, Philip Croft, Christine Croft, Alan Harlow, Tonee Harlow, Terry Heskey, Barb Heskey, Ross Howell, Sue Howell, Brian Johnson, John Kerr, Heather Kerr, Alan MacRae, Helen MacRae, Bob McKee, Annette Fleming, Sue Markham, Craig Murray, Vivian Lee, Jan Parniak, Colette Parniak, Ron Prince, Dot Prince, Greg Rose, Lois Rose, Neville Trimnell, Liz Trimnell, Greg Walker

Apologies: Shirley Allchin, Graham Shaw-Wash, Ian Blake, Shannon Brill, Ashley Brill, Charlie Calafiore, Anthony Maeder, Ken Markham, Eric Shingles, Jessica Walsh

Visitors; nil

Confirmation of November Meeting Minutes:

Motion; That the November Club minutes be accepted as true and correct:

Moved by Neville Trimnell, Seconded by Sue Howell, Carried Business arising from the minutes of the previous meeting.

AGM report and rule changes to Consumer Affairs.

Accounts to be paid in Treasures report.

Correspondence:

In:

Various emails from FWDV.

Email from Greg Rose re November Volunteers day cancellation.

Out:

All emails received have been sent onto members.

Reminders of Club meeting.

Treasurer's Report: November; John Kerr

Questions of Treasure; Nil.

Motion; The Treasurer's report be received and approved, Moved by John Kerr, Seconded by Brian Johnson, Carried.

Publicity Officer's Report: Charlie Calafiore.

Nil

Motion; The following accounts be paid.

Rule change notice to consumer affairs of \$191.10

Annual Statement for financial year ending 30th June of \$61.20

The food for Christmas lunch of \$157.05.

Moved by John Kerr, Seconded by Heather Kerr, Carried.

Editor's Report: Eric Shingles.

Hope you liked the Newsletter, always looking for more stuff.

Thanks to those contributing.

Webmaster's Report: Alan Harlow.

The web site is up to date.

The changes to the club model rule and by-laws will be updated on the web site.

	Visitors	Pages
June	10	43

July	3	5
August	3	13
Sept	11	34
Oct	12	56
Nov	72	249

FWDV Delegate's Report: Neville Trimnell

Alan and Neville attended the meeting.

Very interestingly run meeting.

Reports from President, CEO and Finances.

Election of new office bearers.

Red cross blood bank awards to donors.

Infiniti insurance — outlined off road policy.

FWDVP Regional Representatives; Greg Rose

Tracks and roads network have extensive maintenance being carried out after very wet year.

PV LROCG Co-ordinator; Craig Murray

Proposed week leading into long weekend, March 7th,8th & 9th.

Planned work will be clean-up of campgrounds before long weekend.

Property officer's Report; Ross Howell

Nil. Same same. (In joke)

Events Coordinator's Report: Alan MacRae

Past Events.

October Coffee Get Together, Jan Parniak reported. Was held on Friday 18th November at St Perter in Morwell, great turn-up, we had a good time.

Future Events.

* Possible in January, Coffee Get Together, TBC

Time 10am Friday 13th January.

Club calendar has known dates listed.

* Jamieson trip, Alan MacRae

Proposed 4 day 3 nights trip to Jamieson, dates to be arranged late April or May, Alan MacRae will send out information. Looking to take a party of about 12.

* Navigation trial in February, date TBC. Alan Harlow



* Burgoyne track trip, Alan and Bob
Two nights at Cheynes Bridge Macalister River Camp site.
Proposed in February date TBC.

Technical Matters: Nil

General Business.

* Notice of motions;

BL7

The club rules require two signatures to withdraw money from the club accounts.

Any two of the following shall be used.

- President
- Vic president
- Treasurer
- Secretary.

BL8

Life members of the club are not required to pay the Club membership fee.

BL9

Financial club members shall be provided with a Club name badge on joining.

BL10

Financial club members shall be provided with a Club newsletter electronically by email and or a hard copy via Australia Post.

* Craig and Vivian gave an update on the new Grenadier test at Lardner Park.

* Members updated details on Club membership list.

* Ross showed his birthday present made

by his daughter of a Land Rover sign made out of tiles.

* The Photo competition was won by Annette Fleming.

* Only 2 Club calendar's left for sale at \$15 each.

Meeting closed at 12:06 pm and the members stayed on for a BBQ lunch.

Next Meeting:

February 6th commencing 8pm at Gippsland Land Rover, in Traralgon.

Pre meeting dinner - 6pm at location TBA.



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.

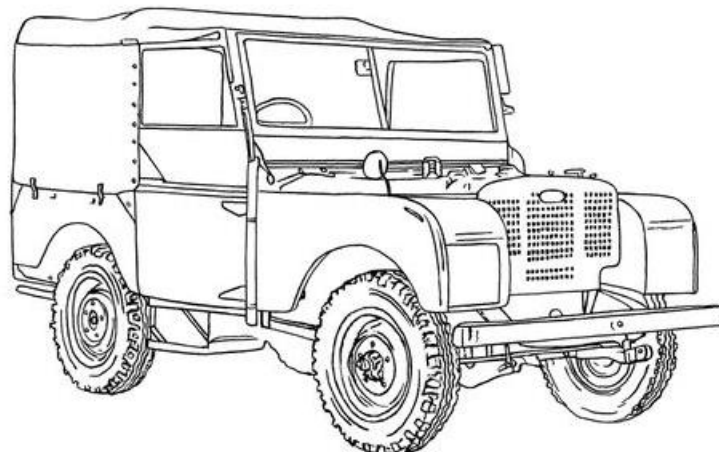
The Land Rover clubs' team is being led by Mark Oakes-Richards, who has returned to the role he had in 2018 when he was instrumental in putting on that successful show. I have been asked to be the liaison link with Land Rover clubs and with JLR Australia (as I did in 2018).

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 or myself.

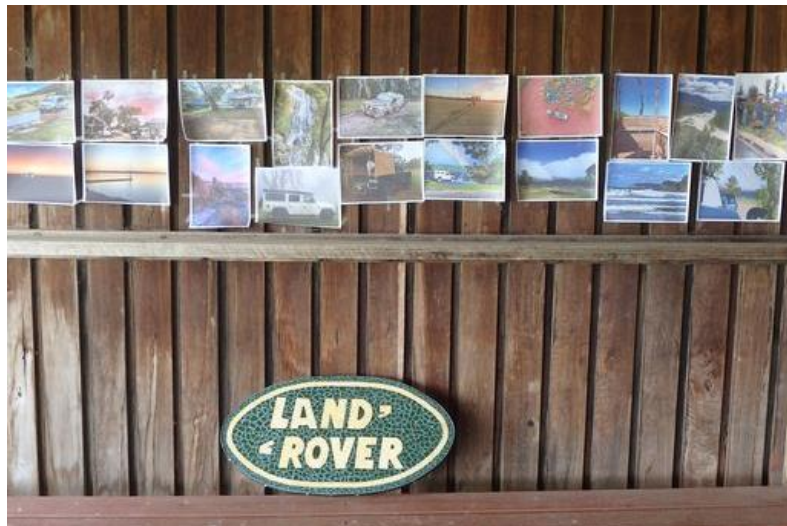
Regards, Jim Nicholson | President
Range Rover Club of Australia (NSW) Ltd
E pres@rangeroverclubnsw.asn.au
W www.rangeroverclubnsw.asn.au



LROCG December Meeting / Christmas 2022 Picnic



LROCG December Meeting / Christmas 2022 Picnic



Three men died on Christmas Eve and were met by Saint Peter at the pearly gates. 'In honour of this holy season' Saint Peter said, 'You must each possess something that symbolizes Christmas to get into heaven.'
 The first man fumbled through his pockets and pulled out a lighter. He flicked it on. 'It represents a candle', he said. 'You may pass through the pearly gates' Saint Peter said. The second man reached into his pocket and pulled out a set of keys. He shook them and said, 'They're bells.' Saint Peter said 'You may pass through the pearly gates'. The third man started searching desperately through his pockets and finally pulled out a pair of women's panties. St. Peter looked at the man with a raised eyebrow and asked, 'And just what do those symbolize?'
 The man replied, 'These are Carols.'

I don't call them New Year's Resolutions. I prefer the term, "Casual promises to myself that I'm under no legal obligation to fulfil"

I was going to quit all my bad habits for the New Year, but then I remembered that nobody likes a quitter !

LROCG 2022 Photo Competition



At left, Annette Fleming's winning picture. It was taken at Sawyers Bay, Flinders Island.

Above, Alan Harlow's picture of Ian Blake's camp site after a storm at Jindabyne was placed second

Well done to all who sent in photos. Below are some of the other entries.



LROCG 2022 Photo Competition



LROCG 2022 Photo Competition



REPCO RELIABILITY TRIAL

Several Club members were at the Showground on August 5th to see the start of the Repco Reliability Trial.

Of special interest was car No. 202, a yellow Renault, driven by one time LROCV Committee member, Greg Walker. Help with preparation of the car had come from Maintenance Squadron, Sale RAAF Base and Greg's co-driver is Mal McCann, an apprentice electrical fitter at the Sale Base. RAAF service crews are providing backup. Latest information is that they were 78th out of Darwin.

Not so fortunate are Rudolph and Carl Ruyter of Camaco, in the Mini Moke they have had on display at the LROC Field Days. They needed a push to make it to the starting line, and ran out of time in the early stages. However they have continued to follow the Rally and act as a sweep car. The Rally will finish back at the Melbourne Showground on Sunday morning, August 19th.

From the LROCV "Review" August 1979.

Greg Walker is now a member of LROCG



Queen Elizabeth II and Prince Philip's old Land Rover goes up for auction

A Land Rover previously driven by Queen Elizabeth II and her husband Prince Philip will go up for auction in February. The vehicle, a Land Rover Series I (86"), has been listed for sale by Silverstone Auctions with a price guide of between £100,000 and £150,000 (\$182,000 to \$272,000).

"We are honoured to offer this incredible Land Rover S1, ordered on behalf of His Majesty King George VI," the auction house posted on Twitter.

"Used by Her Majesty Queen Elizabeth II and Prince Philip, then the Duke of Edinburgh, at Balmoral before subsequently being used by the Queen Mother at Birkhall."

The vehicle was built in late 1953. It was registered "NXN 1" in 1954 and supplied to Balmoral Castle for the use of the royal family. They used it until 1966, when it was sold to the current owner in Ballater, Scotland, and registered as "LXC 894D".

The green Land Rover has an odometer reading of 53,582 miles (86,231 km) and is a manual transmission.

It will go up for sale at 1am AEDT on February 26.



Land Rover fuel filler protection flaps

By Peter Brett (Peter is a LROCV member)

This article appeared in the December 2022 / January 2023 edition of the LROCV Review, and appears here with permission.

A number of Land Rover diesel-engine models have a protective butterfly flap inside the filler tube. If a nozzle less than the diameter of a diesel filler at the bowser is inserted, the flaps will shut straight away and no fuel can be put into the tank until the flaps are reset.

Recently on a Sunday afternoon a Discovery 4 driver in Melbourne trying to return to Sydney was trapped when he accidentally inserted an unleaded nozzle at the servo. Not knowing why the flaps had shut he read the owner's manual then found he did not have the reset tool anywhere in the vehicle. He found a car dealer with a Discovery 4 who loaned him the reset tool. It worked but he accidentally broke the two small tabs at the tank end of the yellow tool (picture enclosed).

The safety flap can be tripped by a Jerry can nozzle of smaller diameter than the larger diesel nozzle diameter. ProQuip make a flexible metal nozzle of the right size designed for their up-market diesel Jerry cans.

The instruction manual gives the impression you rotate the tool after it's inserted: NO! this will BREAK the lock pins off the end: just insert and lever it.

This link <https://www.youtube.com/watch?v=aUbH8pMT76U> gives a good explanation of how to do it.

If you weren't aware of it, check now! You could be trapped in the outback so easily. On the web they're about \$16 if your is missing.



Hay trailer fitted with a Land Rover axle



Gippsland History



"Corpse" that came to life

Taken from; <https://kooweerupswamphistory.blogspot.com/>
This report appeared in the Sydney Truth newspaper of March 10, 1925. Not sure if it is true or not, but it's a great story.

What does it feel like to be dead? "Scotty" McDonald, of Koo-wee-rup (Victoria), says it is quite a pleasant experience. "Scotty" ought to know, because he has been officially dead and buried, but confounded his mourners by walking in on them and ordering a pot of foaming beer.

"Scotty" is short and stocky, and somewhere over the 60-year mark in age. A grizzly moustache and stubbly beard mark his weather-beaten features. In a humble hut near Dalmore, five or six miles from Koo-wee-rup, he lives while the potato-digging is on. Before his miraculous death, burial, and resurrection Scotty's headquarters were the Royal Hotel, Koo-wee-rup. There was he to be found in the intervals between his luring of the elusive spud from the soil.

Not Wilfully Dead.

Man is not master of his own destiny, and Scotty was not to be allowed to have control of his own death. The matter was taken out of his hands without his consent. A body was found in a paddock some miles from Koo-wee-rup, and was brought into the township by a passing carter. There is no such thing as a mortuary in the township, and as is customary in such places bodies are taken to the local hotel, where post-mortems and inquests are held. There the body was taken to the scene of Scotty's best triumphs on the imitation bagpipes, and an awed bar paused awhile over its pots of beer to talk of poor old Scotty's sudden end.

One "Butcher" (christened Mick), who had quaffed the flowing bowl full many a time and oft with Scotty, could not contain his tears. So while the habitués of the Royal hostelry held an informal wake for Scotty, the doctors made a post-mortem examination, which showed that death was due to certain persistent poisoning of the heart and other organs.

"That's Scotty," said everyone who knew the "deceased." Mr Cole, J.P., of Lang Lang, came to Koo-wee-rup and held a formal inquest on the body of John McDonald, deceased. There was no question of foul play, and the medical evidence was accepted as sufficient for the granting of an order of burial. So Scotty was buried. A motor lorry belonging to Gilchrist and Co. was requisitioned, and the coffin was taken to the Lang Lang Cemetery on the Wednesday afternoon, and interred several feet below in the embracing Mother Earth.

Now, whose body was it, since it was not Scotty's? Undoubtedly a body was buried, but whose?

Was it a Joke?

Constable Whiteside, of Koo-wee-rup says it was the body of another McDonald altogether, and that someone must have been trying to play a joke on Scotty. But the explanation ad-

vanced by those who knew both Scotty and the other McDonald is probably nearer the mark. The other man, though taller, was very like Scotty in facial appearance; "like twins," one man described them. When the body was brought in everyone assumed that it was Scotty, and it was Scotty who was buried.

Came a public holiday, and all Scotty's cronies were gathered in the bar of the hotel. They missed the clank of his unconventional beer billy made from a 2lb jam tin. The beer splashed merrily on thirsty throats, and the till clanged cheerily. Prominent in the gathering was Mick, still willing to join in toasts to the memory of departed Scotty.

The swing doors opened from the street. Casually the company turned to see who was coming in. Then the silence of the tomb fell upon the crowd. With beer mugs poised in mid-air they stood as inert as the stuffed fox in the corner: An apparition from Eternity was framed in the doorway! The wraith of Scotty had come to haunt his former resting-place. "It's Scotty's ghost!" shrieked Mick. "It's a banshee, O-ooh!" He would not look, for had not his own scarf-pin been used to pin the blanket around Scotty's lifeless form? The ghost announced himself in full blooded human language to the gaping bar. "What the hell are you staring at?" he demanded. "What's the joke?"

Movement returned to the awed company. It might be Scotty's ghost that stood in the doorway, but at least it was a ghost that put on no superior ethereal airs. If Scotty had come back to haunt the bar he was going to do it properly, for as wondering eyes were dragged from the spellbound contemplation of the familiar face it was seen that the ghost carried Scotty's beer-billy. It seemed to have come prepared to haunt the place in a respectable manner, with the rattle of glasses rather than chains.

Cautiously the more daring spirits investigated, and were met with pointed instructions to go to the place that it might have been reasonably expected Scotty had come from, judging by his adjectives. A babel of explanations smashed the silence, and everyone tried to tell Scotty that he was dead.

He Ought to Know.

He refused to believe it, and told them so, asserting that he was the person who should know. Panting dispensers of news gasped word of Scotty's return to the people who did not happen to be in the pub at the time, and he became the show sight for the day - the man who had returned from the grave. Mick was the last to be convinced, and then, like the doubting disciple Thomas, he would only be convinced of the resurrection by physical contact. To him it seemed that Scotty's ghost had come before him as a warning, and it was some time before he would approach. Then, much to Scotty's indignation, Mick convinced himself by vigorously pinching the man who should have been dead.

The earnest explanations of the erstwhile mourners mollified the anger of Scotty, over what he thought was a rotten joke, and over a few "welcome back to earth" pots, he forgave them all and realised what had happened. While he was

Gippsland History



being "buried" he had been out some miles and he had not been able to assure them that the reports of his death, like those of Mark Twain's, "had been grossly exaggerated."

When a man is so unceremoniously shuffled off this mortal coil, without having a say in the matter, it is up to him to prove conclusively that he is very much alive. Was it not Constable Whiteside who had had some part in this dastardly attempt to take a man's life away from him? To be sure, and the honor of the McDonalds demanded a bout with the doughty limb of the law. Scotty decided that the honor of the McDonalds would be compensated by a wrestle for drinks, and therefore he challenged the constable to a fall - the loser to shout for the company. But the policeman declined to satisfy any ghost, and informed Scotty that a night in the lockup was all the satisfaction the pride of the McDonalds would get.

Koo-wee-rup had thought that it had seen Scotty make his last motor ride when the motor lorry bore away the rough coffin, but a few days later it witnessed a very hilarious ghost leave by motor for Lang Lang with the constable. On the Saturday

morning he was fined 6s for being drunk. The fine was inflicted by Mr. Cole, J.P., who had three days before signed the order for Scotty's burial!



So,,,, there is another option

LAND ROVER REGISTER THE LAND ROVER REGISTER OF SA INC. INVITES YOU TO **LAND ROVER REGISTER**

4 DAYS OF LAND ROVER FUN

AT BLINMAN - NORTH FLINDERS RANGES

October Long Weekend
Friday Sept. 29 - Monday Oct. 2, 2023

Best of Breed & Grand Parade / Trialing / Kids Activities / Tag-Along Tours /
 Merchandise Auction / Bonfire & Trophy Night /
 Entertainment & Lots More!



Cooper TYRES WORTH OWNING

SOVEREIGN BRIT PARTS

ELECTRIC BUG

Solitaire Automotive Group

THE POWER OF REDARC

complete

ARB 4X4 ACCESSORIES

For more information, and online registration, please visit our website www.lrregsa.org.au
 Only Land Rovers are permitted to participate in programme events.



Me before and after Christmas

Alpine Mud-Crawl

From LROCV Review Aug/Sept 2022 and May 1989, and was originally taken from Modern Motor February 1957 courtesy of Ron Camier.

By next summer the Snowy's new Alpine Way will be the goods; but keep away until then, warns Bryan Hanrahan.

Jindabyne to Gechi is just 55 miles—and there's a road. It takes you up to 5190 feet at Dead Horse Gap, through the permanent snow-line, along the banks of the Snowy River, and up and down grades of 1-in-4.

The road has been carved out of precipice sides by the Snowy Mountains Authority and is normally the exclusive preserve of caterpillar earth-moving equipment and four-wheel-drive Leylands and Land-Rovers.

It's called the Alpine Way—and alpine it is, with breathtaking views of serried mountain peaks marching away into the blue distance, tall timber, tumbling, ice-cold mountain streams, rivers turgid with the roaring potential of electricity, and valleys locked in by mountains and snow for more than half the year; isolated farms and massive Hereford cattle on river plains of greenness that defies description.

That's why my wife and I took a Land-Rover from the New South Wales side into Victoria along this road on our way back to Melbourne from a recent Sydney holiday. This rather formidable excursion was planned in ten minutes over a hamburger in a Dutch café at Jindabyne. We were told that someone had crossed the previous day, and apart from mud the going was not too bad.

So we bought some chocolate and cigarettes and headed for the mountains. It was now or never because there was only two days of our holiday left. We had no de-ditching gear on the vehicle, but then, we thought, there'd be plenty of Snowy Mountains Authority people about to help if we got into trouble.

It was quite a time after crossing the first difficult stretch, and not seeing a soul on the way, that we realised it was a Saturday – the Saturday of a long weekend.

On normal weekends, we knew, most of the staff stay in camp because of the time needed to get anywhere near civilisation; but the longer breaks see an exodus of all but a handful of men.

Water, then Snow

Well, that first hazard, crossing the Crackenback River, has been so hazardous that one couldn't imagine anything worse. The Land-Rover had climbed rapidly on a reasonably good earth road for about ten miles when a steep drop into the river valley began. When we got there, the river looked most forbidding. On the far side was a steep, muddy pinch stretching away into a waste of snow.

This had been crisis point; one sign of hesitation from my wife and I would have turned back. There wasn't, so we followed the tracks of other vehicles into the water.

The top of the bonnet was submerged for a few yards as the vehicle lurched over stones to the lowest point of the river



bed. Then, marvellously, it lifted; the engine didn't miss a beat, and the wheels grubbed down into what proved to be eight inches of black, stone-filled mud.

You know what a duck looks like from behind as it's swimming – that's just what the Land-Rover felt like.

Then it was on to frozen snow, with wheel-ruts up to 12 inches deep. The thought of going back was just too much.

We had left Jindabyne at 3.30pm and reached Dead Horse Gap (5190ft) at 5pm – 27 miles in 1½ hours.

Here everything seemed worthwhile again. The view north and south, looking between lines of towering peaks stretching in each direction, could hardly be equalled anywhere on earth. All around was eternal snow, and a silence so deep that it constrained us to speak in whispers.

Until the S.M.A. worked on the old stock route from Jindabyne which ended here, the pass had been in-accessible except on horse or foot since the early days.

We were enjoying what the pioneers looking for their cattle must have been far too exhausted to appreciate.

The pass is supposed to have got the name from the carcase of a horse which died and was preserved by the snow for several years.

A Sea of Mud

The next seven miles to Leather Barrel (origin unknown) Camp was not bad going, apart from a few mud holes; but then we hit the Black Swamp Plains.

The mud alternated from near-solid banks, which tore the steering wheel out of my hands on several occasions, to seas of treacle.

At Tom Groggin Camp, down to 2000ft, there were signs of life. The garrison told us we had got over the worst of it (we had taken 1½ hours to cover the 12 miles from Dead Horse Gap). But had we?

Darkness came and we floundered through interminable mud until we were bogged – for the first and only time. It wasn't bad, though, and with a little hard digging we managed to reverse out.

I took a side road on which good time was made ... for 200 yards.

It proved to be a disused loop which brought us back on to the main track where we had been bogged. And with a ten-foot-high sheer drop where the side loop rejoined ...

Tired and depressed, cursing the super-optimists at Tom Groggin, we prepared to reverse in the darkness and re-enter the mud. But at that moment an S.M.S. Land-Rover turned up, slithering along in the opposite direction.

The driver was good enough to stop – it took all four of his passengers and myself to get him going again – and we were told that the Youngall Range crossing (3500ft at highest point), the Indi (Snowy) River and 16 miles more of mud lay between us and Geehi. But there was only one bad patch ... From that last bland statement we realised that so far as roads, tracks or simply navigable swamps were concerned, 'bad' to these Snowy men approximated what we would normally consider impossible.

Off again. Every sticky patch we encountered we thought MUST be the BAD patch. Which one they referred to, I shall never know. I couldn't choose between the obstacles on this horror stretch.

Fourteen crashing, slithering miles later we came to the Indi crossing. It was 9pm (14 miles in 2 ¼ hours), and in front of us the track disappeared into the darkness down an apparently sheer bank to what sounded like a raging sea. We bedded down for the night on chocolate, cigarettes, and a bottle of beer that turned up miraculously among the luggage.

It was a comfortable night. The Land-Rover had a metal top and we simply dropped the tailboard, put down our mattress lengthwise and slept with our feet (well wrapped) sticking out on the tailboard.

The Last Stretch

Morning came, and we saw we were on a plain surrounded by mountains. The heady air and daylight reduced the noisy Indi to the proportions of a babbling brook.

Starting at 7am, we forded the headwaters of this river on which the whole Snowy scheme is founded and made Geehi half an hour later.

On this stretch we met the only wild life seen on the crossing – a wombat dragging his teddy bear body slowly across the track, two kangaroos and two rabbits.

Now on a road which seemed like a US turnpike to us, although it is little more than a bulldozer cut, we passed through an area of river plains stocked with broad shouldered Hereford cattle – as fine beasts as you'd see anywhere. There was the odd farmhouse connected to the lowlands only by this single route, and, even so, snowbound for four to six months of the year.

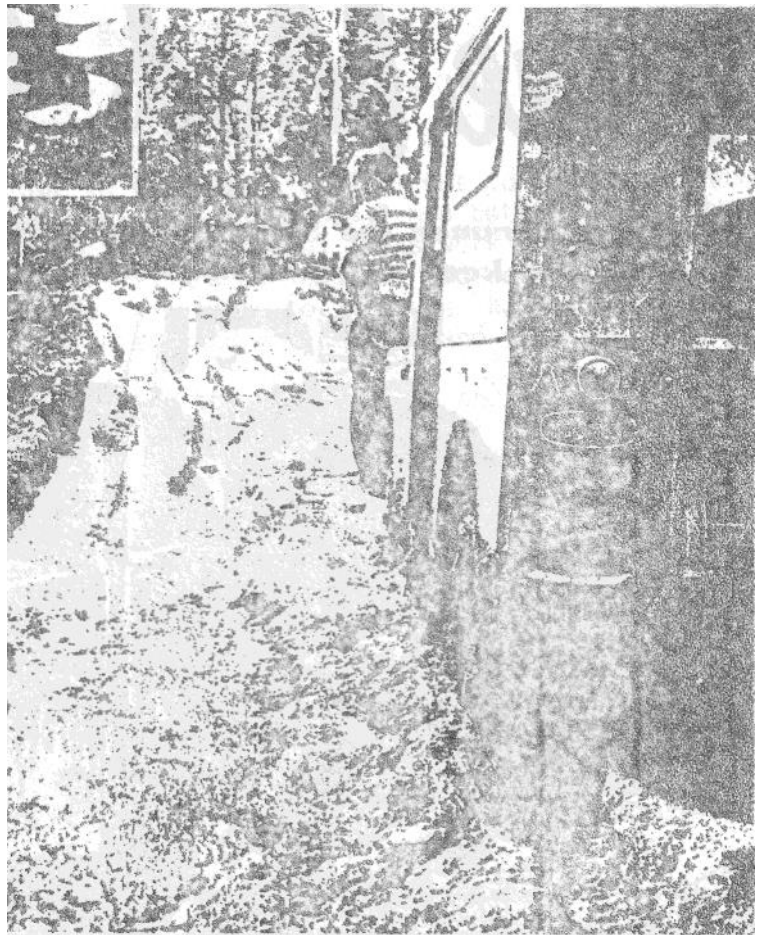
In this section is the Geehi Wall, two miles of road so-named for its steepness. It is cut at the maximum gradient for four-wheel-drive vehicles.

You come on to it suddenly round a hairpin bend, but apart from a desperate fumble for the right gear to ascend the towering 1-in-4 grade ahead, it was no trouble. After what we'd been through...

Looking Back

At Geehi we made a brief halt and took stock of our brief but arduous trip.

We'd averaged a fraction less than 8 m.p.h. for the 55 miles,



River of mud faced us on the tough Tom Groggin section; but a low gear crawl and no stopping got us through.

and 10 ½ miles per gallon of petrol.

We'd seen country that few people have traversed, although it figured prominently in the early settlement of Australia. Its physical beauty aside, we imagined we had something in common with those pioneers in the early days of our history. They did it the hard way, of course – on horse and foot – while we were pulled along by 14hp, in a dry cabin kept warm by a heater.



S.M.A Land Rover settles down to the diffs in mud after crew stopped to give us a hand. It took five pushes to get it out and going again. Next model will have larger-diameter wheels to increase road clearance.

The laurels go to the Land-Rover, without which the Snowy scheme could never have been under-taken. The Authority runs hundreds of them.

While they don't move any earth, they are the indispensable hacks which carried out all the survey work, and often the only vehicles which can move any distance at all in certain areas.

Their versatility is based on ruggedness and compact size. For normal running only the rear wheels drive; if the going gets worse, you move a lever into four-wheel drive; and, when it gets impossible, another lever brings in a set of low reduction gears that'll propel the Land-Rover up grades approximating to cliff faces. We used the four-wheel drive low ratios all the way over the Snowy – they just about halved normal petrol consumption.

But soon you may be able to ignore the warning signs at each end of the Alpine Way: 'Four-Wheel-Drive Vehicles Only'. Road improvements are planned which will allow almost



any car to traverse this wonderland of the mountains – during the summer months, anyway.

Was our journey really necessary then? But, yes. Next time we go exploring though, we'll take more than a few bars of chocolate and some cigarettes.

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SCAN ME



Co-workers are like Christmas lights. They all hang together but half of them don't work and the other half aren't so bright.