

# LAND ROVER OWNERS' CLUB

OF GIPPSLAND

FEBRUARY / MARCH 2023 NEWSLETTER



**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](http://lrocg.jimdo.com)

## A big thank-you

I would like to say a big thank you to all those who planned, plotted, and schemed to award me the honour of life membership to the Land Rover Owner's Club of Gippsland at our recent AGM and November meeting. Thank you to Alan Harlow, Greg, and Lois Rose for the touching words on the night as well as the slide show presentation showing some terrific Club history. I have been a part of the Club since we began as a steering committee to get it off the ground back in 1994 and have enjoyed watching it develop and grow ever since. Over these many years the thing which stands out for me is the friendships which have been formed and the post meeting socialising once the formalities have been dispensed with which I take great delight in observing as I restore the showroom in readiness for the following day's trading.

We have had some fantastic trips and events along the way which we reminisced about once the meeting was done and dusted. I take great pleasure in the many Dinner Plain Trips I've organised being appreciated and enjoyed; a trip I first did



**This month's cover; What a location! BBC television crew filming in the Australian Alps, 1958. Photograph taken by R. Reeves. From National Archives of Australia FB page - supplied by friend of our Club, Heather Arnold.**

back in 1991 which was the launch of Discovery. Another standout for me early on was a monthly meeting and dinner I arranged at Powerworks, Morwell where we had a tour of the Hazelwood Power Station which was to conclude with tour of the outskirts of the mine. After some consideration from our host & tour guide, he turned to me and said, "they look like a sensible lot" and with that he led us to the bottom of the mine, each one of us in our own Land Rover, where we had a group photo standing inside the track of the dredger. We managed to secure a guest speaker several years ago by the name of Mr Noel Gough who was the fleet manager for the Snowy Mountains Hydro Electric Scheme and author of a book titled "Mud Sweat and Snow" which was very interesting. On the odd occasion we also managed to have representation at meetings and trips from Land Rover Australia which was always greatly appreciated by participating members whenever this occurred.

Lastly, thank you to the many members and office bearers which we've had over the years for the work you do and have done for our Club which simply puts a smile on the face of those who belong to it.

Charlie Calafiore

### 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,	

**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**

## Alan MacRae reaches a Parkrun milestone (Is there a metric equivalent?)

On 4 March, Alan MacRae managed to complete his first 50 Parkruns after starting on 1 January 2022. Not a bad effort for 60 weeks and this did not include 2 of his stationary Volunteering days, and a few reasons for not trying at all.....the song "I Can't Stand The rain" seems to come to mind.

Alan is one of the many "walkers" that give it a go on as many Saturdays as they feel like being out and about. Alan has managed to set himself a fairly consistent pace over the 5km course along Traralgon Creek, although his 3 Volunteer days as Tail Walker did record a much slower time.

Graham "Wash" Shaw



Former LROCG members, Shannon and Ash Brill contacted Alan Harlow recently to let us all know that they have moved to Geelong for Shannon's work.

They have recently expanded their Land Rover collection, as they have acquired a 1963 Series 2A SWB that they are going to get back on the road. They were told it came from an owner who was an aircraft engineer or similar in Bairnsdale of all places.

Good luck with the new project.

Keep us updated with your progress.



When your packing the vehicle for your trip and you realise that it might be time to trade the V8 Range Rover in.

# Female four-wheel drive enthusiasts confront stereotypes with off-road adventures

When Madelyn Holmes started four-wheel driving, she saw it purely as a means of getting more adventurous photos.

But her curiosity flourished into passion and soon the journey to new locations became more important than their photography potential.

Eager to challenge her new mechanical skills, Ms Holmes, 28, started hunting for a four-wheel drive "fixer-upper" project outside her everyday ride.

But a young woman trying to find a vintage vehicle to restore raised a few virtual eyebrows, even in 2021 when Ms Holmes started searching.

"I was actually told by a stranger online that they would not sell the car to me because they didn't think I had the experience or knowledge to take on a project like that," she said.

"It really frustrated me at the time, but I think the determination to prove them wrong has actually driven this a lot further – I'm kind of grateful for it now."

Nearly a year after that stranger's comment, Ms Holmes was "elated" to find a 1972 Land Rover in need of a little care and attention.

It's not on the road just yet, but towing it from Mackay back home to Rockhampton was a small victory to "prove the doubters wrong".

There have been other messages from strangers, plus countless double-takes by people in real life surprised to learn her car isn't borrowed from a man.

So, when Ms Holmes started sharing her off-road adventures and photos online, she decided to clear up any confusion.

The name "Lady in a Landy" is a nod to Ms Holmes' four-wheel drive of choice — the one that kickstarted her obsession.

"I got told early on that once you buy one, you'll start collecting more," she said. "I laughed at that person at the time, but here I am with multiple."

Nearly eight years on from her first foray into four-wheel driving, Ms Holmes is polishing up her main vehicle ahead of the National 4x4 Outdoor show in Brisbane this weekend.

She was accepted as one of about 30 vehicles to be displayed. "I would not have thought it would come this far," she said.

## Family ties

A surprising discovery when Ms Holmes upgraded her original four-wheel drive to a Land Rover was that her family had strong ties to the vehicles.

"I found out my father sat in a Land Rover for the first time he drove," she said. "And my grandfather even ran up an elephant's bum in Africa when he was driving a Land Rover."

"It was quite towards the end of his life that I found out he had a history with them, because I bought the car and started showing him photos and almost seemed to prompt his memories."

Ms Holmes admits the world of four-wheel driving was intimidating to start with — and would have been more so without family support.



"The expectation is always that you're a little more clueless as you walk in as a woman," she said.

"Women are equally capable and can be equally enthusiastic about this kind of community."

It wasn't until later that Ms Holmes found women-centred four-wheel driving communities like Chics Off Road.

The group was founded by Townsville-based Hayley Dekleer two years ago after a social media account she started to find local female four-wheel drivers "exploded".

With parents passionate about four-wheel driving, Ms Dekleer's love for it was only natural.

But she struggled to find other women who had the vehicles or the knowledge to join her out driving.

Slowly, female friends started exploring with her — even if they didn't have a four-wheel drive.

"I found teaching them how to four-wheel drive super liberating," Ms Dekleer said.

"Not only for myself, but I could tell it was super liberating for them as well."

The group now hosts two events a month, has 8,000 members and 28 admins across Australia and New Zealand.

"A lot of [members] have formed friendships ... they probably wouldn't have ever made if they hadn't been part of an event," she said.

Ms Dekleer believes, for the most part, people are "super accepting" of female four-wheel drivers now.

She admits walking into a parts store can still be intimidating, but says "there's definitely been a big change" in the five years since she started driving.

For Ms Holmes, part of the fun is subverting expectations and starting conversations.

"There have been a lot of quirky moments where people have come over and introduced themselves to my partner and complimented his car when it was actually mine," she said.

"Even if I get out of the driver's seat, there's a lot of assumptions made."

"Otherwise, I really do enjoy surprising people that it's me that's equally crazy about cars."

From; Female four-wheel drive enthusiasts confront stereotypes with off-road adventures - ABC News

# Land Rovers to take over Cooma for anniversary celebrations

Built as the United Kingdom's answer to the Jeep after seeing how efficient they were during World War II, Land Rover came onto the scene in 1948. To mark their 75-year anniversary, over 900 of the powerful vehicles are making their way to Cooma for a weekend of on and off-road celebrations over the Easter long weekend, 6-10 April.

"The first Land Rovers were brought out here in 1948 for the Snowy Hydro Scheme ... They were the only vehicles that could get around in those early days to do the job. If they didn't have them, they would have done it on foot or horse," says Rogan Corbett, president of the Historic Automobile Club Cooma.

Since playing a vital role in the construction of the country's largest hydro scheme, the Land Rover has become a crowd favourite. It has been a go-to for farmers and off-roading enthusiasts; some models have even been used by Australia's defence forces and fire services.

While a Chrysler enthusiast himself, Mr Corbett also owns a Land Rover Discovery, and says there is a proud history of the vehicles in the Monaro region. As head of what is commonly called the Cooma Car Club, he sees all kinds of vehicles come through the rotating displays at their museum. They offer cars for weddings and funerals and owners of cars that are over 30 years old are welcome to join. According to Mr Corbett, it is the social aspect of the club that attracts many members. This includes events like the upcoming Land Rover anniversary which the club is spearheading, though clubs from around the country are involved.

Many of the models used by Australians over the years will be present over the weekend, from the first Series 1 model to the brand-new Range Rovers. Mr Corbett says there will be models that have been restored, some recovered, and others kept as they were.

"There's some very unusual Land Rover fire trucks – a Range Rover fire truck that they used to use during the Cold War, I believe. It is a six-wheel-drive Range Rover, it's done as a fire truck, all painted in camouflage. I think the history of it is so that Russian spy planes couldn't see where that vehicle was," he says.

The world's most recognisable Land Rover is making an appearance, The Oxford, which was one of the vehicles that participated in the *Oxford and Cambridge Far Eastern Expedition* of 1955, from London to Singapore.

Special guests are making their way from Land Rover headquarters in the UK. These include photo-journalist Nick Dimpleby, Mike Bishop from Jaguar Land Rover Classic UK, and 1989 Camel Trophy Amazon Jungle Event for Team UK winner, Bob Ives.

The vehicles will start to roll into Cooma from Tuesday 4 April for registration, ahead of the official events starting on Friday.

The Cooma showground will be Land Rover central for the weekend, hosting swap meets, interviews and signings, as well as the 'Show and Shine' event. Profits from the shine event will be given to designated local charities.

Registered participants are invited to take part in navigation and off-road trails, tours to local sites, and attend a gala

dinner. On Sunday, a cavalcade of around 600 vehicles will make its way down Cooma's main street.

The Sydney Range Rover Club has planned the road trips, featuring a big luncheon at Nelligen, while the Victorian Land Rover Club is inviting people to test their off-roading skills just outside of town on Friday and Saturday.

"There're all sorts of activities – all the museums will be open, the coffee shops, hotels will all be open if people want to come and visit ... Even our Birdsnest store is open for the ladies," Mr Corbett says.

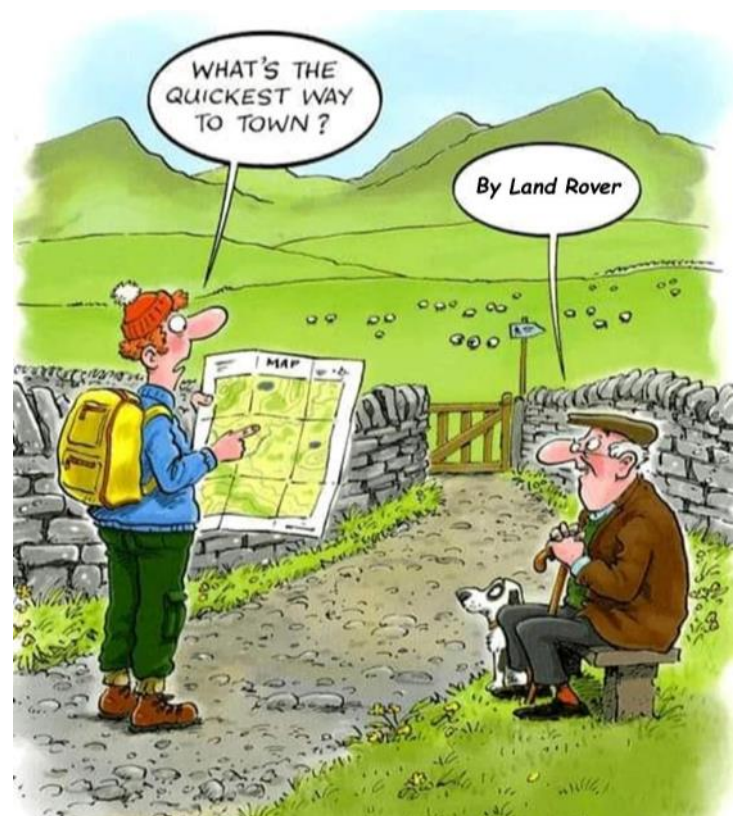
While organisers are hoping the weather stays sunny and clear, Mr Corbett knows the enthusiasts making their way to town will be keen to attend the activities no matter what comes their way.

"When you are a Land Rover person you get used to all sorts of weather," he smiles.

*The Land Rover 75<sup>th</sup> Anniversary Cooma*, 6-10

April; [landrover75thanniversary.com.au](http://landrover75thanniversary.com.au)

<https://canberraweekly.com.au/land-rovers-to-take-over-cooma-for-anniversary-celebrations/>



# You Don't Really Need to Worry About Big Wheels and Unsprung Weight

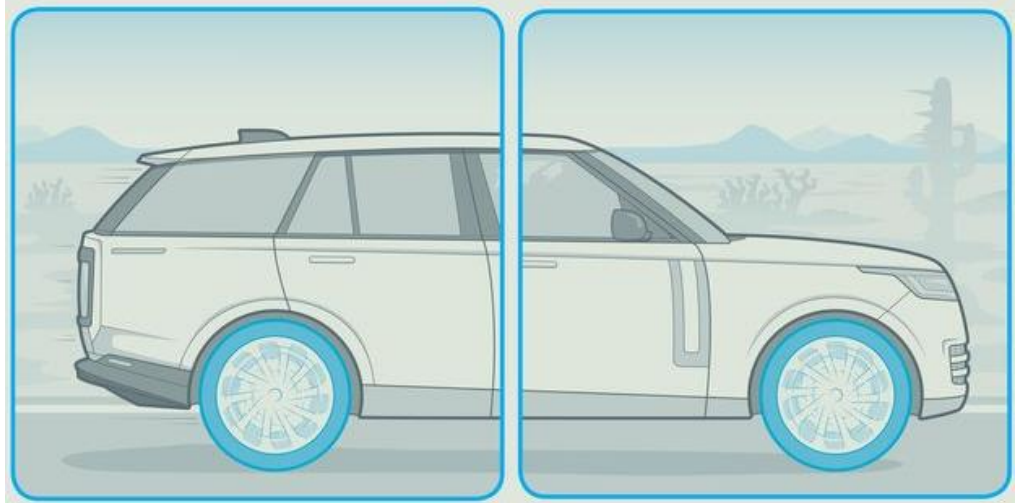
The new Range Rover comes on 23s. It's not a big deal.

Weight is the enemy. In cars, saving weight means more speed, better handling, better ride, and increased efficiency, and while all automotive engineers will try and save a gram wherever they can, not all weight is the same. Unsprung weight is an area of great focus among enthusiasts. The term collectively refers to the weights in a car not controlled by its spring, including the wheel, tire, brake system, and hub. Suspension components like control arms are considered "semi-

sprung" as they are sprung on one side, while everything else in a car is considered sprung weight.

Reducing unsprung weight means less work for a car's springs and shocks to do to keep the tires in contact with the road. A car's unsprung weight has to follow the road surface, and it has to do so quickly so as not to transmit unwanted forces into the body and cause tires to lose contact with the road surface. Over the years, engineers have devoted much energy to reducing unsprung weight. It's why we went from wire, to steel, briefly to magnesium alloy, to aluminum-alloy wheels, and in some very high-end cars, carbon-fiber wheels. Yet, automotive wheels have gotten bigger over the years. As cars grow larger, designers—and consumers—want the wheels to grow commensurately to keep everything in proportion. So we've ended up in a world where most Honda Civics come equipped with 18-inch wheels, and most Porsche 911s are sold with 20s up front, 21s in the back.

Back in 2021, I attended a preview event for the new Range Rover, and the team behind it was very proud of its 23-inch wheels. I was sceptical. Wheels have a huge effect on ride quality in both their unsprung weight and how wheel size dictates tire size. If a car offers two wheel sizes, generally, the larger wheel is paired with a shorter tire sidewall, and thus, a stiffer overall tire. I approached Jaguar Land Rover's chief engineer Nick Collins with scepticism, expecting (and perhaps hoping) he'd quietly tell me that he didn't want the 23s, it was a design-team victory, and that you should just buy the smaller wheels. Except, he basically said not to worry about it. The old Range Rover offered 22-inch wheels



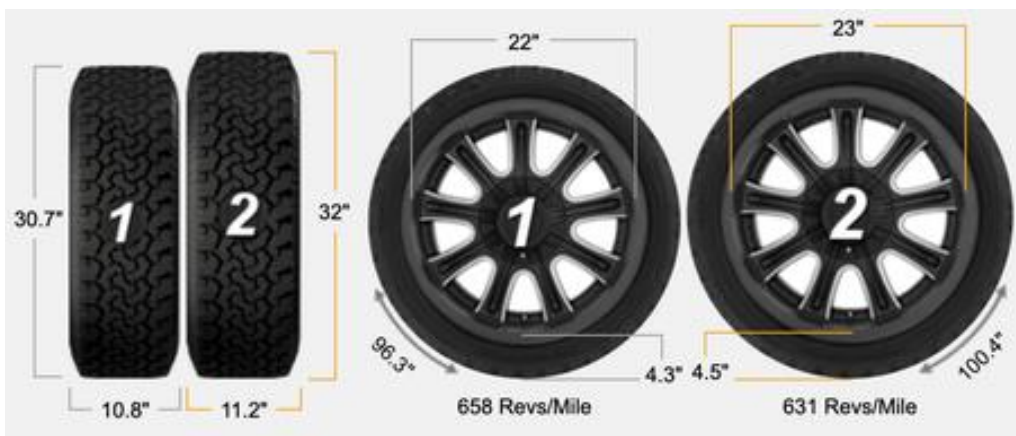
wrapped with 275/40R22 tires, while the new 23s come on 285/40R23s. Not only did the aspect ratio—the proportion of sidewall height to total tire height, which in this case is 40 percent—stay the same but the actual sidewall height itself was increased from 4.3 to 4.5 inches.

What about the increased unsprung weight with larger wheels. As Keith Tanner at Flyin' Miata explains in this great video, unsprung weight is best understood as being a function of a vehicle's total weight. Let's do a silly thought experiment: If you could take a Range Rover's 23s and put them on a Miata, the resultant huge increase in unsprung mass would transfer a lot of energy into the sprung mass as the tires moved along a road source. But a Range Rover weighs nearly a ton more than a Miata, so all its unsprung weight doesn't make nearly as much of a difference.

Still, Land Rover does concentrate a good deal on unsprung weight reduction. George Sherrey, chief engineer for chassis commodities at Jaguar Land Rover, tells R&T over email that new manufacturing processes mean that the 23s of the new Range Rover weigh about the same as the 22s of the old car, depending on the specific wheel. JLR also uses aluminum extensively in suspension components, and in the case of the Range Rover, two piece brake discs to save weight. Ultimately though, he says what's most important is that ratio of sprung to unsprung mass.

Collins was right, I had nothing to worry about. The new Range Rover floats above the road surface as you'd expect, and my colleague Travis Okulski, who recently drove a new Range Rover Sport on 23s, felt the same way.

I think where people get confused is from the conventional wisdom around tire sizes. If on your car, you switch to a larger aftermarket wheel that's much heavier than stock, it will likely have a big negative effect on ride both because of the increase in unsprung weight and because of the possible decrease in tire sidewall size. However, if you're building a new vehicle from the ground-up, as Land Rover did with the new Range Rover, you can do things like increasing the overall tire size so ride quality doesn't take a hit as wheels get bigger.



The old Range Rover's 275/40R22 is marked as #1; the new Range Rover's 285/40R23 is marked as #2.

It's also worth mentioning that a car with a lot of sprung mass needs a lot of damping overall, further reducing the impacts of unsprung weight. The Range Rover also has air springs and a clever application of electric anti-roll bars, so it's got a lot of hardware to ensure its ride is as luxurious as its customers demand. It's not just the Range Rover either. A lot of luxury cars have similar systems, and in performance cars, a lot of work is put into managing unsprung weight and short tire sidewalls.

"Wheels get bigger, aspect ratios get smaller, but we have the tools to manage it," says Jim Mero, the former ride-handling engineer for Corvette. "It's not only the damping, it's the architecture, managing those loads. Structural stiffness, bending moments, torsional stiffness. And then the geometry of the suspension, being able to separate fore-aft loads and lateral loads is huge."

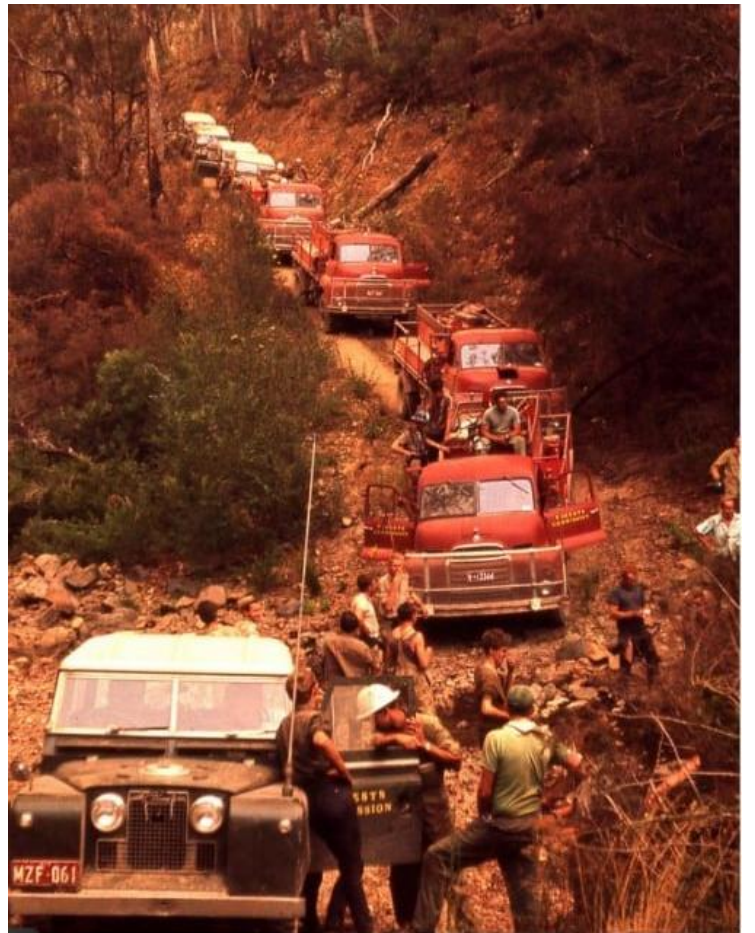
Over the years, the Corvette has increased its wheel size, and with that came a reduction of tire sidewall height. The C6 ZR1 was one of the first production cars to use a 25-profile rear tire, and various C7 variants and the C8 Z06 all do the same. Yet, these cars ride very well especially considering their enormous performance potential.

An engineer who requested not to be named recently told me that unsprung weight matters, though in the real world, tire stiffness has a much more noticeable effect on ride and handling. With unsprung weight, the goal is really to keep the proportion of a vehicle's unsprung weight and sprung weight in check. It's not to say that unsprung weight doesn't matter. Indeed, reducing unsprung weight means better damping control, which in turn increases a tire's contact patch, and thus grip. At this point, though, we're getting into the realm of track cars, and why carbon-fiber wheels are offered on high-performance models from Ford, Chevrolet, and Ferrari. Wheels may be getting bigger, and with that, unsprung weight, but generally speaking, the average passenger vehicle is gaining plenty of weight, too. Cars are multivariable systems, where everything affects everything. Nothing happens in a vacuum, and if the overall unsprung weight increases generation over generation, it's not really a big deal if the proportion of unsprung to sprung mass stays similar. Engineers know that unsprung weight matters, but they also know that you have to look at a car as a total package.

Everything in automotive engineering is a compromise, everything is part of a bigger system. A holistic approach is why Chevy can get a great ride out of a Corvette with 20-inch rear wheels and 25-profile run-flat tires—about as stiff a tire as you'll ever see on a road car—and why Land Rover can make a car on 23s seem plush.



The optional carbon-fiber wheels of the Corvette Z06 save 41 pounds of unsprung weight overall, a significant reduction, though at a significant price. They cost \$9995, or \$11,995 if you want this exposed-weave finish.



## NATIONAL MOTORING HERITAGE DAY

Sunday 21st May 2023

National Motoring Heritage Day is the 3rd Sunday in May annually. It is an initiative of the Australian Historic Motoring Federation. The aim being to promote and display Australia's strong motoring heritage; and also show the community, business and government the strength of the Australian historic motoring movement. These historic vehicles bring enjoyment to their owners, as well as the public. Australia's historic motoring movement has a massive input into the economy. Vast sums of money are spent on the restoration and maintenance of motor vehicles. There is also economic benefit to businesses (e.g. caravan parks, hotels, restaurants and service stations) in the towns and cities where events are hosted. National Motoring Heritage Day is a day for historic vehicle owners share their passion with the public and other vehicle enthusiasts.

## 1965 Gippsland Bushfires

Forests Commission crews with a convoy of four Bedford tankers and five SWB Land Rovers leaving the New Place creek fire after the breakaway on 21 February 1965. Their camp had been overrun by the fire but thankfully nobody was hurt. Seen here Crossing Valencia Creek on the Moroka Road. Photo: Michael Gardiner. From Facebook

# Land Rover Owners' Club of Gippsland Ordinary Meeting

Minutes for meeting held on Monday 6th February 2023

Meeting held at Gippsland Land Rover, Traralgon.

Meeting started at: 8:06 pm

Welcome & thanks.

Alan welcomed everyone and thanked them for their attendance. In particular our life members Charlie, Greg and Lois Rose.

Attending; Ian Blake, Charlie Calafiore, Loris Catchpole, Rod Catchpole, Christine Croft, Philip Croft, Alan Harlow, Toney Harlow, Terry Heskey, Sue Howell, Ross Howell, Brian Johnson, Heather Kerr, John Kerr, Alan MacRae, Helen MacRae, Bob McKee, Annette Fleming, Sue Markham, Ken Markham, Eric Shingles, Les Warburton, Liz Trimnell, Neville Trimnell, Lois Rose, Greg Rose

Apologies: Graham Shaw-Wash, Jan Parniak, Colette Parniak, Jessica Walsh, Greg Walker

## Confirmation of December Meeting Minutes:

Motion, That the December Club minutes be accepted as true and correct: Moved by Neville Trimnell, Seconded by Helen MacRae. Carried.

Business arising from the minutes of the previous meeting. To be covered in General Business.

## Correspondence:

In:

Various emails from FWDV passed onto members.

Apologies for meeting as per attendance list.

Flyers for 4WD Show

Out:

All emails received have been sent onto members.

Events list sent out by Alan MacRae.

February trip detail sent out by Alan Harlow

PV working days sent out by Craig Murray.

## Treasurer's Report: John Kerr

Reports for December & January were presented.

Questions of Treasure, Nil.

Of additional note:

John had two Club calendars remaining; both spoken for on the night.

Letter from NAB advising change to accounts utilising cheque books. As we no longer use cheques, John will follow up with the bank.

Motion, The Treasurer's report be received and approved, Moved by John Kerr, Seconded by Bob McKee. Carried.

## Publicity Officer's Report: Charlie Calafiore

Two new Land Rover technicians have commenced with the dealership, who are both proving to be excellent. One LR L3 and one LR L2 trained.

## 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 rules and by-laws are on the web site.

	Visitors	Pages
July	3	5
August	3	13
Sept	11	34
Oct	12	56
Nov	72	249
Dec	34	105
Jan	12	25

## FWD Vic Delegate's Report: Neville Trimnell

Nil

## FWD Vic Regional Representative; Greg Rose

I did a two-day track inspection with Parks Victoria Area Chief Ranger, Foothills and Southern Alps, Mike Dower on the 19th and 20th of January, camping overnight at Horselyard Flat. Purpose of the trip was to look at completed, ongoing and future work undertaken in the area north of Licola by Parks Victoria, Department of Environment, Land, Water and Planning and their contractors.

Summary.

Moroka River crossing on the three-kilometre track from Moroka Road to Mount Wellington Track had been improved with large rocks removed from the crossing.

Mount Wellington Track has had extensive work to repair damage from the June 2021 weather event. Large ruts, bog holes, scouring all repaired.

Track from the Mount Wellington summit to Millers Hut repaired.

Millers Hut camping area cleared and undergoing some rehabilitation.

Marathon Road has had extensive work, especially on Bleak Hill between the two closure gates. Still to be considered "dry weather" and 4x4.

Castle Hill walking track trail head carpark cleared and

**Honey, when you are finished watering I need to speak to you about this receipt I found for Land Rover parts**



**Two weeks later...**





walking track being cleared and widened.

The Nyimba bushwalkers camp toilet, destroyed in the 2021 fires, being replaced with a new toilet. All materials to be helicoptered in and contractors will erect the structure when the Management Vehicles Only track from Millers Hut to Nyimba is dry enough to take vehicles.

Horseyard Flat camping area access tracks to be graded and holes filled, improved drainage, February/March. Bog holes to be filled and informal tracks blocked and rehabilitated. Further improvements and new toilet as Victorian Great Outdoors money becomes available.

Howitt Road is having extensive resheeting with gravel from the Glenmaggie quarry and drainage work done for most of its length.

### **PV LROCG Co-ordinator; Craig Murray**

Proposed week leading into long weekend, March 7th, 8th & 9th. (Tue, Wed, Thu), Planned work will be clean-up of campgrounds before long weekend.

### **Property officer Report; Ross Howell**

Alan H has defibrillator and snake bite kit.

Greg Rose has LR scan gauge available if any members need to borrow one.

### **Events Coordinator's Report: Alan MacRae**

Past Events. Nil

Future Events.

\* February 17; Club Morning Tea

Black Stump Tea Rooms, Darnum – 10:00am

\* February 19; Victorian 4WD Drive Show

Lardner Park, 155 Burnt Store Rd, Lardner – From 9:00am

\* February 19 - 21; Cheynes Bridge Camp and four wheel driving.

See separate email from Alan Harlow for details

\* March 6; Club meeting at Gippsland Land Rover - 8:00pm, Dinner from 6:00pm at Italian Australia Club Princes Drive Morwell.

\* March 7 – 9; Parks Vic Working Bee

\* April 6 – 9; Land Rover 75th Anniversary Event Cooma, NSW

\* Easter Camp Hosting (TO BE CONFIRMED / DETAILS PENDING)

\* May 2 – 5; LROCG Jamieson Trip

4 couples booked, If additional couples wish to attend, contact me urgently (0499 921 900) so I can check accommodation availability – 2 couples required to a unit. Venue may be booked out. If available, accommodation cost per couple will be approx. \$590.

\*September 29 – 9 October; South Australian Land Rover Jamboree, Blinman, SA. Interest in this event will be gauged at the February Club Meeting. If you cannot attend the Club Meeting, please register your interest with me prior to the meeting.

No interest forthcoming.

\*November 2 - 9; Melbourne Cup Trip

Details yet to be arranged. Suggestions welcome.

**Technical Matters:** Nil

### **General Business.**

\* Notice of motions moved:

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.

Moved Alan Harlow, Seconded Greg Rose. Carried.

\* A 'Loo with a View' being established in the Aberfeldy area.

\* Winter meetings (June, July, and August) to be discussed at the March meeting with a view to once again going into recession with Club businesses to be conducted electronically.

\* Alan Harlow expressed interest in running a Club trip in March, from Licola to Dargo via the Pinnacles Lookout and Billy Goats Track. Plan to stay overnight at the Dargo Pub before returning home. Members were asked to indicate if willing to participate. Four couples so far attending. Dates discussed and settled on Mon March 27th. More people always welcome. Contact Alan H directly if wishing to participate.

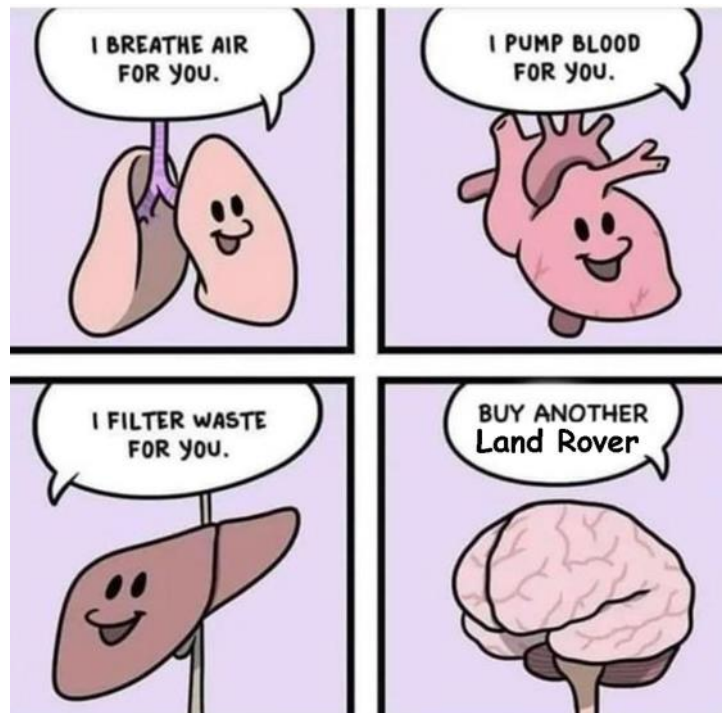
\* Pat Callahan show on Sunday featured tracks and points of interest from Walhalla to Dargo. Great to see our area featured.

\* Last Overlander on SBS (catch-up) was also mentioned as worth watching.

Meeting closed at 9.16pm.

Next Meeting:

Monday March 6th commencing 8pm at Gippsland Land Rover. Pre meeting dinner; Italian Australian Club Princes Hwy Morwell at 6pm



# Land Rover Owners' Club of Gippsland Ordinary Meeting

Minutes for meeting held on Monday 6th March 2023.  
Meeting held at Gippsland Land Rover, Traralgon.  
Meeting started at 8:10 pm

Welcome & thanks.

Alan welcomed everyone and thanked them for their attendance.

Attending; Graham Shaw-Wash, Ian Blake, Charlie Calafiore, Rod Catchpole, Loris Catchpole, Alan Harlow, Tonee Harlow, Terry Heskey, Brian Johnson, John Kerr, Heather Kerr, Alan MacRae, Helen MacRae, Bob McKee, Annette Fleming, Ken Markham, Sue Markham, Jan Parniak, Colette Parniak, Les Warburton, Neville Trimnell, Liz Trimnell

Apologies: Ted Allchin, Shirley Allchin, Ann Prowse-Brown, Neville Prowse-Brown, Sue Howell, Ross Howell, Greg Rose, Lois Rose, Ray Massaro, Eric Shingles

## Confirmation of February Meeting Minutes:

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

With the addition of Apology for Liz Trimnell,  
Moved by Ian Blake, Seconded by Alan MacRae, Carried.  
Business arising from the minutes of the previous meeting.  
Nil

## Correspondence:

In:

Various emails from FWDV of note track closures

Out:

All emails received have been sent onto members.

Reminders of Club meeting email and text.

Future events list email.

## Treasurer's Report: February; John Kerr

Questions of Treasure

Neville asked if there were any bills expected.

John advised only subs in June.

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

Moved by John Kerr, Seconded by Ken Markham, Carried.

## Publicity Officer's Report: Charlie Calafiore

Charlie to be recognised for 35 years with the brand being celebrated by Land Rover.

## Editor's Report: Eric Shingles

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

Thanks to those contributing.

## Webmaster's Report: Alan Harlow

The web site is up to date.

	Visitors	Pages
Oct	12	56
Nov	72	249
Dec	34	105
Jan	12	25
Feb	10	40

## FWD Vic Delegate's Report: Neville Trimnell

No meetings to report on.

Tack closure and newsletter via emails.

## FWD Vic Regional Representative; Greg Rose

Nothing has changed since the last meeting except that Moroka Road has been graded.

## Property officer Report; Ross Howell

No change.

## Events Coordinator's Report: Alan MacRae

Past Events.

\* February Coffee Get Together; Jan Parniak spoke, Very good turn up of 14 members.

\* Cheyne's Bridge Camp and Burgoyne track run by Alan Harlow & Bob McKee. Official report on web site with photos and has been sent to Eric. Sue gave a summary of our activities.

Future Events.

\* March 7 – 9

Parks Vic Working Bee; Organizer: Craig Murray

\* 17 March

Morning Tea Organizer: Jan Parniak

10.00am, at: Eat, Live, Fresh, 20 Contingent St, Trafalgar

\* 27 March to 28 March

Licola to Pinnacles to Dargo Trip – Organizer: Alan Harlow

Departs Licola 9.00am. Accommodation at Dargo Motel.

Harlow's, Howell's, Trimnells and Markham's.

\* 3 April

Club Meeting. Pre meal at the Morwell Italian Club.

\* April 6 – 9

Land Rover 75th Anniversary Event, Cooma, NSW

Organizer: [info@landrover75thanniversary.com.au](mailto:info@landrover75thanniversary.com.au)

\* 14 April

Morning Tea 10.00am -

\* May 1

Club Meeting

\* May 2 – 5

LROCG Jamieson Trip- Organizer: Alan MacRae

\* 19 May

Morning Tea 10.00am –

\* September 29 – 9 October

South Australian Land Rover Jamboree

Blinman, SA. Organizer: Alan MacRae

\* 2 November to 9 November

LROCG Melbourne Cup Trip – Venue to be decided

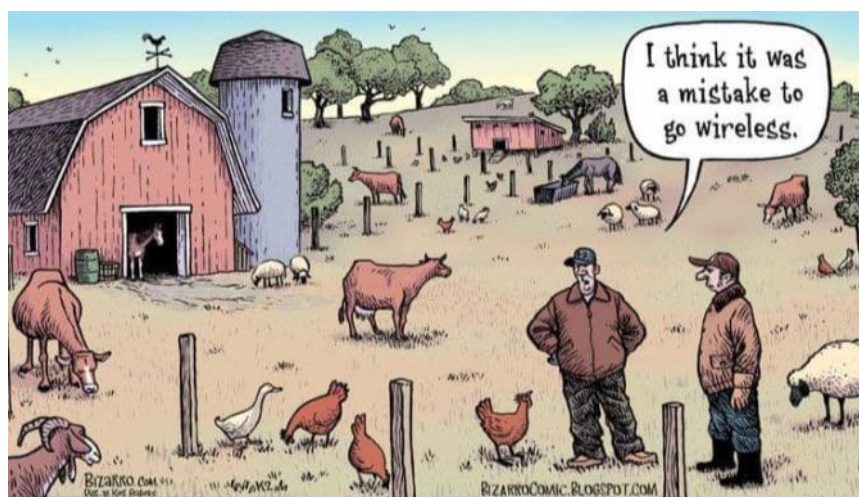
Organizers: Alan Harlow, Alan MacRae, John Kerr and

Liz Trimnell

## Technical Matters: Nil

## General Business.

\* Discovery 4 items available: Alan MacRae has parted with his Discovery, and now has some items that members may



be interested in. These include a rear window protector, and a spare winch extension device. Contact Alan directly.

\* Winter recess (suspension of meetings)

Notice of Motion, to be voted on at the April meeting...

That the LROCG suspend meetings for June, July, and August (including dinners and coffee meetings). Meetings to recommence in September.

Moved Bob McKee, Seconded John Kerr

All feedback welcome, to President Alan prior to April meeting.

Any business will be dealt with by the executive via email, and members will be kept informed.

\* Cup Week Trip

Though there is a committee to arrange, ideas of venues/areas were taken from the floor. These seemed to be generally focused on the western district of the state, Warnambool, Hamilton, Portland, Port Fairy, and Beachport SA. Team to investigate and report back.

Meeting closed at 8:56 pm.

Next Meeting:

Monday 3rd April at Gippsland Land Rover at 8pm followed by supper.

Pre meeting meal from 6pm at Morwell Italian Club.

Please RSVP to Bob McKee by the Friday prior.

Ph: 0407 963 176 or E: bobmckee46@gmail.com.

## You'll Be Able To Carry Phone In Pocket In Future

Some day, Mansfielders will carry their telephones in their pockets. Don't expect it to be available tomorrow, though.

Frederick Huntaman, telephone company commercial manager, says, "This telephone is far in the future – commercially."

Right now, it's a laboratory development and it's workable, allowing the carrier to make and answer calls wherever he may be.

Other telephones of the future includes a kitchen loud speaking telephone, and a visual image telephone.

The kitchen instrument can be used as a regular telephone, a loud-speaking phone if the

housewife happens to be busy preparing a meal, or as an intercom station for the home.

The visual image telephone allows the parties to converse by way of a microphone and loud speaker while a miniature television camera transmits the image. The "TV phone" also will have a writer signature transmission system and a conversation tape recorder. The new phones are being displayed at the Home and Flower Show at the Coliseum.



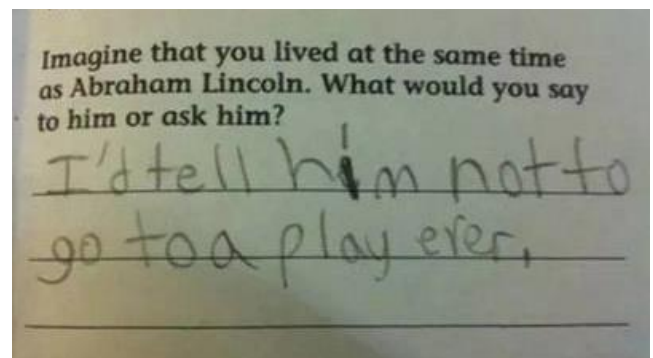
HOW ABOUT THIS? – Mrs. Jean Conrad, commercial representative of Mansfield Telephone Co. holds up the pocket-sized, wireless telephone which Mansfielders will some day carry with them. The phone is still in the development stage and "far in the future."

From the *Mansfield News-Journal*, Thursday, April 18, 1963.



Not only is Charlie a big supporter of our Club, but he and Lorella and their family were supporters of the recent Italian Festa held at Mirboo North. Reports I have heard says it was very well run and very well attended.

From Blakie's school book.....



Q; Why are soldiers so tired on April 1 ?

A; Because they have just had a 31-day March.

If the whole world's a stage, Where does the audience sit ?

I went to buy some camouflage trousers the other day, but I couldn't find any.

"You know, somebody actually complimented me on my driving today. They left a little note on the wind-screen. It said, 'Parking Fine.' So, that was nice."



# *Macalister River Camp*

On Sunday 19<sup>th</sup> the LROCG set up camp at the Macalister River Cheyne's Bridge campground, a nice grassy area, with a few other campers. We circled our vans and got the fire ready for the sun setting. While some took advantage of the very warm weather (30c) and went for a swim in the clear flowing water. A few drinks and snacks were shared at happy hour before our meals were prepared. Bob volunteered his BBQ which was great for the rest of us as we did not have to clean ours. After tea the campfire was lit and the group sat around it enjoying the conversation, star gazing and satellite spotting. As we were not leaving camp until 10 am the next day there was no need to go to bed early so after putting the fire out, thanks to John's extra water supply, we retired for the night.



On Monday morning after a very restful sleep, we woke up to another warm day. Breakfast was a casual event and some even had time to read before the morning briefing at 9:30.

The briefing was conducted by Alan who described the track we were to take (Burgoyne Track east of the Licola road, turning right onto Mt Margaret Track, then right onto Hickeys Creek Track which takes us back to the Licola Road and a 5 minute trip back to camp.) He stressed the need to stop at the bottom of the rock climbs and watch the path the car in front took. As we had pulled caravans to the camp tyres were lowered to a more suitable pressure and Chanel 18 was chosen for communications on the day. As planned, at 10am we left the camp; 4 Discovery 4s and 1 brand new Mitsubishi Pajero Sport.

## **To the high country**

We crossed the Macalister River at Cheynes Bridge and travelled on bitumen for a couple of ks before turning right onto the Burgoyne track. Alan in the lead with Bob tail end Charlie riding shotgun in the hot sun - stuck in the middle are Kerrs, Markhams and Parnz's. Steadily climbing the narrow overgrown track for a while Alan halted our contingent until we all banked up, then renewed the instructions, told us to engage low range, hill climb and rock mode. We preceded

to climb possibly the most challenging climb of the trip. This 150 meter rock incline looked like a war zone. The steep climb, boulders, small rocks, slate plates, dust, sand, deep potholes, and protruding ruts, all looked impossible to navigate; nothing was solid. Looking ahead this climb appeared to run into the face of the mountain. Alan and Tonee (with her eyes closed and reciting "I'm at the beach I'm at the beach") in their Disco took off while the rest looked on and waited until all clear was given to proceed. We watched the line the first car took as it rocked and rolled while Alan and Tonee were being thrown around like a stir fry. In front of us appeared to be a dead end but a three-point turn was needed to continue the zig zag. Second Disco took off; beetles, bugs scrambling and the tyres gripping the rolling stones and spitting them back towards the waiting vehicles. Completing this feat, we arrived at McMillans Lookout to have a 360 degree view of the mountains, like being on top of the world. Travelling on the ridge we had clouds on the right of me and (jokers) ravines and drops on the left.

Travelling along this road to nowhere we encounter very large sudden descents, all vehicles engage in downhill modes, our wheels only just turning as they manipulated and crawled over the uneven surface. We went down down so deep into the valley of darkness the only thing missing was the appearance of a Bat out of Hell.

What goes down must come up, so again we causally



climbed over the ridge going over countless water runoff that were so frequently spaced that as one vehicle went up another was in between and the next going down. From tail end Charlie's view who was riding shotgun in the hot sun it must have looked like we were playing leap frog, on the cool of the River Deep Mountain High plains.

Thirsty work this type of driving, give me some water was our next cry, low and behold around the next turn a spring was oozing out of a crevice, not a good place to stop on a down-hill slope so we just drive on.

We spotted the eagle soaring in the thermals wind currents, not long after a massive bare faced rock face appeared, exposing its various colours and formation.

Approximately 2/12 hours later the group returned to camp with satisfaction written all over our faces. Some of us decided to cool off - on with bathers we proceeded down to the river side into the deep water and let Daddy Cool do his job.



We gotta get out of here soon, 5pm will hit, and out will come the drinks, nibbles and getting the camp fire ready for the dark evening.

After a surprise visit from the Rose's who had been up looking at the Pinnacles we again settled down to a happy hour, tea and a great camp fire however we were all too tired to do any dancing in the dark but the stars were definitely Dancing on the Ceiling. As I looked across at Alan and Bob, our organizers, with the fire glittering on their faces one could tell the boys did it 'their way'. Again, thanks to Johns water supply we put the fire out and went to bed for another great night in the peace and quiet of the bush.





On a coolish morning at camp on Tuesday, 21 February 2023 our group was briefed by Bob on the day's FWD trip. We commenced the drive after the briefing and with Bob and Annette leading, followed by Jan and Colette, John and Heather, Ken and Sue and Alan and Tonee as tail end Charlie, straight up a rocky section and along the Cheynes Bridge Track, Black Ridge Track and Burgoynes Track back to Licola Road, finishing at Cheynes Bridge campground. Along the way we stopped for morning tea and refreshments shared around by all. The trip was challenging and gave us all more experience in using the features of our vehicles in this type of terrain – rocky, dusty, sandy, gravelly with water crossings. A lot of fun was had along the way and the scenery was magnificent. Back at camp we lunched together then packed up our caravans and camper trailer and pumped up our tryers for the trip back home. A great experience for all and the camaraderie was great.





# AOMC

## British & European Motoring Show 2023

By Eric Shingles

On Sunday the 26th of February, I attended the Association Of Motoring Clubs (AOMC) British and European Motoring Show. This year it was held at Event Central, at Caribbean Park in Scoresby. This is one in a series of car shows that the AOMC puts on, this one being only open to vehicles manufactured in England or Europe. Other shows the AOMC run are a American day and a Japanese day. There was a nice mix of Land Rover models on show. As well as the Land Rovers, there was plenty of other makes to look at.







The program for the AOMC event contained the following article

## ***Land Rover, the 'Go Anywhere Vehicle'***

First shown to the public 75 years ago, the Land Rover was said to be 'For the Farmer, the Countryman and General Industrial Use', it was the 'Go Anywhere Vehicle'.

Originally thought of as a 'stopgap' to help the Rover Company produce vehicles that could find overseas revenue for a post war Britain. Rover, who basically only built luxury cars for the English market, faced steel rationing, as steel was being directed towards the export markets/revenue. From an idea first thought up around Easter 1947, the engineering department were tasked with the job of designing a vehicle that could be built using many of the existing Rover cars mechanicals. To this they added a body that was basic and easy to build, and used little if any special tooling. Soon prototypes were built and tested.

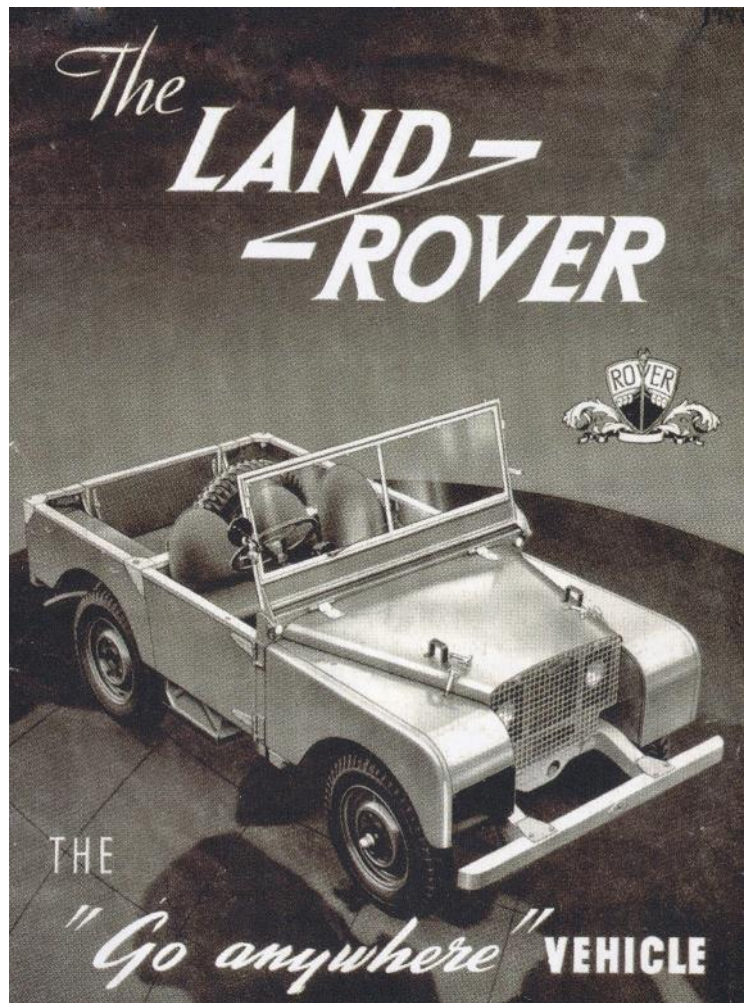
The first public announcement of the Land Rover was in the *Times* on 20<sup>th</sup> April, but the first time the public saw the Land Rover was at the Amsterdam Motor Show on the 30<sup>th</sup> of April 1948. Two pilot-built vehicles were shown; one was fitted out as a mobile welder, the other a 'basic', which was used as a demonstrator outside.

The Land Rover was an instant success. Within a year sales had overtaken that of Rover car's, and by 1951 was out-selling the cars by two to one. The idea of the Land Rover being just a 'stopgap' didn't last long. Rover developed it further, eventually adding a long wheel base version, and even a diesel engine. The Land Rover has been sold in almost every country in the world, has been assembled from CKD kits in many countries, including Australia, and has even been built under license in some countries. More developments over the years have added 6 cyl and V8 engines, forward control models, military only models, even a six wheel drive version.

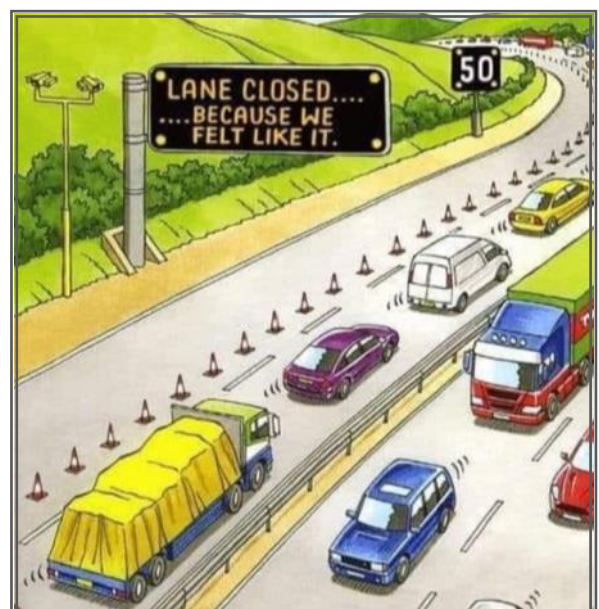
The Land Rover has been used by the military, the police, farmers, as fire appliances, as ambulances, by explorers, aid agencies, even celebrities and the royals have them. It has been said that in some developing countries, the Land Rover was the first vehicle people saw. The Snowy Mountains Authority, in NSW, had at one time over 300 Land Rovers in their fleet, and used over 700 during the construction of the hydro-electric scheme.

Over the years, the Land Rover has gained some siblings. In 1970 the Range Rover was born, more recently there has been the arrival of Discovery, Freelander, Range Rover Sport, Range Rover Evoque, Discovery Sport and the Range Rover Velar. The Land Rover even became known as Defender in the 1990's, and was completely reborn in 2020. Though the current Land Rover family has more of an urban feel and style to them, and drivability un-thought of in 1948, they are still incredibly capable off-road. Land Rover is still the 'Go Anywhere Vehicle'.

It was this off-road, recreational use of the Land Rover that inspired a group of Land Rover owners, who shared a passion for their vehicles and a love of four wheel drive touring, to form a club of like-minded people. Sixty years ago, the Land Rover Owners Club of Victoria was founded on Friday the 13<sup>th</sup> of September, 1963. It was the first 4WD Club to be



established in Australia. Currently there are over 650 members. The LROCV run the Victorian 4WD Show, which is the longest running 4WD outdoor event of its kind in Australia. The Club meets every month, except January, on the first Thursday of the month, at the Mulgrave Country Club, cnr Wellington and Jells roads Wheelers Hill. For more information about the Club, please visit our website; [www.lrocv.com.au](http://www.lrocv.com.au) or contact our secretary; [lrocvsecretary@gmail.com](mailto:lrocvsecretary@gmail.com) By Eric Shingles, (Land Rover Owners Club of Victoria)



## Heritage Truck & Vehicle Display

Some Land Rovers spotted at Lardner Park for the 'Heritage Truck & Vehicle Display' in February. This was the first time this event has been held. The organisers were pleased with the roll-up. The event was set-up to replace the Longwarry Truck Show, but made bigger to attract historic, classic and veteran cars, bikes, tractors, steam and stationary engines, caravans, dozers, in fact, nearly any vehicle over 25 years old.



I dreamed I was invisible and I married an invisible woman. I'm not sure what we saw in each other. Our kids were nothing to look at either.

"Your underwear is much too tight and very revealing," I said to my wife. She replied, "Wear your own then."

Today I showed up late for work. The boss yelled, "You should've been here at 8.30." I replied, "Why? What happened at 8.30?"

I told my wife to embrace her mistakes. She gave me a hug. Remember when plastic surgery was a taboo subject. Now

you mention Botox and nobody raises an eyebrow.

I broke up with a girl years ago because of her obsession with counting. I wonder what she's up to these days?

What is the opposite of a croissant. A Happy Uncle.

I have a lot of unemployment jokes. Sadly none of them work.

I asked my friend when their birthday was. He said March 1st. I stood up, walked around the room, and asked again.

My mum was a radiologist. She met my dad when he came in for an x-ray. I wonder what she saw in him.

## Land Rover's 75th Birthday Trip

Sunday April 30th.

Meet in Moe at 10.00 am at the K Mart car park.

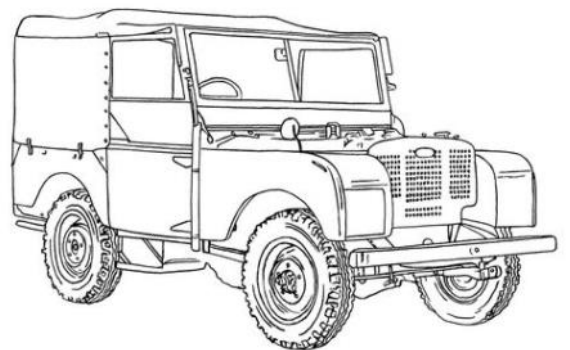
We will make our way to Erica, where we will have a very social day to celebrate Land Rover's 75th Birthday. We will talk about Land Rovers, have some Land Rover trivia questions, have some Land Rover 'Head', and enjoy some birthday cake.

BYO lunch, drinks, chairs, Land Rover, camera, pen and paper and any 'tall' Land Rover stories.

This is a combined LROCG / LROCV trip.

Organised by David Murray, Rob Weigl (LROCV) and Eric Shingles (LROCG).

If any body wishes to come along, could they please let me know, so as we know numbers. Phone Eric on 0429 424 791.



# New Victorian road rules

New road rules are being introduced regulating the use of a range of portable, wearable and inbuilt devices while driving a vehicle or riding a motorbike. The rules expand and clarify a number of rules already in place for mobile phones, and take effect on 31 March 2023. The rules reflect the significant increase of in-vehicle technologies and other technologies capable of distracting a driver and are designed to help keep people safe on our roads.

The rules are expanded from mobile phones and visual display units to cover:

Portable devices (unmounted mobile phones, tablets);

Wearable devices (smartwatches, wearable heads-up display);

Inbuilt devices (Information, navigation, and entertainment systems, heads-up display that is an inbuilt part of the vehicle);

Mounted devices (Heads-up display, tablet, mobile phone, media player etc if securely mounted in or on a vehicle); and  
Motor bike helmet devices.

Rules for L and P platers are different to those for fully licensed drivers – see below.

## Drivers with full licences

Drivers who hold a full licence in general cannot touch an unmounted portable device, such as a phone, tablet, laptop or any other device while driving. Specifically, for all device types (portable, mounted, wearable and inbuilt) you must not, while driving:

enter text, numbers or symbols

scroll (such as on websites, social media, playlists)

play videos or games or take video calls

display text messages, social media, emails, or photos

rest a device on any part of the body, or pass a device to a passenger.

Rules for portable devices such as unmounted or loose mobile phones, tablets, laptops, media players and game-consoles

When driving (except when parked), you must not:

Touch a portable device, even if it is turned off

Allow a portable device to be in your lap or on any part of your body or clothes (unless it is in a pocket, or in a pouch attached to your belt or other part of your body)

Look at the display of a device being operated by another person in the vehicle

Pass a portable device to a passenger

If a passenger, pass a portable device to a driver

You can:

Connect to your vehicle's Bluetooth and place the device out of sight and reach before you start driving.

Use a mobile phone or other device to pay at a drive-through.

Rules for mounted devices (mobile phones and tablets) and inbuilt navigation and entertainment systems

For mobile phones and tablets, the mounting must be commercially designed and manufactured for that purpose, and the device must be secured in the mounting.

As a general rule, drivers can use their mounted or inbuilt systems for functions such as music and navigation, provided they are not entering text, scrolling or viewing images or video. However, drivers can use voice controls for music and navigation.

When driving (except when parked), you must not:

Enter information, text, numbers or symbols

Scroll on the device (such as scrolling through texts messages, social media, music etc.)

Use the device for:

Reading or writing text messages, emails, message threads or viewing websites

Watching movies, TV, video games or other moving images

Viewing social media and photos

Video calls.

## Learner P1 and P2 drivers

Due to their lack of experience and increase road safety risk, L and P platers are subject to more restrictions when it comes to distracted driving.

L and P platers when driving cars or riding motorbikes cannot:

operate portable devices (such as mobile phones, tablets or laptops) in any way, including for phone calls and navigation use voice controls to operate any devices

enter text, numbers or symbols

scroll (such as on websites, social media, playlists)

play videos or games or take video calls,

display text messages, social media, emails, or photos

rest a device on any part of the body, or pass a device to a passenger

## Riders and operators of bicycles, electric scooters, recreational vehicles and electric personal transporters

The new rules also apply to riders and operators of operators of bicycles, electric scooters, recreational vehicles (such as people on skateboard and rollerblades) and electric personal transporters.

## Professional driving tasks

If you drive for work and need to interact with a device to do certain tasks then specific professional driving tasks will be permitted under the rules.

## Penalties

The penalties for illegal use of mobile phones (or other device types) remain same as prior to the commencement of the new rules in March 2023.

Illegal use of a mobile phone (or other device) attracts a \$555 fine and four (4) demerit points.

If the matter is heard at court, the fine for illegal mobile phone/device use can be as much as \$1,849.

Learner and probationary drivers will lose their permit / licence if they accumulate more than four (4) demerit points in a year (compared with a full licence holder who cannot accumulate more than 12 in a 3-year period).

## Mobile phone and seatbelt detection cameras

In the coming months, mobile phone and seat belt cameras are being introduced in Victoria. The cameras will capture drivers who are holding mobile phones or other devices while driving, as well as drivers and passengers who are not wearing seatbelts, or not wearing them properly. Where the cameras detect a passenger not wearing a seatbelt, only the driver will be issued with an infringement notice for failing to ensure the passenger is wearing a seatbelt.

Detail of the new road rules is at [vicroads.vic.gov.au/drivingdistractions](http://vicroads.vic.gov.au/drivingdistractions)

Detail of the new cameras is at [camerassavelives.vic.gov.au](http://camerassavelives.vic.gov.au)