

LAND ROVER OWNERS' CLUB

OF GIPPSLAND

APRIL / MAY 2023 NEWSLETTER



GIPPSLAND LAND ROVER

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LAND ROVER OWNERS' CLUB OF GIPPSLAND

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



A smart Series 3 and a 107" Land Rover seen at Clunes in March



This month's cover; Alan & Tonee and Neville & Liz tackle a challenging track in their Discovery 4's on the Pinnacles & Billy Goat Bluff trip; Photo by Sue Howell

We read with interest the article in the LROCG Newsletter that was distributed recently, and was struck by the passage and photograph on page 3 of Shannon and Ash Brills Series 2A short wheel base Land Rover.

The aircraft engineer in question was most likely Bob O'Day, the Land-Rover agent / distributor at Swifts Creek. Bob, during World War 2, was an Air Engineer on Catalinas, which were flying from Darwin to the Philippines mining enemy harbours and channels disrupting shipping.

Our Series 2 Land Rover was Bobs own car which he used to go shooting and fishing in. Apparently, a local farmer at Swifts Creek purchased it new from Bob, and after a few days said it was too small or something. Bob took it back and had it till he sold it to us on 20th August 1996. I sent a copy of the article to Bob's family and they were thrilled to get it. and will send this to June, Bobs daughter, for her interest.

Pictured above is Bobs Vehicle, still in use and working. Cheers to all, Neville Prowse-Brown.

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,

Four Wheel Drive Victoria Regional Representatives Meeting

Report by Greg Rose, Four Wheel Drive Victoria Regional Representative, Southern Alpine National Park.

On Sunday the 28th of May a Four Wheel Drive Victoria Regional Representatives meeting was held at the Parks Victoria / DEECA offices in Bairnsdale. Approximately fifty people attended the meeting. As well as Regional Representatives from all over the state, there were people from DEECA (the Department of Energy, Environment and Climate Action, used to be DELWP, used to be DSE) and a large number of Parks Victoria folk including Area Chief Ranger Mike Dower, who many LROCG members know and Vicki Jones, who many Club members will remember from volunteer activities. We all loved Vicki's camp cooking. There were also some FWDV board members, the CEO Wayne Hevey and Daniel Whitby FWDV Projects Officer and Alison McLaughlin FWDV Office Administrator.

The agenda was packed with items to discuss. Considerable time was devoted to the issues with Park Connect and ideas of how to make the system more user friendly and effective as a tool for registering volunteers, reporting volunteer hours, etc.

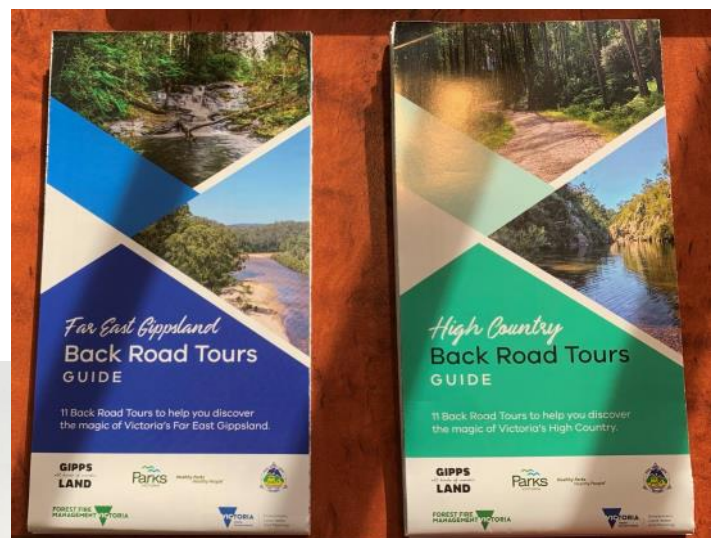
All the Regional Representatives were given time to report on activities in their areas. Just to remind folk, Regional Representatives operate independent of Clubs and are the contact point between Land Managers and Four Wheel Drive Victoria. As FWDV Regional Representative for the Southern Alpine National Park, I was able to report on road and track work that has been carried out over the summer months, when the area was dry enough for machinery to operate. In order to be informed on the progress of the works I have been fortunate enough to be invited to travel in the Alpine National Park with members of the Parks Victoria Foothills and Southern Alps Team and have regular briefings at the PV/DEECA office in Heyfield.

There was a presentation about the excellent Back Roads Tours Guide maps that cover various areas in Victoria and

are available from PV/DEECA offices and most visitor centres. Two of interest to us as tourers around Gippsland were the High-Country Guide and the Far East Gippsland Guide. Wayne Thorpe, a respected Gunnai man, who has a degree in language and linguistics and a Master of Education based on a thesis on language, was the afternoon keynote speaker. Wayne spoke about the history of indigenous peoples in Gippsland, the connection with land and conservation of the land. Four Wheel Drive Victoria has established relationships with traditional owner groups throughout the state.

It was a highly successful meeting. We usually have two per year and they are held in a different location around the state each time. It was formally announced at the meeting that Alison McLaughlin, who has been Office Administrator at FWDV for many years, will be retiring towards the end of the year. Wayne Hevey, who is CEO of Four Wheel Drive Victoria, will also be retiring within the next twelve months. Both people will be hard to replace as they have a wealth of knowledge about Clubs, the operations of land managers, Government policy that could impact bush users and the various Victorian four-wheel drive touring environments. Wayne seems to know the name and phone number of everyone from local rangers to Government ministers.

The next Regional Representatives meeting will be held in September. In the time between meetings Regional Representatives will be regularly liaising with land managers and the FWDV office.



From Facebook, comes this picture from the New Zealand Army.

LROCG Monthly Meetings

Since a lot of our migratory members will be away for the next few months, our monthly meetings will go into recess.

The next LROCG meeting will be Monday the 4th of September at Gippsland Land Rover at 8.00pm.

Everybody hates math until that pay check looks a little funny

Land Rover Owners' Club of Gippsland Ordinary Meeting

Minutes for meeting held on Monday 3rd April 2023.
Meeting held at Gippsland Land Rover, Traralgon. Meeting started at 7:57 pm

Welcome & thanks.

Alan welcomed everyone and thanked them for their attendance.

Attending; Graham Shaw-Wash, Ian Blake, Charlie Calafiore, Loris Catchpole, Rod Catchpole, Tonee Harlow, Alan Harlow, Terry Heskey, Sue Howell, Ross Howell, Brian Johnson, Heather Kerr, John Kerr, Alan MacRae, Colette Parniak, Jan Parniak, Eric Shingles, Les Warburton, Greg Walker, Liz Trimmell, Neville Trimmell, Jessica Walsh.

Apologies; Shirley Allchin, Ted Allchin, Helen MacRae, Annette Fleming, Bob McKee, Lois Rose, Greg Rose.

Visitor; Gary Fouet

Confirmation of March Meeting Minutes:

Motion - That the March Club minutes be accepted as true and correct: Moved by Neville Trimmell. Seconded by Jan Parniak. Carried.

Business arising from the minutes of the previous meeting. Carried forward to General Business.

Correspondence:

In:

Various emails from FWDV.

Annual club survey.

Out:

All emails received have been sent onto members.

Reminders of Club meeting email and text.

Future events list email from Alan MacRae.

Treasurer's Report: John Kerr

John presented the treasurers report for March. Questions of Treasurer.

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

Motion - The Jimdo subscription account of \$227.27, be approved for payment and Alan Harlow be reimbursed for the payment of the 12 month subscription.

Moved by: John Kerr, Seconded by Ian Blake, Carried.

Publicity Officer's Report: Charlie Calafiore.

Ships stuck in Port Phillip Bay due to lack of staff at docks.

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.

Latest trip report Billy Goat Track is on the web with photos.

	Sept	Oct	Nov	Dec	Jan	Feb	March
Visitors	11	12	72	34	12	10	9
Pages	34	56	249	105	25	40	42

FWDV Delegate's Report: Neville Trimmell

No meetings to report on.

FWDVP Regional Representatives; Greg Rose

Nothing to report.

Property officer Report; Ross Howell

No change.

Past Events.

* March Coffee Get Together; Jan Parniak

Was held Friday 18th at Trafalgar. Small group of 6 turned up.

* Parks Vic Working Bee; Craig Murray

7-9/3/2023. Started at Howitt Hut, but weather forecast forced us to move to Surveyors Creek Camp. Did grass cutting and fencing at Howitt Hut. Grass cutting at Bryce Gorge and Bryce's Lookout Camp ground. Finished at McMichaels Hut cutting grass around hut. Weather was on the cold side but not much rain.

* Pinnacles and Billy Goat track. Alan Harlow

27-28/3/2023. Neville gave a report sent by Liz. A report can be found on the Club web site with photos supplied by Sue Howell. The track was challenging and the weather cool. The company was great.

Events Coordinator's Report: Alan MacRae

Future Events.

April 6 – 9

Land Rover 75th Anniversary Event, Cooma, NSW; Organizer: info@landrover75thanniversary.com.au

April 6 – 11

Camp hosting at Murrindindi Scenic Reserve; Organizer Tonee & Alan Harlow

April 14

Friday coffee & Morning Tea 10.00am - Our next coffee morning will be at Ai's Café, 87-91 George Street Morwell, Organizer: Jan Parniak

April 29 – 30

Go Deep in the Wild East – From Orbost Exhibition Centre, 8 Clarke Street, Orbost. Weekend event including overnight camping. Organizers: Land Rover Owners Club of Victoria, Range Rover Owners Club and Pajero Owners Club.

April 30 Sunday

Land Rover's Birthday - 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. Organizers: David



Murray, Rob Weigl (LROCV) and Eric Shingles (LROCG).
If you wish to attend, please let Eric know, so that he knows numbers. Eric can be contacted on Mob: 0429 424 791.

May 1

Club General Meeting

May 2 – 5

LROCG Jamieson Trip; Organizer: Alan MacRae

May 19

Morning Tea 10.00am

September 29 – October 9

South Australian Land Rover Jamboree, Blinman, SA. Organizer: Alan MacRae

November 2 - November 9

LROCG Melbourne Cup Trip – Warrnambool,

Vic. Organizers: Alan Harlow, Alan MacRae, John Kerr and Liz Trimnell

November 13

LROCG Annual General Meeting

December 3

Club Christmas Breakup

Technical Matters:

The ability of the LR Discovery jack was discussed and how unsuitable it was for its role. Different options as to the best mode Access Mode or Rock Crawl Mode.

General Business.

* Winter recess (suspension of meetings)

Notice; That the LROCG suspend meetings for June, July, and August (including dinners and coffee meetings).

Meetings to recommence in September, Moved Jan Parniak, Seconded John Kerr, Carried.

* Melbourne Cup Week Trip

Two surveys taken to decide location and park for the trip.

Town (12) Warrnambool 55%, Port Fairy 35%, Hamilton 10%, Beachport 0%

Park (6) Surfside 60%, Big 4 Tasman 20%, Discovery 20%

* Charlie away for September and October meetings. Adam Dyer to fill in.

* Neville planning a trip to Cape York in 2024, between May and July and would welcome company on trip.

* Jessica left magazines to share with members.

* Rods DVD's left to share by members.

Meeting closed at 9.01 pm.

Next Meeting:

Monday 1st May 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.

Land Rover Owners' Club of Gippsland Ordinary Meeting

Minutes for meeting held on Monday 1st May 2023.

Meeting held at Gippsland Land Rover, Traralgon.

Meeting started at: 8: 07 pm

Welcome & thanks.

Alan welcomed everyone and thanked them for their attendance.

Attending; Charlie Calafiore, Loris Catchpole, Rod Catchpole, Alan Harlow, Tonee Harlow, Terry Heskey, Sue Howell, Brian Johnson, Heather Kerr, John Kerr, Helen MacRae, Alan MacRae, Bob McKee, Colette Parniak, Jan Parniak, Eric Shingles, Les Warburton, Liz Trimnell, Neville Trimnell.

Apologies; Ted Allchin, Shirley Allchin, Ross Howell, Annette Fleming, Lois Rose, Greg Rose, Greg Walker.

Confirmation of Meeting Minutes:

Motion, That the April Club minutes be accepted as true and correct with the following

correction; The Jimdo subscription account of \$227.27 is for 24 month subscription not 12 months.

Moved by Sue Howell. Seconded by Bob McKee. Carried.

Business arising from the minutes of the previous meeting.

Carried forward to General Business.

Correspondence

In:

• Various emails from FWDV.

Out:

- All emails received have been sent onto members.
- Reminders of Club meeting email and text.
- Future events list email from Alan MacRae.
- Birthday trip information.

Treasurer's Report: John Kerr

Questions of Treasure

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

Publicity Officer's Report: Charlie Calafiore

35 year Logie shown by Charlie

Editor's Report: Eric Shingles.

When you get your newsletter, hope you like it, always looking for more stuff. Thanks to those contributing.

Maps for distribution.

Webmaster's Report: Alan Harlow.

The web site is up to date.

	Oct	Nov	Dec	Jan	Feb	March	April
Visitors	12	72	34	12	10	9	16
Pages	56	249	105	25	40	42	65



FWDV Delegate's Report: Neville Trimnell

No meetings to report on.

Discussed the one day first aid course currently on offer through FWDV.

FWDVP Regional Representatives; Greg Rose

No report.

Property officer Report; Ross Howell

No change.

Past Events.

* April Coffee Get Together; Jan Parniak

April 14 Friday coffee / Morning Tea - At Ai's Café, 87-91 George Street Morwell. Very good roll up.

* April 6-11, Cooma 75th LR Anniversary

Sue gave a short report on the Cooma 75 year anniversary event. David Murray won a prize for his Series 2A ex army and Ross was a runner up for his series one.

* April 6 – 11, Camp hosting at Murrindindi Scenic Reserve. Organizer Tonee & Alan Harlow

Great camp ground with well defined camp sites and good facilities. Weather kind considering the forecast. Camp ground not full due to weather forecast but those in attendance were very welcoming with many offers of food and drink when we did the survey. We were lucky to have our own covered shelter in which we put our campfire and chairs. Did some great walks to waterfalls.

* April 30 Sunday, Land Rover's Birthday trip

Eric gave a short report, Alan MacRae attended as well and past member David who had problems with his ex army 2A getting there. He was lucky it did not fail on the way to Cooma.

Events Coordinator's Report: Alan MacRae

Future Events.

* May 2 – 5

LROCG Jamieson Trip Organizer: Alan MacRae.

* May 12 Friday coffee

Morning Tea 10.00am - Our next coffee morning will be at Alpha café at Churchill shopping centre.

As Jan will be away for the next few coffee meetings Rod Catchpole will be the organizer until Jan's return.

* Sunday 18th June:

Yarram and Port Albert social drive for Fish and Chips plus other excellent snacks. Yarram (10 am) for morning coffee at the bakery, then wander to Port Albert (12.30) for lunch, back over the Strzelecki into Traralgon to finish the day. Later arrivals can be catered for but lunch only. Bookings essential. Organizer Bob McKee.

* Sunday 23 July

Walhalla Witchery Café 10 am for cake & coffee. Lunch available for those who wish to carry on a bit longer. This is inside, so weather is immaterial. Bookings are essential. Don't forget, for those so interested, the Railway, Museum and the Mine

will be open. The Old Post Office may also be open. Organizer Bob McKee.

* Sunday 20th August – TBA or Wednesday 23 August

Noojee pub for lunch. Bookings are essential. Organizer Bob McKee.

* September 4th

LROCG Meeting at Gippsland Land Rover

* September 29 – October 9

South Australian Land Rover Jamboree Blinman, SA. Organizer: Alan MacRae

* November 2 - 9

LROCG Melbourne Cup Trip – Warrnambool, Vic Surfside RV park; Organizers: Alan Harlow, Alan MacRae, John Kerr and Liz Trimnell

Individual roles

Responsible

Booking site and group contact.

Alan & Tonee

Organising Melbourne cup sweep.

Alan & Tonee

Quiz Tuesday

Helen MacRae

Melbourne cup food co-ordinator.

Heather Kerr

Ordering chooks and salads from Woolworths, Heather Kerr

Friday trip

Saturday Park Run 5km (can walk)

Saturday breakfast booking

Saturday short local outing. TBC on the trip

Saturday tea at Hotel motel bistro. TBC on the trip

Sunday trip

Monday coffee booking / free day.

Group

Tuesday site preparation.

Group

Wednesday trip? TBC on the trip.

* November 13

LROCG Annual General Meeting

* December 3

LROCG Christmas Breakup

Technical Matters:

Nil

General Business.

Reminders;

*Charlie away for September and October's meeting. Adam Dyer to fill in.

*Neville planning a trip to Cape York in 2024 between May and July and would welcome company on trip.

Meeting closed at 8:50 pm.

Next Meeting:

Monday 4th September at Gippsland Land Rover, at 8pm.

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.

At the closure of the meeting members told their favourite joke which were well received with some hearty laughter from the members.



35 Years of Cooma's

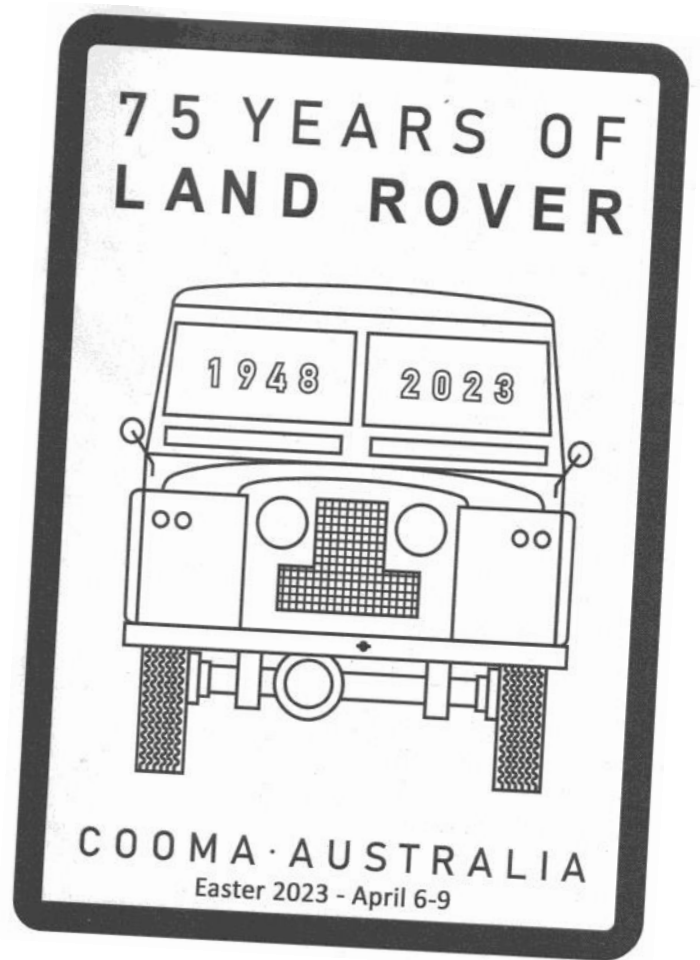
By Anthony Maeder

Zooming along on the road out of Corryong in my Defender with trailer carrying its precious 1950 payload, I had a déjà vu moment recalling the four previous times I have made this trip. The Cooma "formula" is now well established and notwithstanding the horrendous amount of work it takes to plan and run, seems to resonate with all comers, from historical and originality diehards to off road and overland enthusiasts.

The 40 th Anniversary Land Rover Gathering, which started the Cooma pilgrimages in 1988, was coincidentally the year of the Bicentennial, so many other celebrations were happening simultaneously across the country. We had unsuccessfully tried to secure one of the Bicentennial Authority gooseneck-fitted Land Rovers for display, but instead an impressive set of in-service Australian military vehicles were shown. Tony Hutchings, founder of the 1948-1953 Land Rover Register, attended from the UK, having been driven from Melbourne to Cooma in Bob Atkins' newly restored 1948 model R860987. We welcomed Len Beadell as guest of honour and as always he gave a crowd-pleasing speech at the gala dinner. Vehicles were lined up on the old Polo Flats airstrip for display and photographs: no drones then, a helicopter was chartered!

The 50 th event of 1998 was held a year prior to the well-publicised 50 th anniversary of the Snowy Mountains Scheme. This sharpened attention to SMA Land Rover heritage, which subsequently brought many of those vehicles out of the woodwork. Noel Gough, who had worked on the Scheme from 1950 to 1980, told some stories of Land Rover mishaps: some of these are recounted in his book "Mud Sweat and Snow". Anne Beadell attended the dinner and cut the cake, as Len had passed on. James Taylor the UK automotive historian was present: when encouraged he pointed out many interesting aberrations of Australian Land Rovers. The Grand Parade left town on the Alpine Way to a private grazing property where there was endless room to accommodate the larger number of vehicles present.

The 60 th in 2008 was a blockbuster event with many more Range Rovers, Discoveries and Freelanders than had been at the previous events. There was also a strong showing by military Land Rover owners and some special service vehicles like fire engines and ambulanc-



es, The Grand Parade was consolidated into a Sharp Street run ending at the Showgrounds, for a day long static display. This was reprised at the 70 th, when the popularity of Perenties became obvious. Some real Land Rover oddities turned up including VAC433, the George Rodger 107 Station Wagon now owned by Land Rover Heaven.



LR Anniversary at Cooma

By Sue Howell

The weather was kind to us even though a little cold. There was a good turn up to it, with approximately 700 LR's entered. Shaun or David might have the statistics. There was a majority of Defenders in the parade this year as they appear to be very popular. Our grandson, Jack, was a young contender in the challenge & he did very well in his series 2 Discovery. He has a couple of good teachers, being Robin & Ross. The dinner was well attended and the meal was excellent, but the speaker was a little disappointing. On a lighter note, David Murray won 1st prize in the Ex-Military, Most Original Land Rover & Ross would have been a close second or third in the most original Series 1 Land Rover.

Cooma pictures by Anthony Maeder, Shaun Johnson, Sue Howell and Peter MacMillan.



So what were my impressions of the 75 th? All the many traditional pieces of the event were there again and drew their supporters: trials, country runs, exhibitors, swap meet... Having Cambridge (1954) and Oxford (1955) at the event was a masterstroke for attracting early Land Rover enthusiasts. Catching up with old friends from past Cooma's for some social time was a very enjoyable aspect, The Showgrounds focus for the event was helpful in bringing people together.

Jaguar Land Rover Australia presence was decidedly low key, in contrast to the memorable marque "experience" they had provided in past events.

The Q&A presentation sessions with Mike Bishop, Nick Dimbleby and Bob Ives were an interesting new addition, which hopefully will set a trend for future events. Perhaps "birds of a feather" sessions could also be run in this same vein, for popular categories like Series vehicles and Military?

It was particularly rewarding to see so many 1948 models there: I counted 8 (R860130, R860984, R860987, R860997, R8601002, R861692, R862305, R862532). Hats off to the many enthusiasts who drove their early vehicles to Cooma by numerous adventurous routes, some from as far as WA.

I slipped away to visit the Snowy Scheme Museum in Adaminaby and admired the two patina Land Rovers on display there, as well as many fine photographs of Series 1s doing strange things.

This was the fifth Cooma also for my 1950 Land Rover SZ-672, which after some hiccups settled down to best behaviour for the weekend. Roll on the 80 th !



75 Years of Land Rover, Cooma 2023



75 Years of Land Rover, Cooma 2023



75 Years of Land Rover, Cooma 2023



Pinnacles & Billy Goat Bluff

By Alan Harlow



Participants:

Alan and Tonee Harlow: Discovery 4
Neville and Liz Trimmell: Discovery 4
Ross and Sue Howell: Defender 110

Monday 27/3/23

The Harlow's got away at 7.50am for the 9.00am rendezvous at Licola.

15 degrees and substantial drizzle... Managing 4 red lights of the 5 sets we crossed (luckily we turned left at the 6th set which were also red!), our start time proved to be optimistic, as we were the last to arrive, and found the Trimmells and the Howells patiently waiting for us.

The trip did however prove to be a treat of nature, including kangaroos, foxes, a magnificent eagle making a meal of an unfortunate wombat, and a bull busy in the cow paddock,

front and centre, whose hip swivelling way outdid any Elvis performance!

After greeting and briefing, etc, our little party got away around 9.25, with Alan leading and Ross the ever important Tail End Charlie.

We followed the Tamboritha Road which is still corrugated from the end of the bitumen to Bennison Lookout then onto Kelly's Lane, where we turned off and travelled into McMichaels Hut, arriving in the rain just after 10.30 and enjoyed our morning tea in the hut. Liz had some great fruit cake which Alan really appreciated with his coffee. The hut and area around it was in good nick as the Club had cleaned up the area only 3 weeks earlier.

A quick visit to the babbling brook there, then back into our vehicles and away by 11.10.





We stopped a little further on for a brief visit and look around Kelly's Hut, in the rain, and by 11.30 we're on Howitt Road heading for Arbutuckle Junction and the commencement of Moroka Road, heading for the Pinnacles.

Did I mention the rain?

We drove into Horseyard Flats for a quick comfort stop an hour later in a mere drizzle. Horseyards was not in great condition with long grass and many pot holes.

At 12.47 we were on the Pinnacles Road; 12 degrees and no precipitation.

12.50 we parked up and looked forward to the chance to stretch our legs on the 350 metre walk to the Rangers station, and then onto the steep 150 metre climb to enjoy the view of the clouds. It's easy to describe the view for our readers, picture a blank A4 sheet as the starting canvas now don't change that image because that's all we could see. Having earned our lunch, we picnicked back at the vehicles and engaged in some deep discussion on the up coming referendum.

A crew of 7 vehicles from DNW, a You Tube 4WDing channel arrived as we were about to leave. They had been filming coming up Billy Goats Bluff, so Alan took the opportunity to have a chat and check out the track conditions. As he often has said in the past "bad move", what is bad to some is terrible or good to others. He was told it had some loose rocks but not too bad. This did not match our experience.

Away at 2.05... no rain...

Billy Goat Bluff track...

This tested our drivers and vehicles to the max, and took the



passengers' nerves on a journey of their own too. Several wheel lifts, backend slides and front end drifts did not stop our decent in a controlled manner in the main.

The 9 kilometres took close to 2 hours to complete, though about 35 minutes of that was spent changing Neville's rear drivers side tyre. The Discovery must be the hardest tyre to change on any car, the lift required is excessive. Luckily Hawkeye Howell realised something was amiss, approximately 5 kilometers and 50 minutes in, as, due to the terrain we were on, Neville was unaware he had an issue.

Onward ho... with downhill descent engaged and carefully choosing our 'line', we reached Crooked River Road at the end of the track at 4pm. Sadly here, the road sign for Billy



Goat Bluff Track had been sou-venired, as evidently someone's need was far greater than that of all other travellers to the area. The rain had ceased and we were just in time to see the grader and roller pass by from the direction we needed to travel, giving us a particularly smooth run to Short Cut Rd via King-swell Bridge, and then on to the bitumen.

Our small group arrived at Dargo at 4.50, in time for happy hour.

We checked into the Motor Inn, quite impressed with the stand-ard and comfort of our rooms, and just a short stroll to the pub for dinner, and a well earned smooth red (or two). While at the pub we spotted two cars that had passed us on their way up while we were changing the tyre, which was strange as they would not have had time to get to the top and back to the pub in the time available. Finding the drivers we were told that not long after passing us one of them had a very nerve wracking experience and decided it was prudent to turn around and head back down. With children on board this was a good decision.

The meal was great, the company more so! Some good laughs were had over some of the more 'interesting' moments of the trip, such as seeing Neville's rear tyre so far off the terra firma as he traversed a substan-tial hole, and Liz's reactions to her first ever 'real' 4WD expe-rience. The general consensus of those of us who had done the track before was it was the worst state we have seen it in. The amount of loose rock and large holes combined with the typical steps made it incredibly challenging. But the cars coped very well.

Tuesday 28/3/23

After a respectably early night, we met up at 8 (ish) the next morning for a walk to the General Store to buy breakfast, which we ate sitting out the front to soak up the serenity and ambience of Dargo in the mist.

At 10 to 9 we waved goodbye to Dargo.

Following a 20 minute stop to explore the Exhibition gold bat-tery on the way out of town, we headed for Stratford where we caught up with the Rose's at Wa-de-lock Cellar Door and



Cafe for morning coffee at 10.30.

Away again, for home, we said our goodbyes at 11.45. Greg and Lois having done the same trip many times were able to relive the experience once more.

The cars were very dirty so, for us, the first order of business on arriving back home was the drive through car wash, Nev and Liz headed to the Land Rover dealership to see if a faulty rearview camera could be checked out as it was start-ing to malfunction on the trip. Sue and Ross having made sure we took the shortest way home left the rest of us in Traralgon as they headed to home in Morwell.

A successful trip, leaving us all with great memories and some good photos...



Land Rover History

Researched by Eric Shingles



Happy 75th Birthday to Land Rover

The Land-Rover was shown to the public for the first time on the 30th of April 1948 at the Amsterdam Motor Show. These 2 pictures show L 05, which is pre-production Land Rover number 5, which was fitted out as a mobile welder, on the Rover stand at Amsterdam. The Show ran from April 30 till May 9.



The article which follows was one of the first to announce the Land Rover, and appeared in "The Motor" on April 28, 1948.



Entirely New Multi-purpose Vehicle Designed to Offer Go-anywhere Transport, a Portable Source of Power, and an Alternative to the Light Tractor

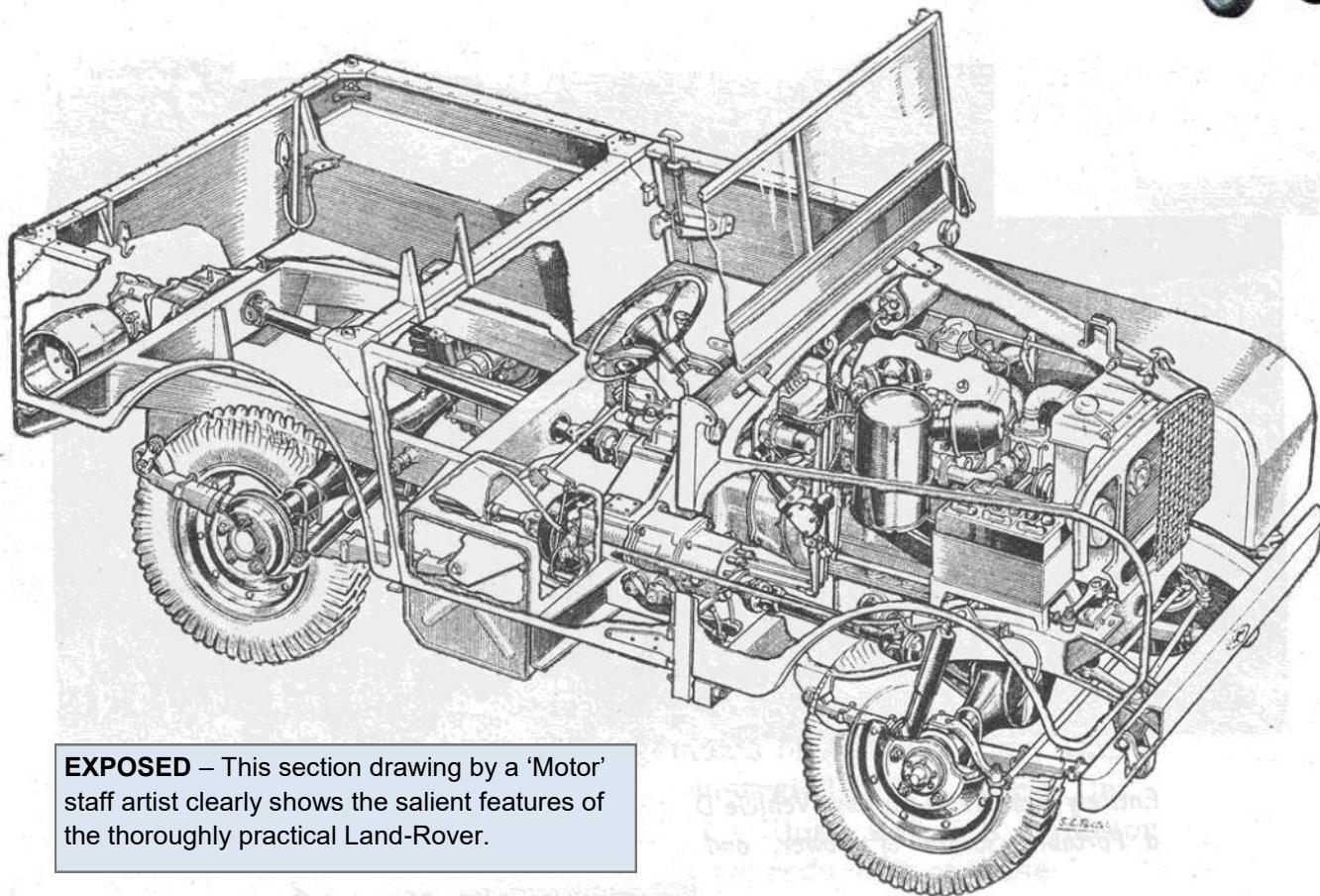
War-time experience with light four-wheel-drive vehicles gave a plain indication of the wide scope that exists in all parts of the world for a go-anywhere vehicle with a plain utility-type body which can be used both for personal or goods transport.

Inevitably, such vehicles have a particular appeal to agriculturists, whether in this country or abroad, and their needs have received particular attention in an outstandingly interesting vehicle of this kind, announced this week by the Rover Co. Ltd. Known as the Land-Rover, it combines the go-

anywhere properties already mentioned with many of the qualities of a light tractor, plus the added scope offered by a portable source of power which is available either for operating plant actually mounted on the vehicle or for driving external farm or industrial machinery.

Leading features of the Land-Rover include a 1,595 c.c. four-cylinder petrol engine (as used in the new Rover '60' car), a transmission system which incorporates a transfer box giving both two or four-wheel drive and alternative sets of gear ratios, provision for a power take-off both at the rear

Land Rover History



EXPOSED – This section drawing by a 'Motor' staff artist clearly shows the salient features of the thoroughly practical Land-Rover.

and in the centre of the chassis, and provision also for a winch at the front if desired. The body is of the utility-type built up of non-corrodible light-metal panelling, but sturdily reinforced with steel at all points liable to bear the brunt of rough usage.

Robust Frame

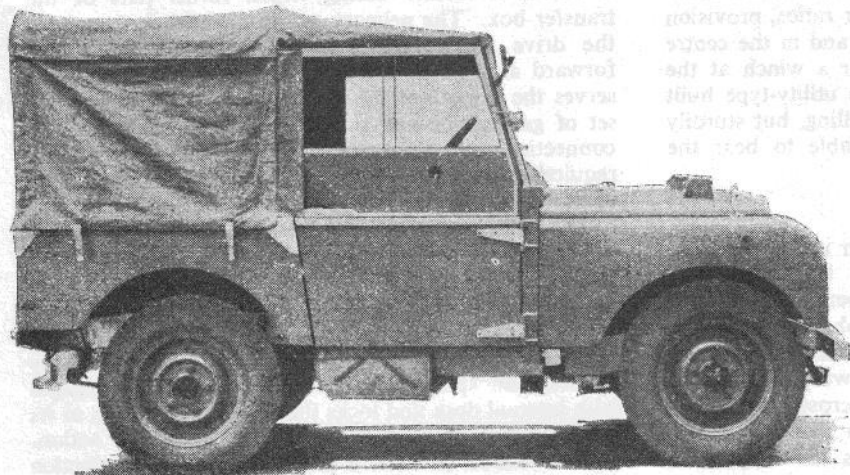
The chassis frame of the Land-Rover is a particularly massive structure of the all-welded type with side members and five main cross-members fully boxed. All are of heavy-gauge steel, and the robust construction is indicated by the fact that the main side members are 6 ins. deep at the centre and 3 ins. wide throughout. Another noteworthy point is that the cross-members at the extreme ends are carried out to the full width, both to serve the purpose of bumpers and to pro-

vide a particularly rigid structure for towing or for the mounting of any auxiliary equipment.

Gears and Drive

The four-cylinder engine is of the overhead inlet, side exhaust type, as in the Rover '60' car, with the split between the cylinder head and block inclined, an unusual head shape giving excellent breathing and enabling a high compression ratio to be used on low-grade fuel without pinking. In the Land-Rover the compression ratio has been lowered very slightly but, in other respects, the engine is as described in the issue of 'The Motor' dated February 18, 1948. It is rubber mounted at four points in the chassis and offset approximately $2\frac{1}{4}$ ins.

In unit with the engine is a four-speed synchromesh gearbox, the internal components of which (apart from a slightly closer first gear ratio) are identical with those of the car. To the rear of this, however, is bolted a further casing which forms part of the transfer box. The primary purpose of this is to convey the drive to the offset propeller shafts which lead forward and aft to the front and rear axles. It also serves



COVERED WAGON – Various forms of weather-protection are available for the Land-Rover. This one has the metal doors, side windows and full canvas hood fitted, the latter having a rear curtain with a celluloid window.

Land Rover History



OVER THE TOP – Reminiscent of tank warfare, this picture of a Land-Rover on rough going shows the vehicle's ability to cope with deep ditches.

the important functions of giving an alternative set of gear ratios and providing arrangements for disconnecting the front-wheel drive when this is not required. Also incorporated is a free wheel, the purpose of which will be referred to later.

The drive is conveyed from the tailshaft of the gearbox via a pair of intermediate pinions to the final pair of pinions mounted on the shaft connected to the two propeller-shafts. Of the latter pinions, one, which provides the normal upper set of ratios, is freely mounted on its shaft, whilst the other is slidably mounted on splines; in its forward position it engages with internal dogs and locks the upper ratio pinion to its shaft, so bringing the higher set of ratios into action. In its rearmost position it provides an overall reduction in the transfer box of approximately 2 1/2 to 1, thus lowering the overall normal top gear from 5.396 to 1 to 13.578 to 1 and the bottom gear from 16.165 to 1 to 40.676 to 1.

Engagement or disengagement of the front-wheel-drive is effected by a dog clutch and also incorporated is the free wheel already mentioned. The purpose of this is to allow the front wheels to over-run the rear, a very necessary function since any deviation of the vehicle from the straight results in the front wheels following a path of larger radius than the rear. On soft or loose ground this would be of comparatively little importance because it could readily be accommodated by a small degree of wheel slip. This, however, does not apply when the vehicle is driven on firm road surfaces, on which a high skid torque would not only put an undesirable strain on the mechanism (and make disengagement of the drive almost impossible owing to the 'winding-up' effect), but would also finally expend itself in tyre slip to the detriment of tread life.

The incorporation of a free wheel in a four-wheel-drive vehicle is a very notable refinement, because avoidance of the undesirable effects just mentioned otherwise depends entirely on the driver remembering to disconnect the front drive before reaching firm surfaces. The free wheel can be locked to provide four-wheel drive in reverse.

Brakes and Springs

Mounted on an extension of the final shaft of the transfer box is a transmission brake of the Girling type operating in a 9" drum. Owing to the action of the free wheel it takes effect

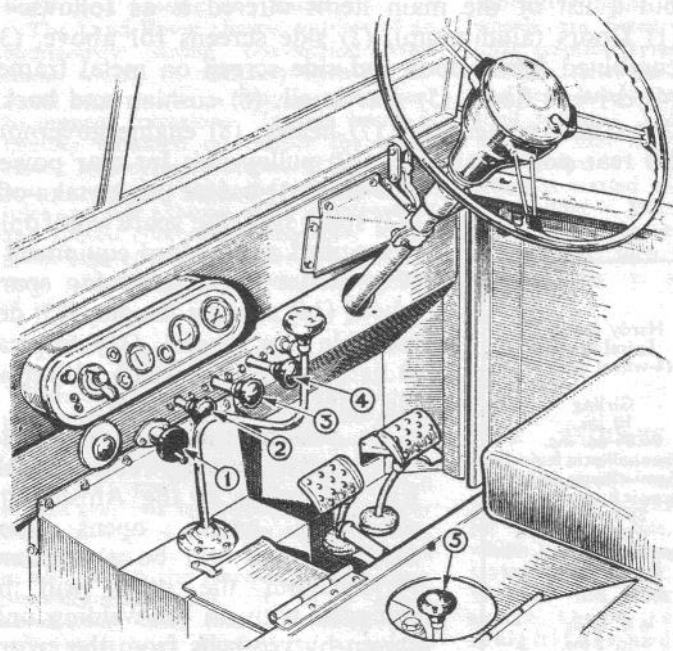


only on the rear wheels when travelling forward. The foot brake operates on all four wheels through a conventional Girling hydraulic system.

Both axles incorporate conventional spiral bevel drive to live half-shafts with, in the case of the front wheels, constant speed universals. Torque reaction is taken through the springs, which are semi-elliptic all round, controlled by telescopic hydraulic shock absorbers, an interesting point being that the second leaf of each spring is extended at each end to surround (with a suitable clearance) the spring eye of the master leaf, thus acting as a safety factor in the unlikely event of a main-leaf breakage. In all cases rubber bushes are embodied, both for the shock-absorber mountings and for the spring eyes, thus eliminating all lubrication points in the suspension system. Reduction of maintenance is also in evidence in the steering system, in which all ball joints are packed with lubricant on assembly and sealed, so that no attention whatever is required until the time finally comes for a general overhaul. A detail point in connection with the sealing is that the rubber caps employed are retained by coiled spring circlips, so that should the rubber stretch and harden in use the seal will be unaffected. The steering layout is designed so that a right or left-hand driving position can be arranged with equal ease.

Controls are conventional except for certain additions brought about by the auxiliary features of the vehicle. The main gear lever works after the conventional fashion, and the normal clutch, brake and accelerator pedals are provided. Additional controls take the form of three push-pull knobs, which protrude from the dash below and to the right of the instrument panel. These control the high and low ratio in the transfer box, the free-wheel lock and the front-drive engagement dog. All are normally operated when the vehicle is stationary. An additional lever (which is situated below a hinged flap in the seat ramp to the side of the driver's

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KNOBS AND PEDALS – This sketch shows the controls for: 1. Hand throttle; 2. Transfer gear; 3. Freewheel; 4. Front wheel drive; 5. Power take-off.

seat) controls the rear power take-off.

Instruments include a speedometer, petrol gauge and ammeter, whilst warning lights are provided for the engine lubrication system, the choke (the light shines so long as this is in action) and the ignition. A useful detail is provision for plugging in an inspection lamp, and there is also a hand-throttle control designed to operate over the entire power range for use when the engine is providing stationary power. Power take-off arrangements, as already indicated, are three in number. To the rear of the main gearbox approximating roughly to the position of a normal transmission propeller shaft, is a shaft leading to a power take-off mounted on the rear cross-member, external to the vehicle. This can be supplied either with a splined shaft for a direct power take-off or with a pulley to provide a flat belt drive. In the latter case, a pair of helical gears, conveys the drive from the main shaft to a short shaft terminating in a spiral bevel, which drives a corresponding bevel on the pulley shaft.

For the provision of external power this arrangement fulfils most purposes, but where the Land-Rover is required for operating portable plant actually mounted on the vehicle a centre power take-off is available, the drive in this case being taken from behind the gearbox.

In addition, the Land-Rover can be obtained with a capstan-type winch mounted on the front cross-member. In this case the drive is taken from the nose of the crankshaft via a worm and wheel, giving a right-angle drive for the vertical capstan and providing a reduction in the neighbourhood of 30 to 1. Engagement is by means of dogs.

Practical Layout

Bodywork on the Land-Rover is severely practical. The general arrangement is clear from the accompanying

illustrations and need not be described in detail. Dimensions, however, are interesting. The internal width measured between the cappings of the doors and body sides is 56 1/2 ins., and the width of the floor at the rear is 34 1/2 ins. between the raised portions above the wheels. The latter rise 9 ins from the floor, and the distance between their upper surfaces and the top of the body sides is a further 5 1/2 ins. In a fore-and-aft direction the length of the floor is 42 1/4 ins., but a portion of this is taken up by the spare wheel, which sits in a well just behind the division between the front and rear compartments. When desired, however, the spare wheel can be transferred to a horizontal position on the bonnet top, which is specially strengthened for the purpose, thus leaving the rear entirely unobstructed. The unladen height of the floor from the ground is 20 ins at the front and 27 ins at the rear.

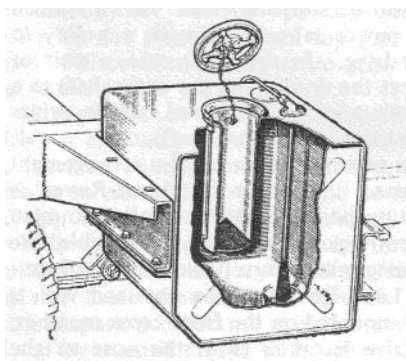
The doors, which taper slightly towards the base, have a maximum width of 34 ins, and interesting details are the hinges (which are of the gate type, allowing the doors to be readily detached if desired or folded back flush with the straight-sided front wings) and the latches (which are operated by pull-up handles).

Except for the steel bulkhead behind the engine, the screen frame and the various fittings, the body is entirely constructed of heavy-gauge aluminium alloy to eliminate corrosion, but the body sides, doors, partition between front and rear compartments and the let-down tailboard are all surmounted by heavy steel cappings to withstand hard use. These cappings, like all the other external steel fittings, are galvanized to prevent rust.

The windscreen is extremely large, rising to a total height of 23 1/4 ins above the bonnet, the two glass panels each measuring 27 ins wide and 15 ins deep. When required, the screen can be folded flat over the bonnet, where it rests on supports provided and is held in place by spring catches. Weather protection is available in the form of either a driver's hood or a hood for the complete vehicle, the latter having plain fabric sides and an openable rear curtain incorporating a celluloid window. For the front doors, rigid side screens are available or, alternatively, the purchaser can specify combined fabric doors and side screen on a metal frame, a safety strap being provided in this case.

Extras to Order

In a vehicle of this kind, which is specifically designed for a wide variety of purposes, it is evident that different purchasers will require



Details of the fuel filters are shown in this sketch of the Land-Rover's ten-gallon fuel tank, situated under the driver's seat.

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different items of equipment, according to the use to which the machine is to be put.

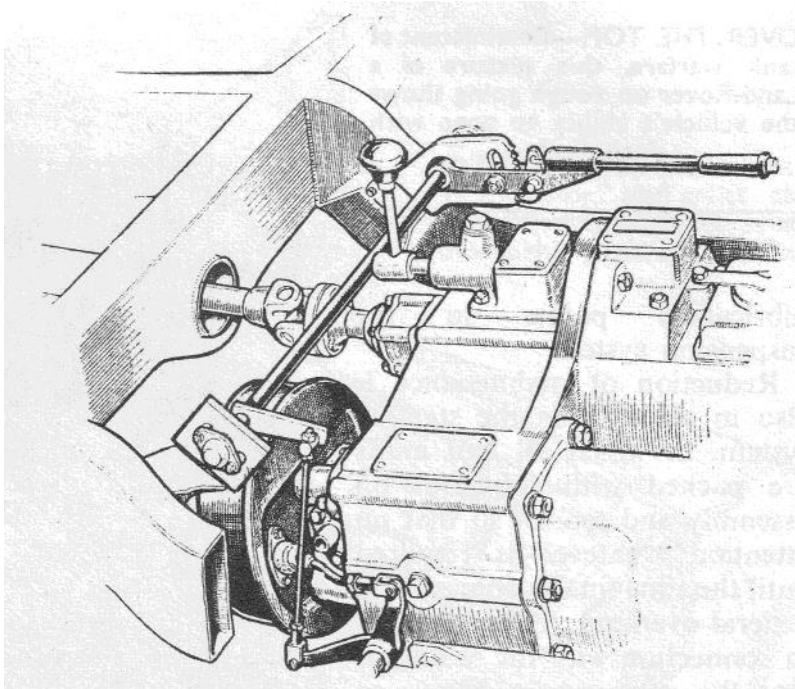
Accordingly, the Rover Co. has adopted the wise policy of quoting a basic price for the bare vehicle, this figure including such essentials as full range of instruments, lighting equipment, windscreen and driver's seat, but nothing which is likely to be unwanted by some buyers. The price of the vehicle in this state is £450, and the buyer is thus in the happy position of being required to pay only for those additional items of equipment which are necessary for his particular needs.

Prices of additional equipment are not yet available, but a list of the main items offered is as follows:-- (1) Doors (aluminium), (2) side screens for above, (3) combined fabric door and side screen on metal frame, (4) driver's hood, (5) rear hood, (6) cushion and back-rest (front passengers), (7) heater, (8) engine governor, (9) rear power take-off, (10) pulley unit for rear power take-off, (11) centre power take-off, (12) spare tyre (the spare wheel only is specified as standard equipment), (13) carrier on bonnet for spare wheel, (14) starting handle, (15) detachable rim wheels, (16) tropical radiator, (17) front winch, (18) towing plate for rear drawbar.

To present the Land-Rover to Continental buyers, two models will be shown at the Amsterdam exhibition which opens next Friday. One will be a standard version but the other will be equipped with an arc-welding unit driven by vee-belts from the centre power take-off. In launching this new vehicle the Rover Co. has displayed an enterprise which should be well rewarded, and there is no doubt that a big market, both at home and abroad, exists for a machine such as the Land-Rover. There is no doubt, also, that in its design the Rover Co. has applied a wide knowledge and experience not only on vehicle manufacture, but of agricultural and industrial requirements.

ROVER "LAND-ROVER"

Engine Dimensions :		Transmission	
Cylinders	4	—contd.	
Bore	69.5 mm.	Prop. shafts	Hardy Spicer
Stroke	105 mm.	Final drive	Spiral bevel
Cubic capacity ..	1,595 c.c.		(4-wheel drive)
Piston area	23.5 sq. ins.	Chassis Details :	
Valves	O.H. Inlet, Side Exhaust	Brakes	Girling
Compression ratio ..	6.8 to 1	Brake drum diameter ..	10 ins.
		Friction lining area ..	94.25 sq. ins.
Engine Performance :		Suspension, front ..	Semi-elliptic leaf
Max. b.h.p.	50/55	Suspension, rear ..	Semi-elliptic leaf
at	4,000 r.p.m.	Shock absorbers ..	Telescopic hydraulic type
Max. b.m.e.p.	125	Wheel type	Split Rim
at	2,000 r.p.m.	Tyre size	6.00 x 16
B.H.P. per sq. in. ..	2.13/2.34	Steering gear	Burman, Worm and Nut
Peak piston speed ft. ..	2,760	Steering wheel ..	Spring Spoke
per min.			
Engine Details :		Dimensions :	
Carburettor	Solex	Wheelbase	6 ft. 8 ins.
Ignition	Coil	Track, front	4 ft. 2 ins.
Plugs: make and type ..	Lodge, 14 mm.	Track, rear	4 ft. 2 ins.
Fuel Pump	S.U. Electric	Overall length	11 ft. 0 in.
Fuel capacity	10 gallons	Overall width	5 ft. 0½ in.
Oil filter	By-pass	Overall height	6 ft. 0 in.
Oil capacity	10 pints	Ground clearance	8¾ ins.
Cooling system	Pump and fan	Turning circle	33 ft. 0 in.
Water capacity	19 pints	Dry weight	2,398 lb.
Electrical system	12 volts		
Battery capacity	51 amp.-hours	Performance Data :	
Transmission :		Piston area, sq. ins. ..	22.0
Clutch	Borg and Beck, OR	per ton	88
	Newton and Bennet	Brake lining area, sq. ..	88
Gear ratios: Top	High, 5.396; Low, 13.578	ins. per ton	88
3rd	High, 8.039; Low, 20.229	Top gear m.p.h. per ..	High, 15.5 ; Low, 6.2
2nd	High, 11.023; Low, 27.738	1,000 r.p.m.	
1st	High, 16.165; Low, 40.676	Top gear m.p.h. at ..	High, 56.4 ; Low, 22.4
Rev.	High, 13.743; Low, 34.587	2,500 ft./min. ..	
		piston speed	High, 56.4 ; Low, 22.4
		Litres per ton-mile, ..	High, 23.00 ; Low, 58.00
		dry	



GIRLING GRIP – Mounted on an extension of the final shaft of the transfer box, this Girling hand-operated transmission brake takes effect on the rear wheels only, when travelling forward.

ENJOY YOUR OUTBACK HOLIDAY

Maintaining your health should be your number one priority. Use the following checklist to help plan your trip.

Paperwork

- * Health summary—ask your GP to provide a printed health summary and medication list (including name, dose and frequency for all medications), and to upload a copy to your MyHealthRecord.
- * Prescriptions—enough scripts to last your planned trip plus a few more weeks. Paper scripts are required as eScripts may not be available everywhere.
- * Health providers contact list—contact details for your GP, specialists, pharmacist, dentist etc.
- * Implant details—include manufacturers information sheets for your implant/s.
- * Advance Care Planning documents—printed and also uploaded to MyHealthRecord.

Medication

It is essential that you bring enough medication to last for your planned trip plus a few weeks more. Primary Health Centres in remote communities do not have onsite pharmacies and cannot supply your medication. It may take some time for medication to arrive via aerial or road transport from retail pharmacies in larger communities.

First aid kit

Make sure your first aid kit includes pressure immobilisation bandages for snake bites.

Dressings

If you require ongoing wound care and use specific or prescribed dressings, bring enough to last your planned trip plus a few more weeks.

Spare batteries

For your devices.

Central West Health,

Central West Hospital and Health Service, Queensland Government



For Sale

Rhino-Rack roof rack, off a '96 Defender, comes with 6 gutter attaching legs, original cover, hardly used, been in the shed for a while, Defender sold, asking \$500 ono.

Phone Heather on 0407 521 637



From Blakie's school book.....



HMAS Tobruk conducts her first beach landing...by spitting out a Land Rover

