

vehicle which is 475kg lighter than the Discovery 4.

Land Rover's 69<sup>th</sup> birthday pictorial quiz. Great fun, thanks Greg. Easter Egg prizes to those first in with the correct answer.

Formal Meeting Closed at: 9.38pm

Members then were able to enjoy supper and the extensive display of Land Rover models, toys and memorabilia bought along by members. Amazing how much was there to enjoy. Thanks to all those that participated and brought their collections along to share with us.

### Some pictures from the LROCG April Meeting



### Preparing your Land Rover for an extended outback journey

This checklist was made up by Beau Missen, Greg Rose and Ray Massaro a couple of years ago. It contains advice on preparing your Land Rover for an extended outback journey and making sure it functions well throughout the trip. It is being re-printed (with some additions) following Beau's talk and Q and A session at the April 2017 LROCG meeting.

#### Pre Trip.

Have the vehicle serviced a few weeks before your trip and ask the Service Department to carry out an inspection of the following components.

- Hoses and belts.
- Suspension bushes.
- Brake and fuel lines.
- Wiring looms and harnesses.
- Wheel bearings.
- Brake pads and rotors.
- Cooling system.
- Tightness of nuts and bolts, e.g. tail-shaft and differential housing bolts.
- Hinges and locks.
- Battery condition and terminals.
- All filters.

Replace worn tyres. It is better to start the journey with new tyres rather than trying to get the trip finished and then replace them. This is particularly important if you have a tyre size that will not be readily available away from major centres.



## During the Trip.

Do a weekly check of;

Engine oil level

Engine coolant

Brake and clutch fluid levels

Power steering fluid levels

Tyre pressures and check for signs of sidewall or tread damage

Air filter element

All lights, horn, air-conditioning, central locking (are all doors locking)

In harsh conditions (heavy sand, badly corrugated gravel roads, spinifex country, extreme heat, heavy towing) check the following areas daily.

Air filter element (especially if you are travelling in a dusty convoy or do not have a snorkel – raised air intake fitted)

Check for leaking shock absorbers

Look for signs of oil, fuel or coolant leaks under the vehicle and in the engine bay

Check fuel lines, brake lines, wiring, etc. for gravel caught and rubbing, or lines chaffing on chassis points

Look for stone damage to fuel tanks, radiators and coolers, suspension components, tyres sidewalls (both sides)

Use a long wire hook and gloves to remove built up grass or spinifex from components under the vehicle and check the radiator for grass, seed or insect build up

Blow dust from door locks and hinges

Check wiring harness connectors and terminals

Wipe dust from door rubbers with a damp cloth to prevent abrasive dust damaging the seal and rubbing the paint off door frames

These checks are best done with the vehicle cool at night. Use a tarp on the ground and look carefully for any damage using a torch. Remove gravel or stones caught between lines, wiring and the chassis or other metal components with a plastic knife to avoid cutting or damaging the lines.

## Tyre Pressures.

Tyres on 16-inch rims as fitted to Defenders can be safely reduced when driving on outback gravel roads and sandy tracks.

Around 26 psi works well on gravel roads, e.g. Oodnadatta Track. Simpson Desert or similar conditions start at around 22 psi depending on your load. Have a tyre pressure gauge and carry compressor for re-inflating.

Low profile tyres are very vulnerable to damage and the pressures should be kept at or near the manufacturers recommended pressures.

Most outback tyre damage is caused by excessive speed on poor road and track surfaces.

A tyre pressure monitoring system is a good investment.

## Tyre repairs.

A second spare rim and tyre set is ideal for harsh conditions; always carry a plug kit for tubeless tyre repairs. It is very difficult to remove a tyre from an alloy rim "in the field".

## Spares To Carry.

Even if you cannot fit these things yourself having them with you may save you a wait in an outback town.

Fuel filter

Air filter element

Oil filter

Drive belt

Self-amalgamating tape for temporary repairs to hoses – there are too many hoses in a modern Land Rover to carry spares of all of them.

## Load.

Keep your load within the manufacturer's recommendations.

Carry heavy items low in your Land Rover to keep the centre of gravity down. For safety use a cargo barrier and strap down luggage. A heavy roof rack will compromise vehicle handling.

For example the roof load for a Defender, including the weight of the roof rack, is 150kg for a Discovery 4 the limit including rack is 75kg.

## Tools.

Carry a basic tool kit of spanner, sockets, etc. that fit your vehicle. Later model vehicles have many bolts and fastenings with Allen key or TORX heads, have sets of tools to use on these. Some lubricant spray and dry lube are handy. Carry also some spare fuses, wire, test light and tape.

## Tyre Changing.

Try changing a wheel at home before you go. Make sure the wheel lowering winch is operating correctly if you have a Discovery 3 or 4, etc. Find out where the jacking points are. Make sure you can operate the jack and take a strong piece of wood to place under the jack as a bed plate on soft ground.



Do you check the depth of puddles or do you just "wing it"?

Eric Shingles with his Air Defence Perentie & David, Harley and Melinda Murray with their Personnel Carrier Perentie at Nyora



### Bunyip state forest trip with West Gippsland Ranger guides

On the 23 April we are going to go for a drive in the Bunyip state forest.

We are looking for people who will have spare seats and a current working with children's check for transporting the ranger guides.

You can still come along if you don't have a working with children any way for a scenic drive.

Meeting at Picnic point Old princess high way Longwarry nth.

time 9:30 am

Standard : medium

Bring your own lunch , chairs,

Contact David or Janice Murray 0356255030 , 0439611055 or 0438369110

### Land Rover's Birthday Drive & picnic lunch

The Land Rover was released 30 April 1948.

Come and celebrate Land Rovers 69th birthday drive and BYO picnic lunch.

This will be a combined event with the LROCG and LROCV

We will be going on a drive North of Erica to a lunch spot in the bush.

Plenty of time to socialize and share stories

Meeting place; Moe K Mart car park

Time: 9:30 am Standard: easy / medium

Equipment: LAND ROVER, lunch , chairs, stories, camera

Contact : David & Janice Murray 0438369110

or email [janicemurray5@gmail.com](mailto:janicemurray5@gmail.com)



### Aberfeldy Track Working Bee

27th and 28th of May

The plan for this weekend to do some maintenance on the Toombon mine site and at Webber's point. The work involved will be cleaning of signs, brush cutting of walking tracks and mine sites and using the self propelled mower to mow walking tracks. We will need a trailer or tray to carry the self propelled mower from Erica, out to the sites and back, so when booking in, can you let me know if you can do this?

Meeting Time: 9:00

Meeting Place: Rawson recreation reserve

Trip Standard: Easy

Equipment: Suitable protective clothing, equipment for clearing signs and walking tracks. The Aberfeldy track team have two brush cutters that we can borrow, but if we have more it would be better. Also ensure that you have enough food and water for two days, we will be bush camping.

Contact: Craig Murray 0438 109 063

## THEY'RE IN OUR BLOOD

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**Land Rover Owners' Club of Gippsland / Parks Victoria.**  
Combined working events, 2017.

The combined working events, Land Rover Owners' Club of Gippsland and Parks Victoria, have become a major feature of the club calendar. We have undertaken this volunteer work for several years now. Club members work alongside Parks Victoria staff at various locations in the Southern Alpine National Park. Club members and Foothills and Southern Alps PV staff from the Heyfield and Dargo offices have formed a great relationship. The work we do is highly regarded by Parks Victoria and by Four Wheel Drive Victoria as the volunteer hours help FWDV in negotiating funding with the State Government.

We have two multi day events again this year.

On Saturday the 6th and Sunday the 7th of May we will re-visit Horseyard Flat. Parks Victoria staff have already begun some work to improve the beautiful camping area beside the Moroka River. This is a great one to be involved in as we are accommodated in the cabins at Surveyors Creek and have the benefit of a full commercial kitchen, flushing toilets, hot showers and a wonderful wood heater in the dining/lounge area. As usual PV will provide the meat for a bar-b-que style main course and club members will provide pre dinner nibbles, salads and deserts. Greg and Lois Rose will provide the breads, spreads, sauces, mustards, etc.

On Monday the 20th through to Wednesday the 22nd of November we will be at Eaglevale.

Eaglevale is a camping area on the Wonnangatta River. Once again a superb location, in a valley near the iconic Billy Goat Bluff Track with Cynthia Range to the north. The junction of the Moroka and Wonnangatta Rivers not far away. This area, like Talbotville when we started there, is in need of some tidying up and some facilities need to be built. Most club members will stay in Dargo on the Sunday prior to the event and sample the legendary breakfast at the Dargo Hotel. Accommodation, apart from Sunday night, is camping with LROCG providing the Monday evening meal and PV the Tuesday evening banquet.

If you are new to the club or have not been on one of these activities previously they are highly recommended. You work at your own pace on tasks you feel comfortable with. There is a brilliant social side to the activities and the camaraderie between LROCG and PV is fantastic.

To join in add your name to the list at club meetings from February onwards, Give Greg Rose a call on 0427 456 546 or email [gro13624@bigpond.net.au](mailto:gro13624@bigpond.net.au).



Hoody's been getting fire wood

**Dinner Plain Weekend – 17<sup>th</sup> – 19<sup>th</sup> March 2017**

Trip Participants.

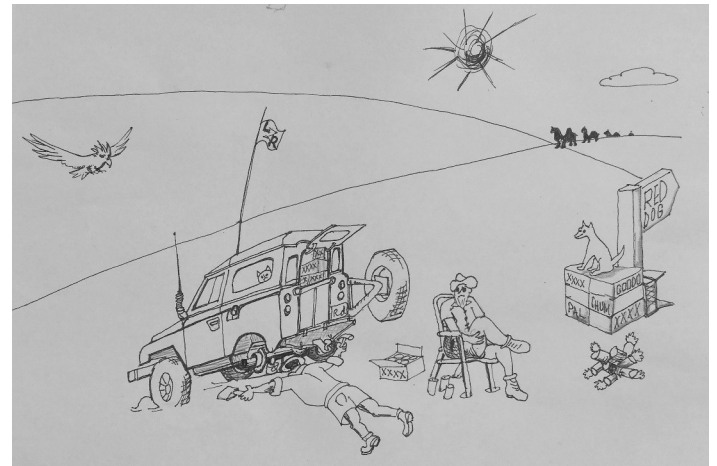
Charlie Calafiore (Trip Leader – Discovery 4), Alan and Tonee Harlow (Discovery 3), Jim Hood and Jill Beck (Discovery 2), John and Heather Kerr (Discovery 4), Jan and Collette Parniak (Discovery 4), Ivars and Sue Neiburgs (Defender 110), Craig Murray and Vivian Lee (Range Rover), Alan and Helen MacRae (Discovery 4), Shaun Johnson and Siobahn Walker (Defender 110), Lois and Greg Rose (Tail End Charlie – Discovery 4).

The annual Dinner Plain trip was a feature of the early years of the LROCG. Last year Charlie resurrected the weekend and it was a great success leading to planning for this year. In stark contrast to last year's cold and damp Dinner Plain weekend Charlie managed to organise perfect summer like weather for our travels and adventures this time.

On Friday club members made their own way up to High Plains Lodge, most arriving in time for dinner at Stones Throw, the Lodges restaurant. Gourmet pizzas and other interesting meals were devoured. The very warm night had most of us trying to remember how to turn off the heating system in the rooms.

After a big cooked breakfast on Saturday morning Charlie gave a briefing on the day's adventures and we set off for Mayford. There was thick dust on the Dargo High Plains Road as we made our way to King Spur. Morning coffee was taken at the Devils Hollow lookout. With an elevation of 1530m there are spectacular views.

The vehicles were put into low range and appropriate Terrain Response settings selected on the D3 and D4s before descending 800 metres to the old gold era township site of Mayford and the Dargo River. The uneven protruding rocks at the top



WHAT DO YOU MEAN – A Land Rover is expensive to maintain? NAH! – Our brilliant Bush Mechanics members can fix anything, anywhere enroute and for free.

section of the track had to be negotiated carefully and everyone successfully avoided tyre damage.

The valley was an excellent place for a leisurely lunch. High Plains Lodge supplied all meals; our lunch of pulled pork rolls, fruit platters and icy cold drinks was enjoyed in the shade beside the river.

Reluctantly we left the tranquillity of the valley for the long climb retracing our wheel tracks. The journey "up" was quite slow as we waited in a few places for four wheel drives and trail bikes heading into the valley to pass our strung out convoy. It was a great opportunity for trackside chats and a bit of snacking (not that we needed more food).

Over the top of Hotham again our next track was along Dinner Plain Track for yet another stunning view and afternoon tea at Precipice Plain. We split up here with some returning to High Plains Lodge for a shower and even a little power nap while others followed Charlie along Victoria River Track and through Cobungra Station to the Great Alpine Road and back to Dinner Plain in time for a pre dinner drink.

The Saturday evening dinner at High Plains Lodge is always a highlight of the weekend with a great selection of well-presented and interesting delights to trick us into over indulging. Drinks for the evening were provided by Gippsland Land Rover, thanks Charlie!

Charlie allowed us half an hour's sleep in on Sunday morning before we fuelled ourselves with another cooked breakfast and fired up the Land Rovers before tackling Blue Rag Range. The track is one of the most iconic four wheel drive destinations in Australia. People come from all over Australia and even overseas to drive the track along the ridge and take in the incredible 360 degree views from the trig point at 1718 metres above sea level.

All our Land Rovers managed the track with ease. Yet another morning coffee in an amazing location. The track is not to be taken lightly, as with King Spur to Mayford. Both have steep inclines, loose sections, ruts, rocks and daunting looking drop offs. It is a testament to how capable Land Rover products are that factory standard machines can excel in the terrain.

Praise must go to Charlie and Shaun for their expert driver tuition and encouragement over the weekend. It was fantastic to watch folk who were perhaps more than a little uncertain of their abilities at the start conquer the trails with either Shaun or Charlie sitting beside them. In the words of old Mr Grace from the classic British comedy "Are You Being Served", "You've all done very well"!

We had some waiting again on the way off Blue Rag, as the track was getting busy as the day wore on. Back at High Plains Lodge we had even more food with an excellent bar-b-que lunch to mark the conclusion of a great weekend.

The weekend was not without minor mishap hurting pride as well as machines. I will not embarrass the folk concerned, "what happens at dinner Plain stays at Dinner Plain", but we did have two minor panel dents from sticks flicking up and one punctured tyre.

Many thanks to Charlie for organising such a great event. Thanks also to David and his staff at High Plains Lodge for their superb hospitality. Charlie is considering running the event again in 2018. If you have not been on one of these weekends the chance to drive some of the best four wheel drive tracks in Australia, in great company, is not to be missed.

Greg Rose.

