



### Are you looking for a dirty weekend away?

If you are, then you're just the sort of person we're looking for. Clean up the Bush is on again! Over the weekend of Friday the 6<sup>th</sup> to Sunday the 8<sup>th</sup> of April, FWDVictoria is heading into the bush at Smythesdale, 18 km southwest of Ballarat to haul the rubbish out of the bush in the area. We are looking for volunteers to help make this weekend a success like those before. There is general rubbish to be removed, along with car bodies and a large number of tyres. We need vehicles suitably equipped with winches and can tow trailers that can fit car bodies on them. We also need trailers into which general rubbish can be thrown. But most of all, we need **YOU!** This can only happen if we have the people to do it. And it is you, the club members that make it so. These events have been held a number of times in the past and have been a fantastic time. Yes, you do get a bit dirty and sweaty, but the difference you help make is so worth it. Plus the camaraderie of working with so many others is just one of those things that is treasured for years to come. The plan is to meet on Friday evening or early Saturday morning at the Smythesdale Gardens camping ground, where we will be based, and have our briefing before heading out. All rubbish collected will be brought to a central point where we will have skips and a dump point for cars and tyres. Then it's back to base for a hot shower and an enjoyable evening before heading out again for Sunday morning. Then it's time to pack up and head home. If you would like to be a part of this and get rid of the garbage, clear out the crap, fling the filth, take out the trash, or remove the rubbish, please contact the FWDVic office to register your interest.

Wayne Hevey, Chief Executive Officer, Four Wheel Drive Victoria.  
Tel: (03) 9874 7222, Mob: 0437 911 356



### For Sale ;

I have a series 1 Land Rover as shown. I had great expectations to build a good one out of two vehicles, however sickness and age has changed my mind. The car has the original drive train etc, except it has been fitted with a Holden EJ motor. For more information contact ;; Gary 0438379138.



So now you know where the flavour comes from

## Dinner Plain Weekend 2018 – A Newbie’s perspective

It was with much trepidation and excitement that Jenny and I set out on our first overnight trip with the club in March this year. Had the Land Rover Experience day last year given us enough knowledge? Had the wildflower trip taught us convoy etiquette?

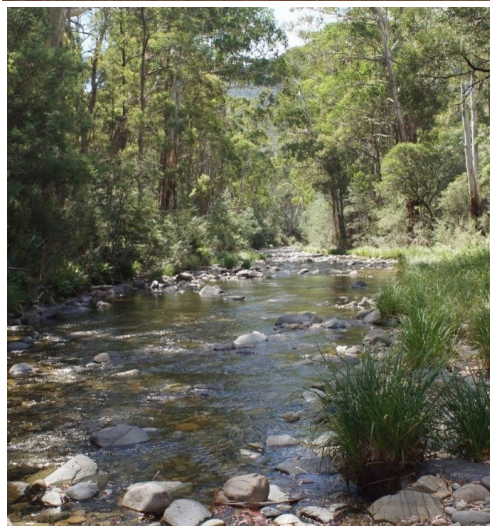
We had a friendly reception at the Hotel High Plains when we arrived on Friday night, and quickly relaxed to enjoy a lovely meal with those already arrived. It might have been an early start on Saturday morning, but with a cooked breakfast under our belt, we felt ready for the day. The first and only interruption to our schedule was just a few km down the Dargo High Plains Road, where we found a young chap standing by the side of the road, waiting for assistance. He had managed to roll his vehicle, landing the right way up several metres down the embankment, without the roof of his cabin. The club’s trusty defibrillator was nearly put to its first use, after several of our members become woozy from the smell of alcohol coming from the young man’s breath. After making sure our new friend was safe and help on the way, we proceeded on our trip. Morning Tea was at a beautiful location on the King Spur Track, with views over to Mt. Hotham. Charlie’s advice to me was to put the Discovery in “Mud Ruts” and a low gear and take your foot off the brake when descending into Mayford. Jenny was a little anxious about my driving, but I was subsequently able to prove that the Discovery was more than capable of descending the 800m into the valley safely in high range. Reportedly, the steam that came off our brakes in the first river crossing would have been enough to power Loy Yang power station for several days! The Hotel had packed a sumptuous lunch for all to share, and the sun was shining brightly (18 degrees) whilst we all relaxed over our meal by the side of the Dargo River. Fortunately, Shaun volunteered to sit with me on the way back to check I was doing the right thing. This meant that Siobahn was inflicted with the hysterics of my wife for the duration of the swap...apologies for this Siobahn.

Saturday night was another lovely meal with the others in the group; Charlie and Lorella, Alan and Helen, Craig and Vivian, Shaun and Siobahn, Mick and Jenny, and Russell and Carol.

On Sunday morning we were given the luxury of 30 minutes extra to sleep in. Although cooked breakfasts were again on the menu, there were only a few takers, given the volume of food already consumed by the group. I was again looking forward to the morning’s trip, which was to travel the Blue Rag Range Track to the trig point, at 1,726m above sea level. I have some interesting video of this journey which you are welcome to view, but as yet have been unable to delete the expletives from my wife’s commentary. It was exhilarating to say the least, despite the overcast and windy weather. I felt a great sense of achievement to successfully negotiate this (for me) challenging track, and as reward, take in the magnificent views in all directions from the top, whilst partaking in morning tea.

On our return to the Hotel, we were again treated to a plentiful luncheon before departing on our separate ways, having made some wonderful friends over a very pleasant weekend. If any members have not done this trip, I would thoroughly recommend it if Charlie offers a repeat next year.

Ian Webb.



## Reliving and living Land Rover history – 1947 to 2017.

Following on from a visit to relatives in Germany last year, my better half and I were able to indulge in a long held desire to experience some Land Rover highlights and immerse ourselves in some Solihull history.

It first started (for me at any rate) at the biennial Frankfurt Motor Show in mid-September. After wandering through several halls (each the size of Jeff's shed) I negotiated passed the packed rosso corsa exotica on the Ferrari stand. I ignored their offerings (have you seen their woeful ground clearance??) as right next door was Land Rover. Amongst the convertible Evoques and Disco Sports was the show special supercharged V8 Discovery SVX designed to get the media attention. It was here I had my first chance at seeing LR's newest, flashiest offering – the Range Rover Velar. A First Edition example together with a RR Sport SVR and two flagships in the form of RR SVAutobiography were secured in a glassed off area away from the hoi polloi. I dutifully made my way to the officious looking guardian of Land Rover's finest and asked him in spluttered Deutsch if I could enter and have a closer look. He looked me up and down before realising I was an aficionado decked out in classic Series One tee shirt and heritage cap before smiling and asking me what I drove. I told him that I have a beaten up '88 County used to tour Australia. Suitably impressed he said I was third in line to be escorted in – after a short wait I was greeted by an immaculately attired consultant (sales rep is too vulgar a term) who asked which model I was interested in. When I said Velar she proceeded to guide me past the gatekeeper to Solihull's shiny trinket. She announced that she was fluent in German as well as French with English being her first language and soon picked up that I was more comfortable in the latter. Without judging if there was a sale or not she went over all the details and features of the Flux Silver Velar First Edition. Everything from the retractable door handles to the Meridian 1300W sound system with 23 speakers to the gorgeous nine split-spoke 22" alloy wheels with Diamond Turned finish to the unique Union Jack perforated Windsor leather seats were carefully pointed out. Somehow I did not think it appropriate to ask what the differential ratios were. After about a quarter of an hour I sheepishly said if I was going to purchase one I would probably wait until I returned to Australia...

I was then able to spend time unaccompanied examining the other models on show and taking detailed photos of a Rangie retailing at 221,000 Euros (\$373,000 Aussie!) The Land Rover Experience Demonstration team had set up with a somewhat tame test track showing off the virtues of the recently released Discovery 5. After a short ten minute wait I grabbed the front seat as two Danish lads jumped in the back. Our driver spoke English for the benefit of us all and showed the drivetrain locking and unlocking and the air-suspension extending and steering direction all displayed on the infotainment screen. Combined with front cameras it was like driving a computer game.



RR SVAutobiography Dynamic at the Frankfurt motor show



Cutaway RR Velar showing the interior at the Frankfurt motor show.



Rob Weigl with his tribute to Maurice Wilks at Red Wharf Bay, Anglesey

A week later we flew out to Manchester and immediately made our way down to the Isle of Anglesey, off the Welsh coast. I have for a long while wanted to visit Red Wharf Bay and immerse myself in the history where exactly 70 years before a brilliant engineer named Maurice Wilks drew an impression of a replacement for his Willys Jeep. I was able to replicate his vision with a crude drawing in that same beach sand. Driving down narrow country lanes running off all the main roads it is easy to see how the proportions of the original Land Rover were so suited to local conditions. The relative narrow body width was a design feature of the Defender until the end. I wanted to visit his gravesite – all I knew it was a modest resting place in the grounds of his local church. Touring the island we stumbled across a small transport museum called Tacla Taid (Anglesey Transport Museum) where there was a