

LAND ROVER OWNERS' CLUB

OF GIPPSLAND
MAY 2018 NEWSLETTER



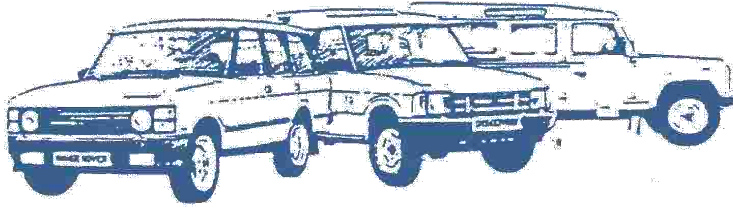
GIPPSLAND LAND ROVER

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GIPPSLAND'S HOME OF LAND ROVER

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LAND ROVER OWNERS' CLUB OF GIPPSLAND

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LROCG News May 2018.

Update on the new home of Gippsland Land Rover.

If you drive past the site for the new home of Gippsland Land Rover, on the highway in Traralgon just past Suzuki, you will notice work has commenced. Some preparatory earth work has begun and a fence encloses the building site. It is worth taking a few minutes to have a look at the new Traralgon Volkswagen showroom and workshop facilities to get some idea of modern dealership style. Marco Tripodi, Dean or Dale will be happy to see you. Beau Missen is working out of the facility. You'll recognise Alan from VSL spares as well.

Guest at the June meeting.

Stephen Rentsch, the new Gippsland Land Rover Service Manager will be our guest at the June club meeting. Having recently attended several Land Rover and Jaguar training days, Stephen should be able to give us the latest information on the brands.

Despite the move of Suzuki and Volkswagen there are still familiar faces at Gippsland Land Rover. Matt is still at Service Reception, though you might not recognise him with his new hair-cut. Steven is there to help you with spare parts and give you your club discount. The workshop still has factory trained technicians. And, of course, Charlie is there to entice you into a new vehicle.

June 24th Trip.

Mal Trull is planning a club day out for Sunday the 24th of June. The day will begin with a visit to the Gippsland Vehicle Collection, to inspect the current Mopar / Chrysler display. A good follow up to Mal bringing his R Series Valiant to the May club meeting. After spending time at the vehicle museum in Maffra, Mal is inviting club members to his home in Stratford for a bar-b-que lunch. There, people can suffer shed envy, and have a look at Mal's Austin 7s. There's plenty to do in Stratford after lunch. Well in reality, unless you want to come to my place and split fire wood, there's not that much, but we do have some very good coffee shops for afternoon caffeine and cake. Details from Mal in this newsletter.



Hoody has invented an adjustable spanner, he'll never need another spanner !

Mystery Photo Winner.

Don't forget that our Webmaster, Alan Harlow, runs regular mystery photo competitions on our club webpage. I was this month's winner correctly identifying the plaque at the top of Ben Cruachan. You can only win once. Keep checking the website, your chances of winning are very good.

Club Clothing.

Several members have asked about ordering clothing with the club logo embroidered on it. After discussing this with Charlie we have decided the easiest way to do this is to visit Ausworkwear and Safety, 503a Princes Drive Morwell. At the store, which is not far from Gippsland Land Rover, you will be able to see the range of clothing and the various colours available and ask for the club logo embroidery to be added. We are looking forward to seeing some bright new clothing at meetings and on club trips.

New Members.

We have new members Russell and Carol Hodgson, who I believe are the first club members with an "All New Discovery" or Discovery 5. Welcome to the club Russell and Carol.

This month's cover; Land Rover 101 on display in the Army Museum at Bandiana

Safe Travels.

The club members who choose not to stay home for the winter are about to start their treks north. By my quick count there are at least twelve club members who the rest of us can be jealous of. We wish them well and hope they have

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Life Member's Ray Massaro, Greg & Lois Rose.



safe journeys. We sincerely hope that Alan has less tyre issues this year. Looking forward to regular travel adventure updates. The travellers ought to be able to get some great photos for our club photo competition. Have a look at the details in the newsletter. Remember the photo must be taken this year and feature your Land Rover in a great location. I have seen some fantastic potential entries already.

Dealership Display.

Charlie reports that the display of older or interesting Land Rovers owned by club members is attracting plenty of interest from the public. There are articles about each of the current display vehicles in this newsletter. Steven in Spare Parts has put together a display of photos of club vehicles on the spare parts wall. Worth a look as it will bring back memories to many people.

Club Fees.

The annual club fees of \$75 are due in June. Please pay Alan MacRae at the June meeting, drop the fees into Charlie at Gippsland Land Rover, or do it all electronically using the club bank details that you will find in this newsletter.

Greg Rose
President, Land Rover Owners Club of Gippsland.

70 YEARS OF LAND ROVER

Still conquering the world after seven decades

This year marks the 70th anniversary of the production of the first Land Rover. The brand is knitted firmly into the fabric of Britain and many more nations across the globe. As at ease on the streets of Mayfair or Paris as partnering with the British Red Cross to deliver aid in areas deemed inaccessible, Land Rover has transcended its original remit, being the agricultural workhorse, to be seen as much more. From the rusty old Series I prototype uncovered in a garden, to the latest state-of-the-art Range Rover Velar, generations of Land Rovers have ruled for 70 years, adapting, developing and changing to suit the needs of those who drive them. The refinement of the Range Rover, versatility of the Discovery and the durability of the Defender are all testament to Land Rover's extraordinary engineering and design achievements in those 70 years. It all started on Red Wharf Bay, Anglesey in 1947. Maurice Wilks traced an outline in the sand of what was to become the most iconic vehicle in Britain.

68 years later, we took to the sands of Red Wharf Bay with Defenders to recreate that same outline and commemorate the final Defender rolling off the line. Now, to celebrate our 70th year, we have created a 250m line in the snow with Simon Beck, snow artist, in the French Alps.

From the beach, jungle, bush, desert and the mountains to the mud, sand and snow; as the first true all-terrain vehicle, Land Rover has always stood for capability and adventure. Go anywhere, whenever, whatever the weather, however steep the incline. We've done some pretty amazing things over the years: towing trains, scaling dam walls, tackling giant speed bumps and racing 999 steps up a mountain side in an SUV that's faster than a sports car. All this showcases just how far Land Rovers can, and will go.

The ability to go 'above and beyond' has always been at the heart of Land Rover. As the go-to vehicle for humanitarian, conservation, research and protection projects, Land Rover dominated 70% of the global aid market in the 1970s. Across the world, it has been a symbol of hope and rescue, reaching places no car had before. Indeed, as the old saying goes, for many, the Land Rover was the first car they ever set eyes on.

This is also a chance to celebrate the hours spent designing, engineering, assembling and delivering the Land Rover; the craftsmanship and passion that goes into creating a car so well loved across the globe. Lode Lane, Solihull is the place where over seven decades, 7.2 million

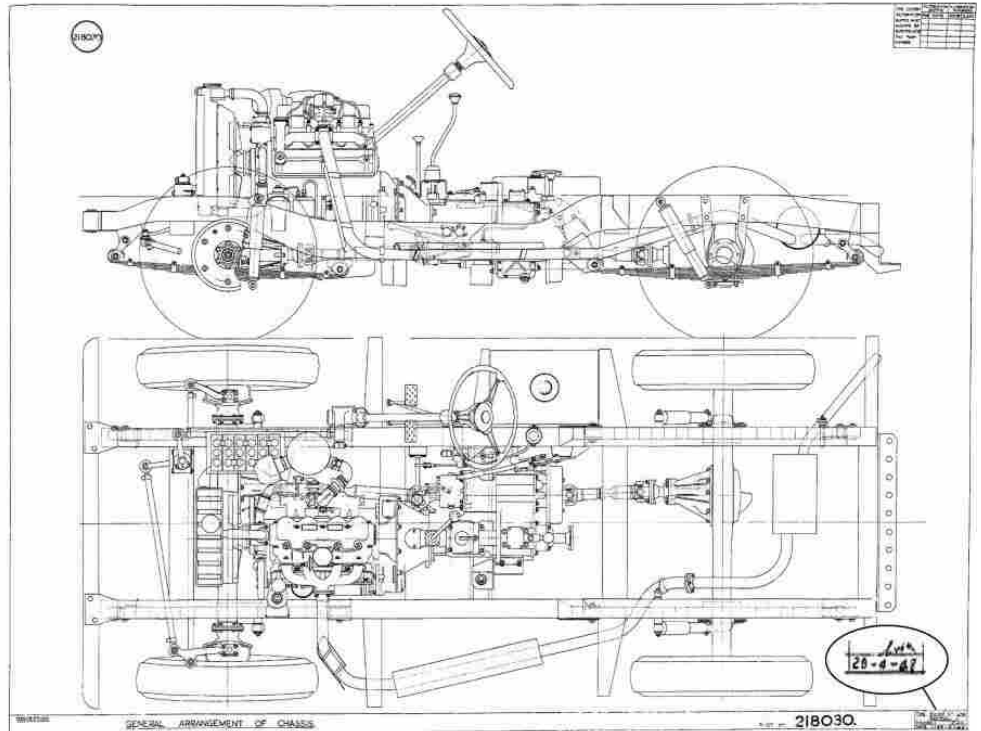
Land Rovers have rolled off the line and Halewood is the place from which nearly 1.4 million Freelanders, Evoques and Discovery Sports have set off on their journeys across the world. With electrification and autonomy looming closer on the horizon, there are years of innovation and excitement ahead for the brand. But for now, we look to our past legacy and commemorate some of the things that Land Rover, the cars and the people behind them, have achieved.



Land Rover at 70: Britain's most iconic car celebrates a milestone

Born out of the Second World War it was the vehicle that became an iconic British brand, loved by millions around the globe. Now the Land Rover is celebrating its 70th birthday and amazingly it is estimated that more than half those ever built are still on the road today. Over the years the 4x4 favourite has been adored by everyone from farmers and explorers to soldiers, celebrities and royalty. First launched on April 30, 1948, the Land Rover was soon a hit yet had humble origins.

It was the brainchild of modest Maurice Wilks, who with his brother Spencer had built up the Rover domestic car brand before the war. The company had switched to building aircraft engines and tanks during the conflict. With victory over the Nazis achieved Maurice, Rover's chief engineer, began using an ex-army American-made Jeep on the family farm in Anglesey, Wales. But he found that while it was useful for ploughing through the mud it kept breaking down - and there was no British equivalent. It was then that Wilks got his lightbulb moment: the idea of designing an even more robust vehicle that would have the off-road advantages of a tractor but be equally at home on the road. Farmers, he felt, would love it. Sketching out designs on a beach to his brother at Easter 1947 they began formulating a four-wheel drive prototype. Originally it would be based around the basic shape of the Jeep with a Rover engine and four-speed gear box added - but soon the distinctive Land Rover look was taking shape. While its box section chassis was to be made out of steel the metal was in short supply in austerity Britain. So Wilks' brainwave was to use surplus aluminium from wartime plane manufacture for much of the bodywork. Leftover military paint would account for the first Land Rover's distinctive green colour.



THE idea of a centrally positioned steering column was soon dropped as impractical but there were few luxuries provided in those first models. Priced at £450, a padded seat, spare wheel and even doors came as optional extras.

Initially designated as a commercial vehicle it would also be limited to 30mph on the road. But when the first Land Rover, nicknamed Huey for its number plate HUE 166, was unveiled at the Amsterdam Motor Show it caused a sensation. There was no doubting its power and ability over rugged terrain.

Production of the Series 1, which would later morph into the Defender, began in earnest at Rover's factory at Solihull in Birmingham. Within a year 8,000 had been sold and the Land Rover was soon proving its worth, not only down on the farm but as a truly versatile vehicle used in everything from AA patrols to adventuring.

Sales to the rest of the globe were soon soaring and it was said that the Land Rover became the most recognisable vehicle on the planet. Army chiefs quickly realised its potential and Land Rovers first saw active service during the Korean War. In the ensuing decades they would become vital military workhorses employed in operations by the British Armed Forces across the world as ambulances, armoured patrol vehicles and more. In the desert the SAS would use vibrant Pink Panther models, supposedly because the colour actually provided excellent camouflage in the heat.

Former SAS sergeant and bestselling author Andy

McNab, hails the vital role played by the Land Rover in the history of the British Army. He says: "I love them. I learned to drive in one. The American Humvee is a great machine but it's so wide and cumbersome. The larger machines can't get into areas as quickly as Land Rovers, it's as simple as that. They're fantastic."

Alongside their military role Land Rovers would also be used as police cars, fire engines and one was even turned into a boat. Explorers loved the car and they were pivotal to many expeditions. In 1957 Eric Edis led a team that successfully circumnavigated the globe in a Land Rover.

As the years went by larger and higher spec versions became available along with a station wagon and luxury models such as the Range Rover, first introduced in 1970. The first Paris-Dakar rally in 1979 was won in a Range Rover.

By 1976 a million Land Rovers had rolled off the production line while more family friendly models would follow with the Discovery in 1989 and the Freelander in 1997.

Among the earliest devotees were the Royal Family. Land Rover obtained a royal warrant from King George VI in 1951 and the Queen got her first the following year. She and the Duke of Edinburgh used them on royal visits around the world and the



Queen has since been frequently photographed at the wheel of the car herself. Continuing the tradition the Prince of Wales, Prince Harry and the Queen's granddaughter Zara Tindall are all known to be fans.

Winston Churchill also owned a Land Rover to help out on his estate at Chartwell, Kent. Given to the wartime leader as a gift for his 80th birthday the specially designed model came with extra-large seats and heated footwells. The car recently sold for £129,000.

Hollywood starlet Marilyn Monroe was snapped in a Land Rover while other celebrity aficionados include Paul McCartney, Rowan Atkinson, Eric Clapton as well as actors Idris Elba, Sean Connery and Mel Gibson.

Surviving nationalisation, as part of British Leyland in 1975, Land Rover ended up in the hands of BMW, then Ford before being sold to its current owner, the Indian motor giant Tata, in 2008. Despite its chequered ownership however, the brand has never lost its cache. They've been given the big-screen treatment featuring in the James Bond movie Skyfall, Tom Cruise's Edge Of Tomorrow as well as the Lara Croft film Tomb Raider. And the Land Rover name has been lent to everything from handbags to bicycles, babies' pushchairs and even coffee.

When time was called on the Defender in 2016 two million of the classic models had been built. The Defender was the victim of stricter measures for car emissions which its design could not meet. But a new "next generation" replacement is on the way while the Range Rover is still manufactured in the UK.

An incredible 78 per cent of Land Rovers are exported to 170 countries meaning that Land Rover is still flying the flag for Britain abroad, seven decades after Maurice Wilks sketched that first design in the sand. TV presenter Ben Fogle is just one of those who fell in love with the vehicle and its history. Author of Land Rover: The Story Of The Car That Conquered The World he admits that the classic Land Rover has never been the most comfortable of motors.

Yet he speaks for many when he says: "I get a shudder of excitement and happiness whenever I sit in one, like an excited schoolboy. No other car has such an effect on me. I would swap all the Aston Martins, Ferraris and Porsches in the world for a boxy Land Rover Defender."

Old ties saluted at birthday bash

Being associated with Land Rover's Australian history, the Snowy Mountains provided the ideal backdrop for a four-day 70th anniversary Land Rover party during the recent Easter weekend.

In 1949 the Snowy Mountain Authority was using war surplus Willys Jeeps, which weren't coping in the extreme conditions of the Snowy Mountains. A couple of local farmers who'd imported Land Rovers convinced SMA commissioner Bill Hudson to bring in a couple for surveyors and engineers to trial.

Eventually, the SMA was running Land Rovers as 30 per cent of their 1000-vehicle fleet.

Between 1949 and 1966 the SMA purchased 715 Land Rovers, giving the brand a strong claim to assisting to build the Snowy Mountain Scheme. With more than 900 Land Rovers registered for the 70th celebration in Cooma and 620 parading through the Cooma main street on Easter Sunday, it must have been just like old times.

Four thousand people turned out to watch the parade (Cooma has a population of 6000) which included Land Rovers of almost every model and year ranging from a 1948 Series One to the latest

2018 Range Rover. As well as taking the locals down memory lane, the event had a bit of everything for Land Rover enthusiasts. From tag-along trips to beautiful destinations through the local countryside to a swap meet of hard-to-find memorabilia, parts and accessories.

Drivers could attempt multiple challenges including a navigation trial that tested more than one couple who had to be able to precisely follow written directions, navigate from a map and communicate with one another.

Yep, that went well ...

The Cooma Showground hosted multiple events including a low-impact tight course to test driver skills, while a much more challenging off-road event was conducted at a local Cooma property.

All the events, plus a Show and Shine featuring everything from pristine restorations to some special customisations, provided the opportunity for friendly competition between like-minded enthusiasts.

In-between competitions and touring, the social scene was thoroughly enjoyed with some 920 people attending the Saturday night barbecue and 620 people seated for Sunday night's Arthur Goddard Gala Dinner.

Land Rover Experience set up their Terrapod (as featured at Perth's 4WD & Adventure Show) to allow attendees to check out the performance of seven of the latest Land Rovers and Range Rovers.

Land Rover Experience senior instructor Shaun Johnson said the celebrations were a testimony to the respect and admiration Australians have for a vehicle that not only helped to build a 4WD community but has established itself as a worldwide icon.

"Our congratulations to all the clubs and the Snowy Monaro Regional Council who ran the event," he said.

The event was well organised by the Land Rover Owner Clubs of Victoria, ACT and Australia, the Range Rover Club of NSW, the Cooma Monaro Historic Automobile Club and Snowy Monaro Regional Council.

Not only was it a great success for all those who attended but the event is estimated to have brought \$1 million into the local economy. Seems like Land Rovers will continue to be popular in the Snowy Mountains for many years to come.



Legendary pre-production 'L03' set for Land Rover Legends

One of three prototype Land Rovers used at the Amsterdam Motor Show is to appear during the inaugural Land Rover Legends event at Bicester Heritage on May 26-27

L03 – one of three prototype vehicles marking Land Rover's world debut at the 1948 Amsterdam Motor Show, later owned by Land Rover's founding Wilks family – will be shown exclusively during Land Rover Legends on May 26-27 at Bicester Heritage. Fittingly, this news has been announced almost 70 years to the day since the 1948 show first showcased Britain's humble 4x4. A key component of that history, L03 will take pride of place among various other special Land Rovers during the inaugural event, including the 1989 Camel Trophy winning 110 and 'Beaver Bullet' Range Rover.

L03 was driven from London to Amsterdam by a young Ernie Bacon – the son of Mr Bacon, then manager of the Rover company's London depot, the early Land Rover dispatched towards the continent out of Seagrave Road, Fulham on Tuesday, April 27, 1948 to join the other Rover display vehicles at the bi-yearly event.

Successfully returning home after a riotous reception in Amsterdam, the transmission was removed and replaced with gearbox number 11. Less than a month later, L03 found itself registered to the Rover Company Ltd in Solihull as a demonstrator before being sent to Barcelona for the global press launch of the Land Rover brand.

L03 also made an appearance at the 1948 Barcelona International Trade Fair before returning to the UK, then converted to right hand drive and personally used by Rover Company Director, R L Wilks – nephew of Maurice Wilks, Land Rover's founding father.

As far as history goes, this pre-production Land Rover Series I is drowning in heritage. Throughout the 1950s and 1960s the vehicle changed hands only a couple of times before landing with the current custodian in 1974.

Since then, L03 has been lovingly maintained and sympathetically restored having taken part in every major Land Rover milestone to have taken place until today, having appeared on Top Gear and in documentaries fronted by Sir Ranulph Fiennes to name but a few TV appearances over the decades.

To commemorate 70 years of Land Rover, the Landy has just returned from a trip to Amsterdam as part of the Land Rover Series One Club's anniversary celebrations. The next venture is to attend Land Rover Legends, in its rightful place as one of the show's 'Star Cars'.

Next Land Rover Defender likely to keep boxy roots

Jaguar Land Rover is under increasing pressure to reveal more about the redesigned Land Rover Defender, coming late next year. During the opening of JLR's new U.S. headquarters last month in Mahwah, New Jersey, the company peeled the curtain back a little on the iconic off-road vehicle. A slide showing three families of Land Rover vehicles gave the closest indication yet that the next Defender will retain its traditional boxy, rugged looks.

Meanwhile, on the sidelines of the New York auto show, Joe Eberhardt, JLR's U.S. boss, came close to confirming the Defender will be coming to the U.S. "We've said it's a global vehicle," he said. "The United States is on the globe."

Land Rover to Join Luxury Pickup Fray with 2020 Defender Variant

Land Rover will reportedly produce a pickup variant of the 2020 Defender, giving the company a rival to luxury trucks like the Mercedes-Benz X-Class.

It won't be the first pickup to wear the Land Rover badge, as the company has marketed cargo-friendly versions of its Series and Defender products since 1954. However, unlike those later Defender pickups, the 2020 model will likely only be available in a single cab configuration with two doors, limiting seating to two or three passengers. Autocar cites easier adaptability as the reason behind limiting the Defender pickup to one cab variant—a single cab would fit more easily on the Defender's new platform than a double cab. The more utilitarian style would contrast slightly with Mercedes' X-Class, which is available exclusively as a crew cab. As such, we'd expect the Defender to do battle with lower trims of the X-Class, rather than its high



-zoot variants. The automotive news outlet also says the Defender pickup will likely appeal to markets in South America and Africa, places where consumers value reliability and ruggedness over style and luxury. Its single cab design will be a boon for those consumers, prioritizing payload capacity and bed space within a compact layout. Whether the 2020 Defender and its pickup variant come to the U.S. is a mystery. We wouldn't be surprised to see the legendary off-road nameplate return to American showrooms after a 23-year absence. But the Defender pickup could be a tougher sell here, particularly since most new trucks sold in the U.S. are more spacious crew cab variants. We'd bet Land Rover will make the Defender pickup an overseas-only affair, at least as long as it's offered only in single cab form.

Land Rover Defender: the British classic that refuses to die

The Land Rover Defender will be back. Here's a custom-made twist on the theme while you wait, says Sarah Moore. The Land Rover Defender shows no sign of disappearing, says Graham Scott on iNews. Despite halting production two years ago, Jaguar Land Rover has since announced that it plans to launch a next-generation model in a few years' time. In the meantime, dedicated Defender fans can turn to Yorkshire-based Twisted, a company that bought up 240 vehicles before production ceased, and now customises them.

The Defender gets "turned into all manner of specials, twisted out of its original utilitarian roots so far, it's practically a new species", says Scott. The 110 T40, for instance, has "had some serious work done". On the road you can tell instantly as you can "actually have a conversation, thanks to a lot of very effective sound-deadening". The suspension package allows you to tackle B-roads without the fear you're going to topple over, but it is when the Twisted gets on the "off-road stuff" that it shows its colours with a "real sleeves-rolled-up air".

With the Classic range, exterior tweaks are minimal, and would be "invisible to the uninitiated": Twisted has spent most of the time on stuff you can't see, but that you can really feel while driving, says Spencer Hart on T3. This doesn't exactly turn it into a Range Rover Sport, but it does make it much more pleasant to drive on the road.

For those concerned about appearing unfaithful to the original, there's no need to worry. Twisted pays "homage to the legend... while improving its overall function", says Hart. Indeed, the Classic remains "true to the concept of the original", agrees Jeremy Taylor in The Daily Telegraph. It has merely been reworked to show off even more of its talent. This is a Defender that's "actually fun to drive on-road". Custom builds range from £75,000 to £200,000.



Jaguar Land Rover joins new mountain-top 007 centre

Jaguar Land Rover has confirmed a three-year partnership with the new 007 Elements in Sölden, Austria – the first interactive James Bond experience of its kind.

Jaguar Land Rover, whose vehicles have featured in James Bond films since 1967's You Only Live Twice with Sean Connery, have been announced as official partner to the new virtual 007 experience in Sölden, Austria.

The 007 Elements experience is located at the peak of the 3050m Gaislachkogel mountain, next to the ice Q restaurant featured as the seedy Hoffer Klinik in 2015's Spectre. It's set to open in July 2018. Interactive displays showcasing Jaguar Land Rover technical content will form part of the experience, allowing visitors the opportunity to jump into the iconic world of culture's most popular secret agent. Footage of the modified Land Rover Defenders and Range Rover Sport SVR used in Spectre will be the focal point – with the Range Rover Convertible from Octopussy, Defender 110 Crew Cab from Skyfall and Series III 88" from Timothy Dalton's debut in The Living Daylights also set to feature.

Jaguar's celluloid stars include the Jaguar XKR from Die Another Day alongside M's (Ralph Fiennes) XJR and Mr Hinx's (Dave Bautista) C-X75 concept car from Spectre. The Range Rover P38s from Tomorrow Never Dies may also make an appearance. Perhaps as a hint at what's to come next year in Daniel Craig's final outing as James Bond, visitors can get up close with the latest Jaguar Land Rover technology, including the new artificial intelligence systems and 90kWh lithium-ion battery from the electric Jaguar I-PACE – also used to power the villain's C-X75 during Spectre's epic supercar battle in Rome.

Mark Cameron, Jaguar Land Rover experiential marketing director, said: 'From one British icon to another, Jaguar Land Rover is proud to be part of 007 Elements, the new James Bond experience. 'We have collaborated with EON Productions and Cable Car Companies Sölden to showcase our Bond vehicles and latest technologies in this unique installation overlooking the Ötztal Alps.' 007 Elements will open to the public on 12 July 2018.



JAGUAR LAND ROVER DEVELOPING SYSTEM TO 'SEE AROUND CORNERS'

But it's only for test cars at the moment. The world's car manufacturers are racing to have their autonomous technology up and running at the moment, testing ingenious solutions to the potential problems facing self-driving vehicles. Jaguar Land Rover (JLR) is currently working on technology to let its robo-cars 'see around corners' thanks to a combination of automated, connected and mapping tech. The project, dubbed AutopleX, is designed to allow vehicles to know what's coming around blind roundabouts or junctions by talking to other vehicles on the road. Connected cars, or V2V communication, has long been earmarked as one of the keys to successful autonomous vehicle development. There's also scope for the technology to assist human drivers in similar situations, making it easier to merge into busy, blind areas. "This project is crucial in order to bring self-driving cars to our customers in the near future," said Chris Holmes, connected and autonomous vehicle research manager for JLR. "Together with our AutopleX partners, we will merge our connected and autonomous research to empower our self-driving vehicles to operate safely in the most challenging, real-world traffic situations." JLR's AutopleX project is worth £4.7 million (\$8.5 million), and involves both simulation and testing on public roads in the West Midlands.



The British manufacturer has been testing self-driving cars on the public road since late last year. Waymo, the self-driving project from Google, has also recently confirmed it will buy 20,000 I-Pace electric SUVs for its upcoming driverless fleet.

Churchill's Land Rover takes £129,000 at auction

A Series 1 Land Rover presented to Sir Winston Churchill on his 80th birthday was sold for £129,000 by Cheffins of Cambridge, more than double the top estimate – an auction record for a Land Rover, say the auctioneers. The vehicle was given to Churchill on November 30, 1954, complete with "extra wide" accommodation to suit "the great man's great suit". The eight inch wide middle seat was converted to a padded fold down armrest whilst a leather clad grab handle was fitted to the bulkhead. A later addition, and boom for the comfort of the noble passenger, was the truck cab and foot-well heater, no doubt welcome on a cold Kent morning. The octogenarian Prime Minister put the vehicle to good use, as it became his chosen mode of transport for chauffeuring him around his 300-acre Chartwell estate.

Appearing at Cheffins' vintage sale at Sutton Saleground near Ely, it came with the original buff logbook and was registered as UKE 80 in the name of the Rt Hon. Sir Winston Spencer Churchill KG. OM. CH. MP. Chartwell, Westerham, Kent, although his signature was absent. The UKE (United Kingdom Empire) registration number was a standard Kent issue for December 1954 but it is unknown whether the '80' was deliberately applied or simply a coincidence.

In untouched condition and still running with just 12,900 miles on the clock, it was estimated at £50,000-60,000.

The bidding started at £40,000 and a number of enthusiastic bidders in the room, on i-bidder online and on phones, with international interest, took it to £90,000 before a final, determined two-way battle saw it sell to a mystery buyer at the saleground.

Illustrious Provenance

The vehicle remained on the Chartwell estate until Churchill's death in January 1965. Shortly after, in June of that year, the buff logbook records the new custodian as Sir Winston Churchill's son-in-law the Rt Hon. A C Soames CBE. MP. Hamsell Manor, Eridge, Tonbridge Wells, Kent.

It is known that the Land Rover was only road taxed until December 1967 and thereafter used exclusively around the Eridge farm until 1973, a warning note not to use the vehicle on the road still survives from this time. Christopher Soames had by this time become Vice President of the EEC and this prompted a sale of farm equipment at Hamsell Manor, amongst which was the Land Rover.

The successful bidder was Norman Mills who bought it for £160 and, following an argument with the auctioneer, managed to obtain the logbook.

Soon afterwards, Mills sold it to his neighbour Frank Quay who bought the car after seeing the previous owner recorded in the logbook and offering Mills double the auction price.

Quay put the Land Rover to work towing his daughter's horse box to various events for the next four years but, in 1977, he decided it was too important an asset to keep driving. Keeping it in a shed, he gave it occasional outings to local events and charity fund days. He then put it up for auction around 1999 but, due to the difficulties of online auctions at the time, he decided to withdraw it and placed it back in the shed for the next decade. The buyer's premium at Cheffins was 19.5%



Gladstone man's massive gold find claim, needs mining giant

THE faintest whiff of gold sends most people into a spin but for Tannum Sands explorer Jeff Harris, his search for the fabled gold deposits of Lasseter's lost reef may have led to an even greater discovery.

In claims that would change Australian history books, Mr Harris said he had evidence which proved the Dutch crew from the 1708 Concordia shipwreck survived and settled in Western Australia - well before Captain James Cook declared Australia was 'nobody's land'.

Speculation about a so-called "lost white tribe of Australia" began in 1834 when The Leeds Mercury published information from a British officer who led an expedition in 1832 to the interior of Australia. The officer, Lieutenant Nixon, wrote in his journal about a chance meeting in the desert with a man "whose face was so fair" and spoke "a few expressions in old Dutch".

"I gathered from him a few particulars of a most extraordinary nature; namely, that he belonged to a small community, all as white as himself," Lt Nixon wrote.

Although many have since labelled Lt Nixon's account a hoax, the extracts from his journal had not only spurred on Mr Harris but also Les Hiddins, The Bush Tucker Man, with both laying claim to the discovery of the lost Dutch settlement.

It's understood Mr Hiddins had narrowed in on a specific location in the Northern Territory, however Mr Harris' claims of the Dutch settlement being in Western Australia have so far fallen on deaf ears.

Following in the footsteps of many explorers and prospectors before him, who were all in search of Harold Bell Lasseter's 1929 gold claim, Mr Harris has led several expeditions to find the Australian El Dorado.

But it wasn't until 2011 when Mr Harris believed he'd found Lasseter's lost reef that he was able to connect the dots and convince himself that Lasseter's reef and the "lost Dutch settlement were actually one and the same". Mr Harris had been captivated by the idea of Lasseter's reef since he was 10-years-old. He made a promise with his best mate Brendan Elliot that one day they would find it. Using what information he could find, Google Earth and Lasseter's diary, Mr Harris said he was able to pinpoint where the lost reef was.

Although The Observer can't reveal the location of Mr Harris' claim, it can be said the secret location is in Western Australia and about "800 miles" inland from a certain coastal town.

Mr Harris said the breakthrough which led to his discovery came after he "worked out" that "Lasseter's doodles" in his diary were in fact an elaborate way of not only concealing, but also describing where the fabled gold deposit was. "The significance is that every drawing (corresponds to natural formations)," Mr Harris said. "People don't take me seriously that I've discovered Lasseter's reef because it's such a mythical thing ... the other thing is that I don't have any gold."

Mr Harris said he has come up against a "brick wall" when he has tried to either get the government, including three prime ministers, or mining companies interested.

But one thing that Mr Harris found intriguing about the location of his Lasseter's reef, was that a fair chunk of the land had already been dug up, similar, he said, to the Victorian gold fields at Sovereign Hill.

Furthermore, when he was out there with a team of mates he discovered a lake, which Lt Nixon mentioned in his account, a wax tooth, holes bored into the ground, strange clusters of rock, Lucerne crops and a strange sand hill.

"The scenery is not normal out there, it's nothing like a desert and you've got these big trees that are planted in straight lines," Mr Harris said. Mr Harris believed his "evidence" proved Lasseter's reef and the Dutch settlement were located in the same spot. "I've had to carry on with my research against all odds ... I've been insulted, called nuts, crazy, mad and that's just the polite names ... I've been warned on two occasions that my life could be in danger," he said.

"No one has found Lasseter's reef or this so-called Dutch settlement but that's just because it is in unexplored land. "I just want to X-ray the sand hills and if there's nothing there then so be it ... I might be wrong but I know I'm not." Although Mr Harris might have a bit of trouble getting The Bush Tucker Man on side, he said he wanted the man he respected to look over his report. Mr Hiddins declined to comment. Mr Harris hoped his discovery would lead to the protection of the site and a correction to the history books.

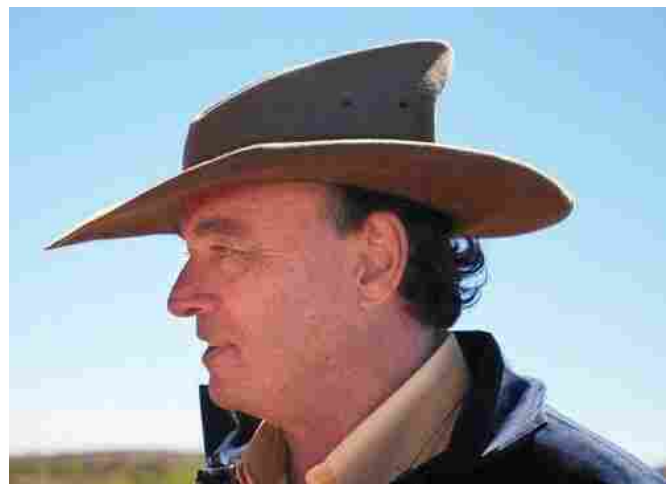
Famous Aussie explorer with Gladstone man on gold theory

TANNUM Sand's Jeff Harris isn't the only one who believes there may have been Europeans on Australian soil long before the official records suggest. Les Hiddins, famous for his The Bush Tucker Man TV series, also believes in the existence of a 300-year-old settlement in Australia.

Hiddins is back in central Australia, walking in the footsteps of the country's earliest explorers, talking local history with Aboriginal landholders and comparing notes with scientists.

The Bush Tucker Man is knee-deep in the latest chapter of his most ambitious expedition yet. Hiddins is stepping up a search for 300-year-old evidence, a fragment of human bone or a European-style tombstone or an artefact from a vessel, Concordia. He is hoping to prove a theory, he says he is "99.9 per cent certain", that Dutch survivors of Concordia's shipwreck off northwestern Australia walked to land near the Palmer River in the Northern Territory, 62 years before Captain James Cook landed at Botany Bay, and built a settlement that lasted generations.

He has been thinking about it since a Queensland Museum maritime archeologist, Peter Gesner, first showed him a story about a purported Dutch colony published in an 1834 edition of English newspaper



The Leeds Mercury. Today, after more than 20 trips to the Northern Territory Hiddins believes he has found the place, a few hundred kilometres south of Alice Springs. The Leeds Mercury published an extract from the private journal of a British officer, Lieutenant Nixon, who described how his exploring party had discovered, in 1832, a white colony living in an oasis-like area in Australia's interior. According to the extract, Nixon came across a "fair" human with the equally surprised inhabitant speaking Dutch, badly, and going on to explain that he "belonged to a small community, all as white as himself, he said about 300; that they lived in houses enclosed all together within a great wall to defend them from black men; that their fathers came there about 170 years ago, as they said from a distant land across the great sea; and that their ship broke, and 80 men and 10 of their sisters with many things were saved on shore". "What we have to do is sharpen our pencils and use DNA and ground-penetrating radar to see what's covered up by the sands," Hiddins said.

Les Hiddins: Brings bush tucker back from the past

The Far North's man with the hat is back. From his rainforest sanctuary in Kuranda, Les Hiddins, aka the Bush Tucker man, has revealed his plans to update his iconic work for the digital age. When I did it way back when we used to put information of bush foods on the back of maps," Major Hiddins said. "There was no internet and no digital photography, just slides and paper. "Now it's quite a different set up."

Les Hiddins leapt into popular imagination thanks to the television series, the Bush Tucker Man, which aired between 1987 and 1990. His encyclopaedic knowledge of bush tucker was gathered at the source after the-then Captain Hiddins applied for a Defence Fellowship through JCU in Townsville. "There was no one in university who knew much about it," he said.

"It was a matter of getting an army vehicle and trailer and driving around Northern Australia. "That started on January 1, 1980." His push to digitise his records of bush foods come after the steady national decline of knowledge in the subject.

"It doesn't matter what social environment you talk about, white or black, it has gone down hill," he said. "Probably for the same reason no one is very good at riding horses, it's not a necessity."

He said the internet would revolutionise how bush foods were taught. "You can go in and change information overnight and reach the people you want to reach straight away," Major Hiddins said. "I would suggest they should make use of that resource and make use of the digital side of things. "But that's something that is probably up to the high priced help in Canberra."

Last year Major Hiddins instructed Australian, Chinese and American soldiers and marines in the fine art of jungle survival during Exercise Kowari near Josephine Falls. "In an Army environment, when you are pushing yourself out on a limb, you should be a ware of what is surrounding you," Major Hiddins said. "We gave them some input not on what to eat but on what not to touch." Exercise Kowari included a two day jungle phase and a trek up Mount Bartle Frere.

The Bush Tucker Man's jungle experience comes from the hard class room of the Vietnam War, where he served on multiple tours as a forward infantry scout. "I'd get hung up in wait-a-while vine while the bad guys were shooting," he said.

"Of course we laugh about that now."



The Bush Tucker Man Les Hiddins has re-enlisted as a Major in the Army Reserves.

The Bush Tucker Man's jungle experience comes from the hard class room of the Vietnam War, where he served on multiple tours as a forward infantry scout. "I'd get hung up in wait-a-while vine while the bad guys were shooting," he said.



Les Hiddins with 48 001, Initial Production Vehicle number 1

NISSAN HAS PULLED THE PIN ON DIESEL!

After our rather passionate post late last month on diesel not being dead, Nissan has pulled the pin on diesel models across Europe. The Japanese auto manufacturer confirmed the news yesterday amid tax increases and restrictions on diesel vehicles, for numerous European countries. The cessation of diesel powered vehicles closely matches announcements made by Toyota over the previous months. Investment is being made toward research and development of hybrid/electric vehicles instead. There has been no specific announcement made for the Australian market, however the belief is that with the EU market turning away from diesel power, that will significantly reduce the amount spent in research and development for Nissan (and, indeed Toyota), on diesel.

"Along with other manufacturers and industry bodies we can see the progressive decline of diesel but we do not anticipate its sudden end in the short-term," a Nissan spokeswoman told Automotive News Europe.

"At this point in time and for many customers, modern diesel engines will remain in demand and continue to be available with Nissan's powertrain offering."

Motoring.com.au spoke with Nissan Australia corporate communications general manager Karla Leach and she has said the withdrawal from diesel in Europe would not effect us as quickly as it has in the EU.

"The announcement is going to have no immediate impact in Australia. The majority of cars we source are from Thailand and the United States. The cars we source out of the UK are Qashqai, which we don't offer in diesel, and the Leaf," Leach said.

"The actions out of the UK are potentially a good indication of what's going to happen in the future as the industry evolves into other alternative energy and fuel sources.

"Across all of our brands, we definitely have a clear focus on electrification but that as an industry step has probably occurred a lot quicker in Europe than Australia."

It seems that it is now only a matter of time until Nissan has pulled the pin on diesel in the Australian market, despite other manufacturers like Volkswagen continuing to offer and research diesel powered vehicles.

Jack Absalom: The painter, author, desert survivalist on his unconventional outback life

He's a self-styled, self-made man and confidence is his way of life. At 90 years of age, Jack Absalom OAM is still putting clicks onto the odometer as he leaves a trail of bulldust across the country. "Everything's the same, love. I do everything just the same," Absalom says to me, his voice booming as if he's swallowed a microphone. He's telling me he's spent more time in the studio than the average painter, boxer, kangaroo shooter or author put together. He's part of a family tree of TV men who were survivalists, travellers and romantics when it came to the Australian landscape. It's a lineage that includes the likes of Harry Butler, Les Hiddens, Malcom Douglas and Alby Mangels. A renaissance bushman, Absalom is a painter and a desert survivalist who embodied a quintessential Australian masculinity yearned for by TV producers of the 1970s and '80s. But teleporting into living rooms, complete with Akubra and swag, to lecture the country on the poetic nature of the Australian landscape didn't happen in a heartbeat for Absalom. His was a long and dusty road to stardom.

He grew up in an isolated settlement called Naretha on the train line across the Nullarbor Plain. His formative years encouraged Absalom's roots to grow towards the dry centre of the continent. When his father's back was broken in an accident, Absalom said he stepped up into role of bread-winner for his family. And he did that by taking parrots from the wild and selling them to parrot fanciers and collectors. They were Naretha bluebonnets, a small parrot that looks as if it has sneezed into a palette of blue eye shadow and come away with the 1980s writ large across its face. "It's the only place in the world you could get them — so they were a prize," Absalom told Carolyn Jones on ABC Radio in 1981. "I would pick out probably 20 nests ... and I could easily have 120 birds. That would be a year's wages if I could rear them all.

"And the guards and the engine drivers and the porters on the trains used to do all the business for me. "I'd get letters addressed to 'the bird boy at Naretha'. "Had I had those birds today, they'd be probably \$20,000 or \$30,000 per pair."

Those first coins, earned from observation and perceived stewardship of the land that surrounded him, were the start of a pattern in the professional life of a young Absalom. Lure of the big smoke no match for the bush As he grew into adulthood, Absalom decided he

needed to see the world and set off towards the big smoke — Sydney. He got as far as Broken Hill and never ventured any further. Local girl Mary Wills — a relative of the explorer William Wills — married him and they settled right there.

They would have five children together and crisscross the continent, still doing so today in a 4WD with a six-metre caravan. His professional journey was no less eventful. He became a kangaroo shooter, and then a manager of kangaroo shooters, telling Off Track that he had up to 60 men working for him at one time and that in the process he learned most everything there is to know about guns and people and how to handle both safely. It was happenstance that led to his next career move. "I was travelling through the outback and I found this family with a husband and wife and three children. And they were at the stage where their tongues were swelling up choking them. "And this chap had got a bright idea — oh we'll cut across here towards Lake Eyre," Absalom said. This scene was remade at the start of one of the TV documentaries Absalom made in the late '80s, called *The Road to Survival*. "He was the luckiest bloke in the world that I happened to come along," Absalom said. "They were so delicate that I was four hours just bathing them, putting squeezes of water in their mouths and everything. "I said to him 'why didn't you go and get a book about how to travel in the outback safely?' "He said 'I tried everywhere and I couldn't find a book'. "So I sat down, and in 10 days I wrote *Safe Outback Travel*. "That book sold thousands and thousands of copies every year for 40 years."

His qualification for writing it came from no university, that is unless you count the university of his own life, which continued to make unpredictable turns across the Australian landscape. From outback survivalist to artist

"I took up painting when I was 43 just because I looked at people looking and I said 'Look, I can't see anything in that'. Now, I had a wife and five children without a cent coming in from anything," Absalom told Jones in 1981.

"But I believe when you do something you've gotta give it your all. Like I always say — boots and all — I don't fiddle around. "I wouldn't, say, be working at this and painting just as a hobby and hoping it will work. That's no good. There's not such a word to me as 'can't'. "You don't say 'can't'. I reckon that should be deleted from the dictionary. You must do it."

Absalom's lift-yourself-up-by-your-bootstraps philosophy is scattered liberally through his stories like sultanas through sweet damper. "I've got the utmost confidence in the human being. I think we can do anything," he says.

In an interview with John Casey from ABC Broken Hill that covered the astronomic success of his paintings, Absalom admitted he knew "nothing about art". "I've never had a lesson in my life," he said. "I never went to school full-stop, I had no formal schooling whatsoever."

And yet he was part of the popular "Brushmen of the Bush", a group of five painters from Broken Hill that included Pro Hart.

They exhibited around Australia and abroad and Absalom gave media interviews that brought him to the attention of television producers. He went on to star in more than 20 documentaries describing the animal and human characters of outback Australia and the public loved it.

As an author, painter and a TV personality, Absalom, along with a group of other travelling personalities from the 1970s and 1980s in Australia, were more than just the stars of a genre of television. They were, perhaps, an answer to the cultural cringe of post World War II. They were the embodiment of a conception of Australia as a wide, dry, hot landscape, poetic in proportion, where a man could find joy, where battlers still reigned supreme.



In 1988, the bicentennial year, ABC Radio put together a series called Absalom's Outback where the audience received helpful life advice on how to repair a leaking petrol tank with soap and bulldust, how to use a can of beer as a fire extinguisher if your cigarette butt ignites the car upholstery, and how to carry guns safely in a sedan.

At the height of his influence, Absalom was asked to speak at the National Press Club on the impact of kangaroos on the Australian environment. He tapped into his campfire yarning spirit and he had the audience laughing and cheering, yet still managed to deliver some surprising messages to the assembled luncheon guests of 1980.

"I believe that we in Australia have been very, very careless. We tore into Australia with European exotic animals without thought of consequence of what would happen." "Very few people realise that the top soil in the inland of Australia on an average is between nine inches to a foot thick. No more than that.

"I believe that the hard-footed animal that we have today like sheep cattle, donkeys, pigs, brumbies are chopping this whole country up and the wind is blowing it away. "That 40 per cent of the inland is gone and it's gone forever. It'll never come back. This is why I came out so strongly on that TV program [Absalom's Outback]. "Because I want people to listen: this is what we've inflicted on this country. Our children are going to curse the day that they ever let us loose here."

It's hard to know what made him more famous — his identity as a bushie or his skills as a bushie. But it is the fact that he was both of these things: a real life Mick Dundee before Crocodile Dundee was a twinkle in a film producer's eye, and a dedicated exhibiting artist that hints at a complexity in the man that goes beyond the self-made myth.

He now spends much of his time attempting to capture the colours and scenes of Australia's interior in paint which he exhibits in his gallery in Broken Hill, along with his collection of opal, something that he calls a wonder of nature. "I'm a great admirer of nature. I love nature," Absalom said. "People say to me often, you know, 'do you believe in the afterlife and all this?'

"I said, 'look, I believe in nature: we were born with nature and we'll die with nature'."



Land Rover Owners Club of Gippsland Fees.

Our club fees are due in June. In order to make the administration of the fees as easy as possible we would prefer them to be paid at the June meeting (Monday the 4th of June) or by Wednesday the 13th of June.

To ensure continuity of Club membership, Four Wheel Drive Victoria affiliation and insurance, fees are due to be paid to FWDV by the 30th June which means we have to receive them about a week prior to this date. The Club membership fee remains at \$75 (Single/Family), which includes all three components and, given the likelihood of a FWD Vic affiliation fee and insurance fee increase, the Club will retain a smaller membership fee component. We should have sufficient funds to cover this fee reduction.

The fees can be paid by cheque, cash or bank transfer any time at a returning member's convenience however, cash is better paid at a Club Meeting while cheques can be presented personally to Charlie Calafiore or me, Alan MacRae, or by mail to:

The Treasurer
Land Rover Owners Club of Gippsland Inc
PO Box 554
Traralgon Vic 3844.

For bank transfers:

Bank BSB is: 083-785
Account Number is: 63-114-8781
Club Account Name is: Land Rover Owners Club of Gippsland Incorporated
For Transfer Reference use: "Membership, Your Surname"

Alan MacRae, Treasurer LROCG.

Note From Greg Rose, President LROCG.

Compared to other four wheel drive clubs our fees are very modest. This is mainly due to the ongoing support we have from Gippsland Land Rover. The company provides us with a meeting venue including tea and coffee, etc., printing and postage of our monthly newsletter, photocopying, use of meeting space for other special meetings, storage of club equipment, the cost of club brochures and stickers plus other behind the scenes support. The dealership also advertise in Four Wheel Drive Victoria's Trackwatch magazine thus helping with the costs of that publication. Add to that the discount to club members for spare parts and you can understand why our club and the dealer support we get is the envy of other clubs.

The Four Wheel Drive Victoria component of the fees helps with the running of that organisation. FWDV is the peak body for recreational four wheel driving in Victoria. As such it actively engages with Government and land managers in order to maintain access to four wheel drive tracks. The affiliation with Four Wheel Drive Victoria also provides you with regular Trackwatch magazines. The insurance component of the fees is through FWDV's insurance brokers. The insurance covers you, as a financial member of the club, for injury resulting in loss of income, expenses, etc. on a club sanctioned trip.



Hoody making his way to the next club meeting

Land Rover Owners' Club of Gippsland, Minutes of Meeting Held On Monday the 7th of May 2018.

Meeting started at Gippsland Land Rover showrooms at 8.07pm.

Attending: David Murray, John Jennings, John Kerr, Heather Kerr, Jan Parniak, Colette Parniak, Rod Catchpole, Loris Catchpole, Ian Webb, Russell Hodgson, Jill Beck, Ken Markham, Sue Markham, Ted Allchin, Mal Trull, Don Little, Shirley Little, Terry Heskey, Les Warburton, Annette Fleming, Bob McKee, Shaun Johnson, Siobahn Walker, Ian Blake, Eric Shingles, Alan MacRae, Helen MacRae, Ross Howell, Sue Howell, Jim Hood, Alan Harlow, Tonee Harlow, Lois Rose, Greg Rose, Charlie Calafiore, Mick Hammett

Apologies: Shirley Allchin, Barb Heskey, Brian Johnson, Ray Massaro, Wayne Foon, Sharna Cole-Foon

News from travellers: Nil yet...

Greg opened the meeting by expressing our condolences to Ross and Sue Howell, on the loss of Ross's brother Laurie. Birthday wishes were extended to Sue Howell (7/5), Colette Parniak (1/5), Ted Allchin (1/5), and Jim Hood (26/4). Introduction of, and welcome extended to new member Russell Hodgson, proud owner of an all new Discovery (aka Disco 5). Presentation of a special purpose lanyard to Alan Harlow after misplacing his car keys at Surveyors Creek.

Minutes of Previous Meeting

Moved: Alan Harlow, Seconded: Bob McKee

Business Arising: Nil

Correspondence: Charlie & Greg

In:

Obsession: SA LR magazine

4WD Handbook for those new to four wheel driving.

Out:

Condolence card to Ross Howell and family on the passing of Ross's brother.

Emails:

In:

Email exchange regarding work undertaken by LROCG at Talbotville. Congratulations from Graeme Baxter, Parks Victoria Regional Director Eastern Victoria.

Treasurer's Report

Moved: Alan MacRae, Seconded: Ken Markham

Reminder about paying club fees if you are heading away on an extended trip this year.

Publicity Officer's Report

There has been a great response from visitors to the showroom, in regard to the display of vintage Land Rovers. Thanks to Eric, Terry, Alan, and Greg for the loan of vehicles on display.

No longer expecting the release of an all new Defender any time this year.

Editor's Report

"Hope you like the newsletter; always looking for more stuff."

Paper versions are still arriving. Greg reminded all that it is acceptable to have both emailed and printed versions sent, and of course it is also available on the web, for those still waiting on theirs to arrive via the post.

Webmaster's Report

Web is up to date with photos and newsletter.

This month's winner of the web photo quiz is Greg Rose.

Technical Report

*New Service Manager is Stephen Rentsch (aka Renchy). He will be our guest speaker at the June meeting, so we can all get to know him a little. He also has good information on electric vehicles to share.

*Discussion was raised as to whether or not it is necessary to have foot on brake and vehicle in neutral in order to change from low to high range (or vice versa) in the Discovery. This may alter depending on the version (2, 3, 4, all new [5]) you have. Changing can be done on the move in some vehicles providing you are not exceeding 8kmph. The newer vehicles will provide an instruction message if required. For any problems incurred, there is always 'reboot', ie; turn your vehicle off and back on to reset. Shaun advised a soft reset consists of turning off your vehicle, lock it, wait a few minutes, before unlocking and restarting it.

*Alan MacRae had 2 photos which were passed around throughout the discussions, of fuel tank gunk (corrosion in fuel tank). A combination of water, rust, fuel... This was a consequence of it being many months since his aging vehicle had been run.

*Alan Harlow reported that toward the latter part of the club trip on the 29/4/18, he had a "Christmas Tree experience" with the dash of his Discovery 3 lighting up with 5 or 6 warning lights, including ABS, DSC, Brake, special programs, and engine warning lights. His vehicle continued to drive well enough, and after 2 or 3 restarts, the lights disappeared (reset) of their own accord.

Alan Harlow also mentioned that after discovering he had a hole in his radiator, and putting it in to VSL to be fixed, he had the loan of a new Discovery Sport, which was an excellent experience and thanked VSL for the exceptional service.

*Ian Blake reported that he met a gentleman who thinks he has seen the new Defender being test driven up near Aberfeldy.



86" Land Rover being refuelled on the Snowy Scheme

Events Co-coordinator's report.

Past Events:

Friday the 27th of April and Saturday the 28th of April. East Gippsland Field Days, Bairnsdale.

Greg, Lois and Charlie attended for Gippsland Land Rover. Quite a few club members at the event.

Sunday the 29th of April. Land Rover 70th Anniversary Trip,

Report from David Murray.

May the 5th and 6th. Parks Victoria / LROCG combined working weekend Kelly Lane, Alpine National Park.

Greg Rose reported. 23 people in attendance. Great weekend from all aspects. Lots of great work achieved, great social event, great weather...

Future Events.

July. Sunday the 22nd. Bar-b-que lunch (provided by Parks Vic) along the Wellington River campsites north of Licola and general tidy up of the 14 campsites.

November Cup Week extravaganza on Rod's drawing board. Watch this space...

November. Monday the 19th, Tuesday the 20th and Wednesday the 21st. Preliminary talks underway. Preferred site from Parks Victoria seems to be Eaglevale on the banks of the Wonnangatta River. Facilities are toilet only. Considering travelling on Sunday and staying on site the Sunday night.

Four Wheel Drive Victoria Delegate's Report.

Extended opening for King Spur and Kelly Lane negotiated between PV and FWDV Regional Rep (Greg) due to the dry season.

As FWDV RR Greg has inspected King Spur into Mayford with Conor Wilson PV Dargo and the Butcher Country / Caledonia River Track network with Mike Dower PV ACR FSA.

Greg and Lois attending the FWDV Regional Reps meeting at Rainbow (Mallee) on the 19th and 20th of May. Greg to do presentation on inspections and current track conditions and closures after the fires.

General Business.

*Club members' vehicles on display in the showrooms. After suggestion at the last meeting Charlie has contacted some members and vehicles are on display in the area vacated by VW. Currently the vehicles are; Eric's 6x6 Perentie, Greg's 1993 Discovery 1 Tdi200, Terry's Series 1, Alan MacRae's Series 2A and Series 3. Other members welcome to contact Charlie if they would like to have vehicles on display.

*Over view of when and where club members are likely to be on their travels this year.

*Club elections this year. September meeting is our Annual General Meeting. If you will be away over that time and would like to nominate for any committee positions let Greg and Charlie know in advance. Helen MacRae and Sue Markham have offered to take the minutes during Tonee Harlow's absence.

*Those wanting club clothing in colours other than our standard green, are welcome to visit AusWorkWear to check out what is available, and have our logo/badging embroidered on.

*Book available online from Vehicle Components titled 'They Found Our Engineer', which is the story of Arthur Goddard, Land Rover's 1st engineer, written by Michael Bishop.

*Mal Trull drove his 1961 model Valiant to the meeting for those interested. Only 1008 of these vehicles were made, and they arrived in Australia in 1962. Mal bought his in 1969, though he later sold it to his brother in 1981, and bought it back again about 15 years ago, and has since caringly restored it, with a few upgrades. In October this year he will be driving in the Aussie Muscle Car run to raise money for leukemia. His vehicle looks fabulous. For a donation of \$300 we can receive recognized sponsorship of this event and help support both Mal and the Leukemia foundation. Moved John Jennings, Seconded Bob McKee, that our club donate \$300 to this cause. Motion Carried

*Moved Alan Harlow, Seconded John Kerr, that the club spend \$90.00 to upgrade our web site from 5 gig to 500 gig and more support. Motion Carried.

*Ross Howell pre-ordered copies of the Monaro Post, local Cooma newspaper, during the recent 70th birthday of Land Rover celebration, which is well covered in the paper. He has several copies available for those interested.

*During the meeting an email arrived to Greg from Mike

STAND 132



LAND-ROVER

*Het meest veelzijdige voertuig, dat de
Engelse auto-industrie voortbrengt.*

De LAND-ROVER is een auto met universele mogelijkheden voor agrarisch gebruik, ontworpen voor het zwaarste werk in land- en tuinbouw, alsmede voor aanverwante industriële toepassingen. Dit voertuig rijdt en keert op elk terrein, dank zij een korte wielbasis van 203,2 cm, en de aandrijving op de 4 wielen met een lage overbrengingsverhouding. Tegelijk is het een verplaatsbaar krachtstation, doordat het voorzien is van een kracht-afkapping voor hulpmachines en een windas voor trekkabelwerk, beide door de motor aangedreven.

KOMT DEZE WAGEN ZIEN OP STAND No. 132



*... evenals de ROVER-PERSONEN-
WAGENS '60 en '75.*

In een uitgezochte serie van enkele schitterend afgewerkte modellen heeft de ROVER COMPANY tal van mechanische kwaliteitsverbeteringen vernigd. Hierbij zijn inbegrepen geheel nieuwe motor- en chassisontwerpen en onafhankelijke voorwielvering. Er zijn 2 typen motoren beschikbaar, een 4-cilinder en een 6-cilinder en 2 comfortabele modellen gesloten koetswerken, uitgerust met velelei verfijnde details.

ROVER

N.V. H. ENGLEBERT'S AUTOMOBIELHANDEL, Theresiastr. 145, DEN HAAG
The Rover Company Ltd., Solihull, Birmingham, England

Rover's advertisement in the 1948 Amsterdam Motor Show program.

Dower of Park Victoria, congratulating and thanking us for our fabulous contribution to the Alps area last weekend.

*Shaun advised of a U-tube presentation for Land Rovers 70th anniversary, well worth watching.

*Shaun and Greg shared their experiences with writing articles for use in various publication. The observation was made that Toyota are claiming a larger part in the building of the Snowy River Scheme than we understand to be correct.

*Cautionary Tale from Greg, re leaving vehicles unattended while unlocked, even for a very short time, after acquaintances of his were left bereft during their holiday in SA. Keys, money etc all gone. Timely reminder for those heading off over the next several weeks.

Next Meeting: Monday June 4th 2018, VSL Princes Hwy Morwell 8.00pm, Pre meeting Dinner from 6.00pm for those interested Italian Australian Club, Princes Hwy Morwell

Meeting closed at 9.36pm

Following the meeting slide show of current conditions in Alpine National Park taken on Greg's recent trips with Parks Victoria.

To all my friends at the "Gippsland Land Rover Owner Club".

I would like to sincerely thank you all for your generous donation toward the Aussie Muscle Car Run.

In April 2016 Sandy/Sam passed away from Acute Lymphoblastic Leukaemia. As well as being a wonderful wife, mother "Nanna Sandy" was a very giving person and always had someone "under her wing" so to speak. In her memory we are entering and trying to raise as much as we can to assist sufferers and to fund further research to beat this horrible disease. Thank you for your donation, rest assured it is going to a good cause.

Today, 35 Australians will be given the devastating news that they have leukaemia, lymphoma or myeloma, and they'll turn to the Leukaemia Foundation for help.

Sponsor us and you'll be giving support to families fighting blood cancer. Both the emotional and practical support they need. You'll also fund critical medical research that will help more people beat their blood cancer. Thank you for being generous.

Mal and Mick Trull



Car 9 - "Team Sam" Mal & Mick Trull 1962 "R Series" Valiant.

Aussie Muscle Car Run.

My son Mick and I have entered in this years Aussie Muscle Car Run. I thought you might be interested to know what it is all about. We have entered my 1962 R Series Valiant, which is not quite a muscle car by their criteria but nevertheless is accepted as the beginning of the muscle cars in Australia. R Series Valiants raced at many venues during 1962 and 1963.

Bathurst as we know it had not yet begun in 1962 but they did hold an endurance race at Philip Island. That endurance race for Australian made or assembled standard production sedans was the Armstrong 500 and Valiants were there. The next year the 500 mile race moved to the Bathurst circuit to eventually become the Bathurst 1000.

The Aussie Muscle Car Run is the Leukaemia Foundation's annual leisure car cruise to help raise funds for all Australians living with blood cancers.

The run is open to muscle cars of the golden era of Bathurst, built between 1963 and 1977. Replicas are welcome and the organisers also consider special interest vehicles.

The Aussie Muscle Car Run provides registrants with the opportunity to enjoy time travelling with fellow muscle car lovers in iconic cars through iconic Australian scenery. The event started in 2012 and has since raised more than \$2.24 million for the Leukaemia Foundation.

Mal Trull.

WHERE THE MONEY GOES

Getting sponsored to drive in the Aussie Muscle Car Run has a huge impact on Aussie families facing the challenge of blood cancer. The more you raise the bigger the difference you can make.

These special badges show what your fundraising achieves! They will appear on your AMCR fundraising page when you reach each fundraising milestone. There are eight to collect!



I'm In Badge

You've earned your first badge by signing up and joining the run - thanks!



Beep Beep Badge

You've raised \$2,500. That's enough to provide free transport for people who are too ill to drive after chemotherapy treatment, for a month.



Cha-Ching Badge

You're off and running by raising your first dollar!



Breakthrough Badge

You've raised \$4,000. That's enough to aid future breakthroughs by funding a major blood cancer research project, for two weeks.



Helping Hands Badge

You've raised \$250. That's enough to enable a family to attend a support program specific to their blood cancer.



Sleep Easy Badge

You've raised \$7,200. That's enough to give a regional family a free place to stay close to treatment in the city for three months.



Discover Badge

You've raised \$1,600. That's enough to fund a month of laboratory costs for a research project to discover better treatments for blood cancer.



Life Saver Badge

You've raised \$10,000. That's enough to provide emotional support to help 300 families overcome the initial shock and stress of being diagnosed.



Showroom Display Land Rovers

At our April meeting I announced that by the time our May meeting happens, our Volkswagen dealership will have moved to new premises which would leave an empty showroom. It of course didn't take long for some members to suggest that the best thing would be to fill it with Vintage Land Rovers, so the showroom had been empty only for a matter of hours, and that's exactly what we did. Thank you to Alan Mac Rae, Terry Heskey, Eric Shingles and Greg Rose for allowing us to display their vehicles. They have certainly generated some interest and curiosity as some motorists see them from the road, hang a U turn and then call in for a look and our service customers appreciate them as well. Make sure you call in and check them out if you haven't been to a meeting.

Charlie Calafiore, Land Rover Sales Manager,
Gippsland Land Rover



NEW RANGE ROVER VELAR
NOW ON DISPLAY



Land Rovers in India

About 60 LRs carry trekkers in this area near Darjeeling. Almost all are 86 inch Land Rovers with Salisbury rear axles and Mahindra diesel engines. We hired one, with driver, for two days for about au \$100.

31 km is as steep and rough as guts - 4hrs up, 3 down. Also passed 6 brand new Discos going to a photo shoot in company with a very restored Ser. 1.

Darjeeling is a town in India's West Bengal state, in the Himalayan foothills. Once a summer resort for the British Raj elite, it remains the terminus of the narrow-gauge Darjeeling Himalayan Railway, or "Toy Train," completed in 1881. It's famed for the distinctive black tea grown on plantations that dot its surrounding slopes. Its backdrop is Mt. Kanchenjunga, among the world's highest peaks.



Information Needed

I am a Land Rover owner from Brisbane. I am a member LROC Sydney. I currently own a Discovery 2 and a Series 111. I AM LOOKING FOR MY OLD - 1972 LAND ROVER - SERIES 3. The photos are taken in 1981 when I changed the colour to Camino Gold and registered the vehicle in Victoria ABZ 983 (Green Numbers and Letters)

The LAND ROVER WAS PURCHASED IN UK AND DRIVEN ACROSS AFRICA & ASIA IN 1977. I AM WRITING A BOOK ON THE TRAVELS FOR OUR GRANDCHILDREN, AND WOULD VERY MUCH LIKE TO SPEAK TO CURRENT OWNERS. IT HAD A DISTINCTIVE FIBERGLASS POP TOP CAMPER ROOF.WITH WINDOWS ON LEFT SIDE ONLY, PANEL VAN ON RIGHT SIDE.. IT HAD A HOLDEN 186 ENGINE & FAIREY OVERDRIVE. I SOLD THE VEHICLE IN 1982.

I would be very pleased if the vehicle was once in your club and you could put me in touch with the owners.

Kind Regards

Norman Ambrose 0418 257 611



Run to Gippsland Vehicle Collection Maffra and Mal's Place at Stratford.

Sun 24th June

Meet at Maffra Motor Museum, Sale Maffra Road Maffra at 10:00 a.m.

Tea and coffee and a biscuit is included as part of your entry or there are coffee shops in the main street if you arrive earlier.

After you have had enough of the museum with its current display of Mopar and Chrysler vehicles we will proceed to Mal Trull's place in Stratford. In keeping with the day you can follow Mal in his R Series Valiant. There is plenty of space to spread out or you might want to explore the shed?

Mal, Greg and Lois will provide salads, sauces, mustards, bread, tea and coffee, maybe even a hot cup of soup if it's chilly.

You will need to bring your own meat to cook, cold drinks and a chair. You will be welcome to stay and chat after lunch or enjoy coffee and cake at one of Stratford's coffee shops before making your way home.

Please let me know if you are coming for catering.

See me at the June meeting or email, mal62rv1@gmail or phone 0488 232 169.



Aberfeldy Track working bee

Saturday the 30th of June

The plan for this weekend is to do some maintenance on the Toombon mine site. The work involved will be cleaning of signs, brush cutting of walking tracks and mine sites. We have also been requested to widen the walking track to the haunted house site, so mattocks, picks and shovels will be needed.

Meeting Time: 8:30

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. Pick, Mattocks, crowbars would also be good for widening the track.

Given how far most of the work will be from where we can park the vehicles, it would be good if you could carry lunch with you.

Contact: Craig Murray 0438 109 063



Working with Parks Victoria, 2018.

Sunday the 22nd of July.

A bar-b-que day at one of the camping areas along the Wellington River north of Licola. We will do some basic cleanup tasks at the fourteen camping areas and have a social bar-b-que lunch.

Meeting at Licola Store, 9:30 a.m. contact Greg Rose to book in and for details.

Monday the 19th, Tuesday the 20th and Wednesday the 21st of November.

Work will most likely be at Eaglevale, on the banks of the Wonnangatta River, off the Wonnangatta Road. This is on the Dargo side of the Alpine National Park. This is a popular camping area near the bottom of Billy Goat Bluff Track and at the start of the track up to Cynthia Range. The main focus will be the construction of some concrete fire rings and assembly of table and set sets. Similar to the work we have undertaken successfully at Talbotville and Horseyard Flat.

We will camp at Eaglevale. There are already some basic facilities including a toilet.

Meeting times, etc. will be decided once final approval for the work is obtained by Parks Victoria.

You will need to be formally booked in for this activity if you wish to attend. Contact Greg Rose for details.

Melbourne Cup Weekend Trip

The Melbourne Cup trip this year will be at the Riverbreeze Holiday Park, Moruya on the south coast of N.S.W.

See Riverbreeze.com.au for park details and booking. Mention L.R.O.C.G to get the special deal.

Contact Rod if you intend joining us. More details to follow.



70TH ANNIVERSARY OF LAND ROVER TRIP

Meeting point was the Moe Kmart Carpark @ 9.30AM on Sunday 29/4/18
Our trip leader was David Murray.

Five vehicles attended;

Dave, Crystal and Harley Murray	County
Peter & Tom Johnson	Discovery 2
John Jennings	Defender
Alan & Tonee Harlow	Discovery3
Shaun, Ben and Amy Johnson & Siobhan Walker	Defender

Our enthusiastic contingent headed off toward Erica, then took Bluff Road to the Traralgon Rawson Road, and then turned to Walhalla for a morning tea stop.

Off again along the Walhalla Aberfeldy Road through Baw Baw NP, then took Binns Road and Springs Road to Donnelly's Creek Road.

After an interesting downhill run, we got to O'Tooles Camp Ground at 12.35 for a leisurely lunch by the creek, and left around 2pm. Home via a quick stop at Jorgens Camp Ground on White Stork Creek, onto Junction Track, and Merringtons Track past Merringtons Camp Ground, and back onto the Walhalla Road.

At this point our tail end Charlie (Shaun) left for home and the four other vehicles continued on along Beardmores, and then Low Saddle Tracks back to the Walhalla Road. We arrived back in Walhalla by 4pm. and took Stringers Road to Brunton Bridge, enjoyed the water crossing there, brief stop on the other side and headed for home.

We were lucky to have such a glorious day weatherwise, with great tracks and destinations. We covered over 200 kilometres and were home by 6pm.

Thanks Dave and those that participated for a great day out.

Parks Victoria and LROCG work at McMichaels Hut.

May 5th and 6th.

The club's first volunteer work with Parks Victoria for this year was at McMichaels Hut. The hut is on a track off Kelly Lane north of Licola, in the Alpine National Park. Kelly Lane is accessed at the southern end from Tamboritha Road and runs along Shaw Creek to join Howitt Road. There are two historic huts and some of the best camping spots in the Alps along the easy four wheel drive track. Kelly Lane is subject to Seasonal Closure, however this year we have been able to negotiate a longer "open" period, due to the unusually dry weather.

We had a record number of volunteers for the weekend. Participants were; Greg Rose (trip leader for LROCG), Lois Rose, Alan Harlow, Tonee Harlow, Jan Parniak, Colette Parniak, Heather Kerr, John Kerr, Shaun Johnson, Siobahn Walker, Sue Howell, Ross Howell, Craig Murray, Vivian Lee, Susan Markham, Ken Markham, Helen MacRae, Alan MacRae, Ted Allchin, Shirley Allchin, Mal Trull and Sharna Foon. Wayne Foon was the Parks Victoria Ranger trying valiantly to control the mob.

Usually our May ventures feature freezing mornings, spectacular frosts, high wind, driving rain and even a little snow. Being a week earlier than in previous years paid off with May 5th and 6th being mild, even the nighttime temperature at Surveyors Creek, elevation 1400 metres, wasn't too bad. We met up at Licola Store at 9:00 on Saturday morning. The Lions Village across the road was packed with an estimated 2000 music festival patrons making a colourful backdrop for our coffee and briefing session. Our convoy, with Shaun's Land Rover Experience liveried Defender 110 as Tail End Charlie, made its way up to Bennison Lookout for a photo stop then onto Thomastown, at the start of Kelly Lane, for a toilet stop and look at the beautiful Shaw Creek where it tumbles over the rocks.





After a few kilometres of travel along Kelly Lane we met up with Wayne and Sharna at McMichaels Hut. They had the Parks Victoria Land Cruiser and tandem trailer loaded with posts, star pickets, fourteen bags of cement, wire, tools, wheelbarrow, etc. Prior to beginning our tasks Wayne took us through the Job Safety Analysis information and we filled in our details on the volunteer forms.

The tasks we had two days to complete were; constructing a concrete fire pit at the hut, building two fences to prevent off road driving that could impact the fragile riparian environment and water quality of Shaw Creek, removing old fire scars, cutting and collecting fire wood for the hut (McMichaels Hut is regarded as a refuge hut and often surrounded by snow in the winter), a walking inspection of the track to the south of the hut and rubbish cleanup on that track, a vehicle survey of Kelly Lane as part of this year's extended opening period, accurately plotting the position of the three creek crossings without bridges on Kelly Lane, taking a series of reference photographs for PV of McMichaels and Kellys Hut, checking where vehicles are driving over the peatland at Kelly Hut, doing an accurate measure and full set of plan drawings of McMichaels Hut, measuring up for a replacement peatland information sign at Kellys Hut and finally a general cleanup in and around both huts.



A couple of stand out performances have to be mentioned. Vivian is an architect and her measurements and drawings of Kelly Hut are probably the best survey ever undertaken of that building. Parks Victoria folk at Heyfield are delighted with them. The fire ring building crew, especially the "three amigos", Alan, John and Jan, did their normal outstanding job.





In true Land Rover Owners Club of Gippsland style most of the work was completed on Saturday afternoon. We called a stop to the work in time to drive to Surveyors Creek work camp and get organised there before dark.

Our club is very fortunate to be able to use the facilities at Surveyors Creek. The camp is managed by DELWP as a base for crew and contractors working in the Alpine National Park or surrounding state forest. The camp had been used for the fifty-five days of the Dingo Hill / Caledonia River fire. The cabins are basic with two single beds a table and chair and importantly a wall mounted heater, the kitchen is large and designed to provide meals for fire crew, etc. There are hot showers and flushing toilets in a large amenities block. As soon as we arrived at the camp Lois started the fire with help from Craig and his wood splitting skills, keys were handed out and we realized we were at capacity with the available cabins. With everyone sorted and Greg and Wayne firing up the huge V8 CAT generator it was time for some pre dinner nibbles and tall stories.

Wayne provided the main courses for dinner. Mountains of pasta, delicious bolognese sauce plus chicken and mushroom stroganoff; there was salad and bread to accompany the main courses. Dessert was provided by club members. We may not need to eat cake for some time as we celebrated Sue Howell's special birthday with a giant mud cake and other delicious



treats. There was so much cake some folk had it for Sunday breakfast and it was still going for morning tea and lunch on Sunday. We had a fantastic social Saturday night. Sharna kept the music going with her BOSE speaker, Siobahn entertained us with a T.V. show theme song trivia quiz, and there was even some dancing. There was a rather strange Scottish chap with long ginger hair and a tartan cap who joined us for the night but was not seen on Sunday; a mystery.

I think we all slept well, the night was quite mild for autumn. I fired up the generator at 5:00 a.m. so the room heaters could come on. Walking down to the generator shed I was lucky to see a small meteor shower. I did some research and discovered the shower was part of the annual Eta Aquarid Meteor Shower event.

Following breakfast everyone pitched in and cleaned Surveyors Creek camp before we headed off to do some sight seeing prior to finishing the work. There was a slight problem as a rogue lounge chair had allegedly stolen and hidden Alan's Discovery 3 keys. Ted and Shirley decided to leave early and make their way home as the Discovery 2 had a slight leak from the fuel cooler system.



Driving back to Arbuckle Junction then along Howitt Road the convoy followed me to Dimmicks Lookout. We had superb views across to Mt Darling and down into the deep Conglomerate Creek valley. Wayne and Sharna caught up with us and we travelled back to Snowy Range Airfield and visited the site where the Alpine National Park was declared on Saturday the 2nd of December 1989. The views from that point are fantastic, looking across to Nelsons Crag and sheer rock walls.

I was able to see if my grumpy teacher voice still worked after all these years of retirement, telling off some people using quite bad language on the same UHF channel as us – it still works, they stopped using the channel.

Back on Kelly Lane some of our group stopped off to inspect historic Kellys Hut before joining the rest of us at McMichaels Hut. The steels form rings were removed from the fire ring, fencing completed and a few other little tasks carried out before we sorted and packed away all the gear ready to head home after lunch (more birthday cake).

Licola was our final stop as a group. The booming of heavy bass was coming from the music festival as Lois gave back everyone's Personal Details envelopes. A couple of members (I will not embarrass them by using names) were enthralled by some scantily clad seriously fit looking young men.

Thanks to all those who participated. A fantastic weekend. We achieved a great deal in a short time. There have been messages of thanks from Parks Victoria. I have sent our volunteer hours data to Four Wheel Drive Victoria and that will be used in submissions to Government.

Special thanks to Wayne Foon, Ranger Parks Victoria Heyfield. There is an enormous amount of work to make these volunteer days work; planning, site visits, paper work and then getting all the gear loaded, materials purchased, pre cooking the meals for Saturday night. Wayne keeps us safe and makes sure we have a great time. Thanks on behalf of all of us Wayne and to Sharna. Thanks to Area Chief Ranger Mike Dower and Ranger Team Leader Sarah Noonan too. Their support is much appreciated.

If you have not been on one of the LROCV / PV activities, especially if you are a new member, please consider it. The next date is Sunday July 22nd for a cleanup of the Wellington River camping areas plus a bar-b-que lunch supplied by PV. In November we have our traditional three day (Monday 19th, Tuesday 20th, Wednesday 21st) camp with Parks. That will be at Eaglevale. Details of both events in the newsletter.

Greg Rose. LROCG / PV Liaison and FWDV Regional Representative Southern Alpine National Park.



Some pictures from Cooma 2018



Some pictures from Cooma 2018



Stories about the Showroom Land Rovers

With the five club member owned Land Rovers on display at Gippsland Land Rover attracting a lot of interest from club members and the public, this newsletter contains stories of four of them, Terry's 86" will appear next month.

Greg and Lois Rose's 1993 Tdi Discovery 1.

Lois and I took delivery of our first Discovery 1 on December the 24th 1993. It was bought from Charlie Calafiore at the then Massaro Motors. (That's alarming, we have been buying cars from Charlie for over a quarter of a century!) It was a three door, Carrigada green Tdi200 engine. We traded in a Land Cruiser wagon. We did some brilliant trips in the D1. Most notable was a double crossing of the Simpson Desert in company with Mal Trull in his gold three door V8. A tough trip in places, using large sections of the Madigan Line and QAA and returning via the Rig Road. Very few people were using the Madigan Line in 1995 and much of the navigation was done using a Magellan GPS and paper maps plotting a route from the grid references for C.T. Madigan's 1939 Simpson crossing camps. Eric has used some photos of our original Discovery 1 as newsletter covers.

More recently I was on the lookout for a "hobby car" in good condition, one that I could maintain myself and not have to do a large rebuild. In February 2016 I happened to walk into a friend's mechanicing business and spotted a white 1993 build date 5 door Discovery 1, Tdi 200, sitting looking neglected in a corner. It looked straight, the interior was completely original, it had not been modified or abused and was "For Sale". It was road worthy, registered, fitted with five new tyres, two new batteries, a new clutch and it had travelled 242,000km, reasonably low for its age. For most of its life it had belonged to a chap in our hometown (sold to him by Charlie Calafiore) and had been serviced by my mechanic friend. That owner had sold it to another local when he updated to a Range Rover. It had never really been "off road". The last owner had passed away and the D1 had not been driven for twelve months and had been sitting outside in the weather.

Reading the paper work with the vehicle we found that the Discovery was delivered to its first owner on the 28th of April 1994. It had been ordered with a Hayman Reece tow bar, rubber floor mats and an ARB bull bar. Those accessories were still on the vehicle. The purchase price in 1994 was \$53,425. We have paper work from its original order form to now including all the service records and the original grey covered Owners Handbook.

We took it for a quick drive and agreed to buy it. After a little price negotiation it was ours. There were things to do of course. We replaced the main hoses with modern silicone ones. Changed all the fluids and filters. Fixed the problem of not knowing whether you were selecting first or reverse with a new reverse gear plunger and spring. Cured an oil leak with a new rocker cover gasket. Replaced the leaking transfer case seal. We spent days polishing and detailing. Driving lights were put on and the ARB bull bar was repainted. We fitted a UHF for club outings. The car was missing one small piece of interior trim and I managed to get exactly what I wanted from a wrecked Discovery sitting in the yard at the rear of Sutton Motors Land Rover dealership in Alice Springs. Mal Trull found a good rear bumper in Queensland; the original had a couple of dents from backing up to trailers. I have replaced the original shock absorbers with Bilsteins all round and fitted springs of the same rate as I had on my green three door. As precautionary measures, we have more recently replaced the timing belt (which was still the original and in perfect condition when we took it out) and water pump. We have it registered with the number plates DSCVRY, which we kept when they came off Lois' Series 2 Discovery.

The car will stay as original as possible. The Tdi200 Discoveries are getting rarer and some parts, though still available, are harder to find. It is great to drive. With the tall driving position and comfortable seats it still feels like a "special" vehicle.



Richard Beilharz's take on Eric's addiction to the x-army sales

Eric Shingles' 1990 Truck, Air Defence, Lightweight, Fitted For Radio, With Winch, Land Rover 6x6

In May 1981, I purchased my first Land Rover. It was a Series 2A tray, with a 2 & 1/4 litre Rover diesel engine. It was very slow and very underpowered but I drove and worked it for 4 years. In the ensuing years, I have purchased many Land Rovers. One Land Rover that took my fancy when I first saw it, way back in 1987, was the Perentie. The Army replaced the Series 3 and the remaining specialist Series 2 & 2A Land Rovers with the Perentie, which was basically a Land Rover 3.9 110 which had been modified and built in Australia to meet Australian Army requirements. Between 1986 and 1992, and 1996 to 1998, Jaguar Rover Australia and British Aerospace (BAe) built 4079 Perenties, of these 3132 were 4x4 and 947 were 6x6. On average they hand built 5 vehicles a day.

Fast forward to 2013, and the first on-line auctions begin to sell Land Rover Perenties as they are replaced by the Mercedes Benz G Wagons. This replacement was part of Project Land 121, which will deliver around 7500 vehicles and trailers.

After six months of drooling at the Perenties as they were sold by Australian Frontline Machinery, via Grays online, I bid on

and won a Perentie GS with winch at the Perth auction. A month later I purchased a Number 5 trailer, to be towed by my Perentie, at the Sydney auction. I was very happy with the performance, ride, handling, and just the fun of driving it. I continued to follow the auctions, and 2 months later, I purchased a Truck, Air Defence, Lightweight, Fitted For Radio, With Winch, Land Rover 6x6 at the Adelaide auction. It was built in the 4th month of 1990, was showing about 94,000 km's on its speedo and in its log book, and had had the Army rego number of 50 680. It is set up as a RBS-70 Fire Unit. I had to wait about 18 months for it to be eligible for club rego. When it was, I took it in for a road worthy certificate and the only thing that failed was a reversing light globe. The 6x6 Perentie is very different to any other Land Rover to drive, because it is wider, longer and heavier than any production Land Rover. This Air Defence Perentie's unladen weight is 3,900 kgs. And has a Gross Vehicle Weight of 5,600 kg's. Because of their weight they are "geared down", compared to the 4x4 models, and as such only have top speed of 98 kph. The engine is a Isuzu 4BD1T 3.9 Litre, 4 cylinder Turbo Diesel, with a power output of 90kw @ 3200rpm, and 314nm of torque @ 2200rpm driving through a 4 speed LT95A gearbox. The 6x6 Perentie is a constant four wheel drive, with selective six wheel drive for negotiating difficult terrain.

The original configuration of the Air Defence model included models for the carriage of missiles and equipment relating to the Rapier and RBS-70 surface to air missile systems. For camouflage reasons these vehicles had little difference externally to the standard general service 6x6 with the exception of a valance where the sideboards would have been, but under the skin they were somewhat different, with even the tray being completely different. 68 Air Defence 6x6 Perentie vehicles were built. The Air Defence variant could conceivably be called two different models as it has had two distinct configurations over the years. The first was when it was used to tow the Rapier Surface to Air missile system as well as the RBS-70, which also was a Surface to Air Anti Aircraft missile system. When the rapier missile system was retired some of the vehicles were converted to the later Air Defence standard, and some were converted back to General Service standard. This entailed replacing the rear bodywork completely as the air defence variant had little in common with the normal GS tray. When the Rapier was removed from service and the RBS-70 became the focus of the Air Defence efforts, there was also an upgrade to that system. A part of that upgrade was a new transport / storage container for the missile which had an increased diameter, and no longer fitted in the vehicle storage. As such the "new" Air Defence variant appeared with different bodywork, that was more box like, which is similar in style to the Bushranger built Infantry range of 6x6 Perenties. This version has two models, a Target vehicle and a Fire vehicle. These 6x6 Perenties replaced the Land Rover 101 in the Air Defence role.



There have been in-service opinions good and bad about the G-Wagen. The problem I have heard about numerous times is that the electric loom is both complex and 'fragile'. This week's Army News has a cartoon having a dig at the billion dollar G-Wagens.

Alan MacRae's 1971 Land Rover Series 11A, 88" Wheel Base Hardtop

I purchased this vehicle privately in Traralgon in the early 2000's. I had actually first seen (and coveted) the vehicle at an address in Grubb Avenue some four years before I purchased it but I was unaware when that owner decided to sell the vehicle so I was quite surprised and delighted when I responded to a later advertisement and found it was the same vehicle.

The vehicle was assembled in Australia from a CKD Kit in July 1971. Series 11A vehicles were launched in September 1961. The vehicle's Chassis Number is 243 19985 G.

The **First Three Digits** indicate model and specification - "243" indicates that it is a CKD RHD Series 11A, 88" model with a four cylinder petrol motor. It still has the original motor which has been fitted with an aftermarket turbo charger and a Fairey overdrive.

The **Last Five Digits** indicate the serial number, commencing from 00001 in each series - "19985" is the Serial Number for this vehicle.

The **Suffix Letter** indicates design modifications. 243 series Land Rover production commenced at Suffix A. Suffix G represents the last design and this vehicle is fitted with an alternator and headlights fitted in the front mudguards. This latter change occurred in 1968 for export vehicles and in February 1969 for British models when supplies of the earlier mudguards were exhausted.

There is no digit to indicate the year or model year of manufacture but this vehicle was one of the last of the Series 11A produced as the Series 111 was launched in September 1971.

Land Rover did not keep records of Series 11A and Series 111 CKD vehicle manufacture and consequently no-one actually knows how many CKD vehicles were made.

However, in February 2003, I published the serial number of this vehicle, and I was advised by James Taylor, the noted Land Rover Historian that this vehicle added approximately 4000 to the known number of 243-series vehicles built.

Ross Howell's history of ownership of the 1971 SWB hard top, series 2A. Rego. KZT 247, Engine No. 24140308A, Chassis No. 24319985G.

Mr L T Wilson (original owner) purchased the LR from Regent Motors on 21/09/1971. He lived on a property "Warramunda", Spring Lane, Coldstream, Vic.

This gentleman owned a factory in Doncaster where the Land Rover was garaged. He used it to check his cattle once per month so it had primary producer's registration. While reading Saturday's Age newspaper motoring page, I saw an ad of this Land Rover for sale. It was 4years old with only 1000 miles on the clock and it was like new.

We already owned a 1970 SWB LR but I had to get this one. It had no extras so I fitted:

A handmade bull bar

A handmade winch

Driving lights

Selector free-wheeling hubs

A Fairey overdrive

A ULR turbo charger

Pack rack

An aftermarket Land Rover seats

Bridgestone Jeep service tyres.

We did a lot of trips including the Flinders Ranges, country Victoria & NSW. In 1979, using my long service leave of 4&1/2 months we did a trip around Australia towing a small caravan. Best trip ever, and not many people travelling around in those days.

In 1983 with 2 kids & one on the way we had to get a bigger vehicle so we sadly traded the LR in on a brand new, 4 door Range Rover at Massaro Motors. Ray gave us an excellent trade in price. I think the LR had done 35000-45000 miles.

The Land Rover was sold to a young guy who had it for about 12 months. Apparently it didn't suit his type of work. After that it was sold privately to a butcher-slaughterman who lived in Traralgon. He owned it for a lot of years & used it a few times a year to tow his fishing boat to Port Albert & back. The next owner was a worker at the Australian Paper Mill.

I noticed an ad in the local newspaper of a Land Rover for sale and to my surprise it was my old one, but I was too late as it was sold when I enquired. This gentleman didn't have it for long and the next & present owner was Alan MacRae.

As previously noted, the vehicle was fitted with an aftermarket Turbo charger in 1975. The following information is adapted from an article that appeared in OVERLANDER Magazine in May 1979.

"Here in Australia, two Rover Specialists developed turbo-charging systems for Land Rover engines. They were "Out of Town 4WDs" at Wangi on NSW's central Coast and "ULR Motors" in Melbourne.



OVERLANDER staff drove both.

ULR Motors

On Melbourne's freeways, the OVERLANDER staff found the problem was keeping the SWB hardtop within the speed limit. At 140km/h (3800rpm in overdrive) the little vehicle was still accelerating!
Finest Kind Diesel Engineers and Consultants developed the system for Bousted Trading which marketed it through ULR. It was claimed that the system produced 160bhp gross (119kW) and that an approx 20 percent saving in fuel consumption was achievable.

The turbo-charger is a Roto-Master, American made and (at the time) readily available in Australia. The carburetor system was significantly different from the "Out of Town" Unit. ULR utilized a Weber twin throat carburetor. One throat was set lean for low speed running; under boost, the second throat opens, overcoming any lag in the turbo. The standard Land Rover exhaust manifold was retained and (when the article was written) ULR had reported no cracking or malfunctioning.

A built-in boost control valve limits maximum boost to 50kPa and reduces the need for a waste gate. No water injection was used (The "Out of Town" unit incorporated water injection). "We don't need it, as the boost pressure is not high enough to warrant it", Frank Penfold of Finest Kind Diesel explained. "You really only need water injection when boost pressures reach 70 or 100kPa."

Suggestions that the carburetor would not function at the extreme angles of which Land Rovers are capable were quickly disproved on a three-day test run through the Victorian Alps.

On the return journey, the vehicle averaged 11.25L/100km (25mpg).

One driver of a ULR Turbo Land Rover lost his nerve when the vehicle was still accelerating at 160km/h in top overdrive! When the engine was normally aspirated, it was struggling to reach 110km/h.

According to John Dickson of Finest Kind Diesel, the turbo was expected to last the life of the engine, as long as the vehicle was kept well serviced, especially the air cleaner, and the extra power was not abused.

ULR also developed units for Range Rovers and Land Rover diesels, but none for six cylinder Land Rovers.

The ULR unit was available in kit form with instructions. "Out of Town" preferred to fit its units itself. In May 1979, the ULR system cost \$1100 in kit form. The kit comprised carburetor, castings, turbo-charger, complete exhaust system and other associated pipes and brackets and could be installed in 8 hours. Of course, to derive the most benefit from the system, an overdrive unit was also needed. This was additional cost."

A graph included with the original article showed that the power output from a Turbo Land Rover was 57kW at 3500rpm. The article claimed that the output from a 2 ¼ petrol Land Rover motor was 35kW at 3000rpm.

This vehicle is fitted with a ULR system (and overdrive). The only difference to the original installation is a flange connection in the exhaust system under the bonnet. This was installed when renewing the piping after the original exhaust pipe corroded through.

I have no intentions of ever trying to do 160km/h!

Alan MacRae's 1974 Land Rover Series 111, 88" Wheel Base Hardtop

I purchased this vehicle from Four Wheel Drives, 304 Middleborough Road, Blackburn South in the 1990's. I understand that it came from the Western District but I know little else of its early days. It had an "awful" bullbar on it which Four Wheel Drives removed and a dog had chewed the Driver's seat squab so that was replaced with a not so matching spare. The wheels and tyres were also replaced.

As the bullbar had been removed, the front apron panel was missing so I insisted that one be supplied -you can see that it is not original as it is a different colour and the setscrew pitch is incorrect.

What I do know about this vehicle is that it was built in Australia from a CKD Kit in 1974. It carries its original registration number – LUK 272.

The vehicle's Chassis Number is 903 03796 A. The **First Three Digits** indicate model and specification - "903" indicates that it is a CKD RHD Series 111, 88" model with a four cylinder petrol motor. It is fitted with its original motor.

The **Last Five Digits** indicate the serial number, commencing from 00001 in each series - "03796" is the Serial Number for this vehicle.

The **Suffix Letter** indicates design modifications. 903 series Land Rover production commenced at Suffix A so the vehicle is representative of the first of the Series 111 production.

There is no digit to indicate the year or model year of manufacture but the vehicle was assembled in 1974 which makes it an early Series 3 as production commenced in 1972 and ran until 1984.

Land Rover did not keep records of Series 11A and Series 111 CKD vehicle manufacture and consequently no-one actually knows how many CKD vehicles were made. However, in February 2003, I published the serial number of this vehicle, and I was advised by James Taylor, the noted Land Rover Historian that the vehicle added 3796 to the number of the 903-series vehicles built before amalgamation of chassis sequences in approx February 1975. This is rather interesting as this number is the same as the vehicle serial number which would indicate that nothing was known about Series 111 CKD production until I published the chassis number. I am sure that this is highly unlikely but that was what I was told at the time.



LAND ROVER OWNERS CLUB OF GIPPSLAND

2018 TRAVEL PHOTO COMPETITION

WE ARE HAVING A CLUB PHOTO COMPETITION THIS YEAR.

THE RULES ARE SIMPLE.

A PHOTOGRAPH OF YOUR LAND ROVER IN

AN INTERESTING LOCATION.

THE PHOTOGRAPH MUST BE TAKEN BETWEEN THE 1ST OF MARCH AND SEPTEMBER THE 21ST THIS YEAR.

A MAXIMUM OF TWO ENTRIES PER CLUB MEMBER – SO WAIT TO NEAR THE END DATE BEFORE SUBMITTING IN CASE YOU GET A BETTER PHOTOGRAPH.

ENTRIES ARE TO BE FULL SIZED JPEG FILES SENT TO THE FOLLOWING EMAIL ADDRESS.

gro13624@bigpond.net.au

ENTRIES CLOSE AT MIDNIGHT

FRIDAY SEPTEMBER THE 21ST.

WINNER, AS JUDGED BY GIPPSLAND LAND ROVER DEALER PRINCIPAL MARCO TRIPODI, WILL BE ANNOUNCED AT THE OCTOBER LROCG MEETING.

WINNER'S PRIZE:

LAND ROVER APPAREL, FROM GIPPSLAND LAND ROVER, CHOSEN BY THE WINNER, TO THE VALUE OF \$250.



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Discovery 2 taking a dip at the beach



Range Rover doing the backstroke