

Starting from LR Dealership at 9:30 to 10am. Please start arriving from 9.20am, vehicles will set off at timed intervals.

Bring morning tea, plastic bag, pen, and clip board. Finish will be at a pub so you have the option to buy a pub meal or bring your own to eat in car park. Trip has one easy river crossing and depending on weather over next week 1 mud hole.

If weather is poor leading up to trip it will be changed to suit.

* Sunday 28th March, Working Bee in Aberfeldy area, Craig Murray Meet at Rawson at 8.30am.

* April 1st to 6th. (Easter), Camp Hosting, Alan Harlow.

Locations to be confirmed. Teams of 2 or 3 partners. Working with PV assisting campers on site.

The club receives funds for us participating in this program. Tonee and Alan will be participating, and welcome others to join them either at the same location, or at another if preferred.

* April 11th, Seaton. David Murray

David is planning a trip around Seaton, Meet at Cowwarr Weir 9.30am. Rated Easy.

* October 28th to November 4th Melb Cup Week, Rod Catchpole.

Location to be confirmed. (A work in progress...)

* November 16th, 17th, & 18th. LROCG/PV volunteer trip. Greg Rose Negotiations underway.

Technical Matters: Nil

General Business.

1.. Moved by Annette Fleming, that the LROCG April meeting to be moved to Monday 12th of April due to Easter falling on the 1st Monday of the Month., Seconded by Bob McKee, Carried.

2.. YouTube Channels.

Two YouTube channels of local interest.

“Up, Over and Around” is the channel by Shaun Johnson and Siobahn Walker. Four wheel driving tips, local trips including Wonnangatta, new Defender set up and driving advice, camping and cooking. Shaun to provide Alan with a link for our Web Page site.

“Journi” (A Lad and His Dad) is Paul Brooker’s channel. Paul is DELWP Macmillan District Roding and Fire Manager. His channel features many local locations; Pinnacles, Billy Goat Bluff Track, Mt Wellington, Kelly Lane and the huts, etc. Paul’s 4x4 is an Iveco Daily truck.

3.. 4WD stickers available on front table, please collect one after the meeting if so desired.

4.. Name badges... Those members who do not currently have a membership name badge to please advise Charlie so he can order you one.

5.. Charlie has the newsletter available for those members who would normally receive them in hardcopy via Australia Post.

6.. Charlie advises that the new club stickers are in the pipeline, waiting on proof from the printers.

Meeting closed at 8.48 pm.

Next Meeting:

Monday April 12th at Land Rover Dealership at 8pm

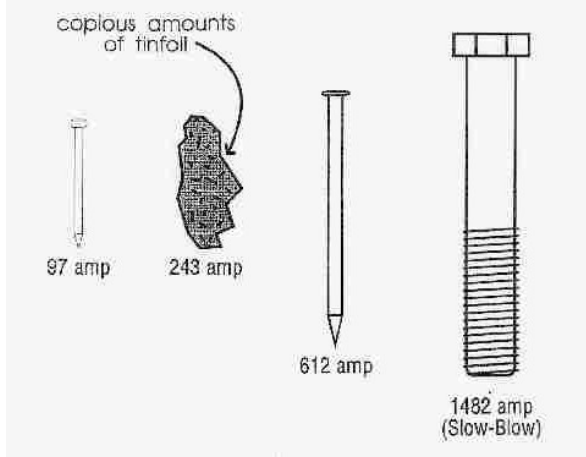
Pre meeting meal from 6pm at Italian Australian Club.

Volunteer Days – McMichaels Hut – 11th and 12th of March 2021.

Do you remember, from your school days, the formula for determining volume? It’s length by width by depth. More on the importance of this bit of maths and how it impacted on our work later.

Our work site was McMichaels Hut, on Kelly Lane in the Alpine National Park. The task was to erect a new style of steel framed picnic table and seat set, within the bollard barrier we had previously built. Due to the change in date as a result of the five day COVID lockdown in mid-February, we only had four club members able to attend. Alan MacRae came up for the day on Thursday and Les Warburton, Alan Harlow and myself, stayed overnight to complete the work on Friday. With us we had Parks Victoria rangers Bernie and Alex and the added bonus of two Working For Victoria members, Chloe and Bonnie. Chloe and Bonnie’s contribution proved to be vital to the success of the operation.

Guide to Fuse Replacement





Once we had all assembled at McMichael's Hut and had the required safety briefing it was time to work out how the jumble of metal pieces, lengths of timber and bags of nuts and bolts were meant to be assembled. None of us had experience with this new design of table. The engineering talk and mathematical calculations went on for some time. It was all way too complex for my brain, so I got useful with the brush cutter.

Grass was skimmed off the site for the slab, boxing constructed and holes for the footings dug. Putting the framework in place showed that the holes for the footings needed to be deeper than originally calculated.



Time for the concrete. The only issue was that although the cement mixer motor was running, the drum was not rotating. Was there a hidden clutch or brake? Apparently not. Alex and I did some more investigating and discovered that the pulley that should rotate the shaft to the drum had come off its locating point. Out with my trusty tool roll to find the appropriate sockets and we soon had the drum working perfectly. Les and the two Alans did a great job, first filling the footing holes and then starting on the slab. But wait, they have only done a third of the area and there are no more bags of cement. This is where that old school formula reared its troublesome head. Alex had calculated the volume and the hardware store had supplied what they thought should be sufficient cement. Apart from the fact that the footings were a little deeper than intended there ought to have been enough bags. It was calculated that they were short by twenty-five bags. Lesson learnt, order double what the volume calculations indicate.



That hiccup brought work to a halt with a third of the slab neatly in place. Chloe and Bonnie had already headed off and after some quick radio calls it was arranged that they would pick up the extra twenty-five bags of cement and bring them up early on Friday morning.

Thursday evening was spent sitting around the campfire in light drizzle telling tales of our various travels to remote corners of the country. Alex, as a tour guide in the Northern Territories' Coburg Peninsula and Kakadu regions, had some great tales to tell.



After a hearty breakfast on Friday morning the timber for the seats and table decking were drilled and oiled as we waited for the cement. The two rangers used the time to cut a large tree from Kelly Lane. People had been driving around it damaging the track side vegetation.

Chloe and Bonnie must have left Heyfield very early because they arrived with the cement a little after nine o'clock. From there the day progressed well. By mid-morning any wet camping gear, awnings, tarps, tents and swags, had dried out and could be packed up. Work on the table progressed well. Once the timbers were bolted in place, they were given a second coat of decking oil. Even with the extra bags it was only just enough cement to do the job. By the time we waited for the cement to dry a little it was around three o'clock when we left McMichaels Hut.



It seemed to take a long time and a lot of people to put in one table and seat set. We thought that we could have erected perhaps four of the wooden ones we are used to, in the same time. I'm sure that now, with the knowledge acquired and with the correct quantities, the time could be cut in half. The problem solving skills and improvisation used over the two days were very impressive.



The activity was a great way to start off our tenth year of volunteer work and partnership with the Parks Victoria Foothills and Southern Alps team. Our work and travel hours have already been submitted to Four Wheel Drive Victoria for inclusion in the annual volunteer tally which is used to keep the Government funding to FWDV.

Thanks to Alan, Alan and Les and also to the folk who put their names down for the cancelled dates.

Once the planned burn season is over, I will meet with Wayne and Sarah from Parks Victoria to plan the scheduled November multi day activity and any single day work they may have.

Greg Rose.

Land Rover Owners Club of Victoria / Parks Victoria Liaison.



All New Defender

In mid-March, we were fortunate to have the loan of a new Defender for a week from the JLRA Press Fleet. It was a brilliant experience.

But first, a bit of background on our personal Land Rover history. We started with Range Rovers in 1974, progressing through two-and four-doors, before buying an L322 model in 2003. The difference in technology between our old four-door and this new model was enormous, and it soon proved to be a hindrance to our remote out-back travels. So in 2009, we bought a Defender 110 which gave us great service and reliability until last year, when we decided that we were no longer relishing the hardships of a rooftop tent, and that maybe we should be getting a more comfortable vehicle and stay in more comfortable places, so we bought a RRS. But we're died-in-the-wool Defender lovers, so we are a bit biased towards the old technology and styling.



But once you get into one of the new ones, you realise what you've been missing! The first thing I liked when I picked it up, was the colour – Pangea Green, very similar to the traditional Land Rover colour. It also had the optional Satin Wrap, which made it look fantastic. Much better than the glossy black or boring white.

The second thing you notice is the size. It is the same size as a Land Cruiser, but with a longer wheelbase. And with the spare wheel on the back, it's longer than our RRS. But it still fits in the garage!

As well as being a great shade of green, I established that it was the 6-cylinder petrol engine, with the 8-speed gearbox. Options included the aforementioned Satin Wrap, a white-painted roof, Towing/Touring Pack with Advanced Tow Assist, Driver Assist Pack, Electronic Active Differential and Heated Front Seats. All up, from a Base Price of \$102,736, the vehicle would have cost \$116,116.

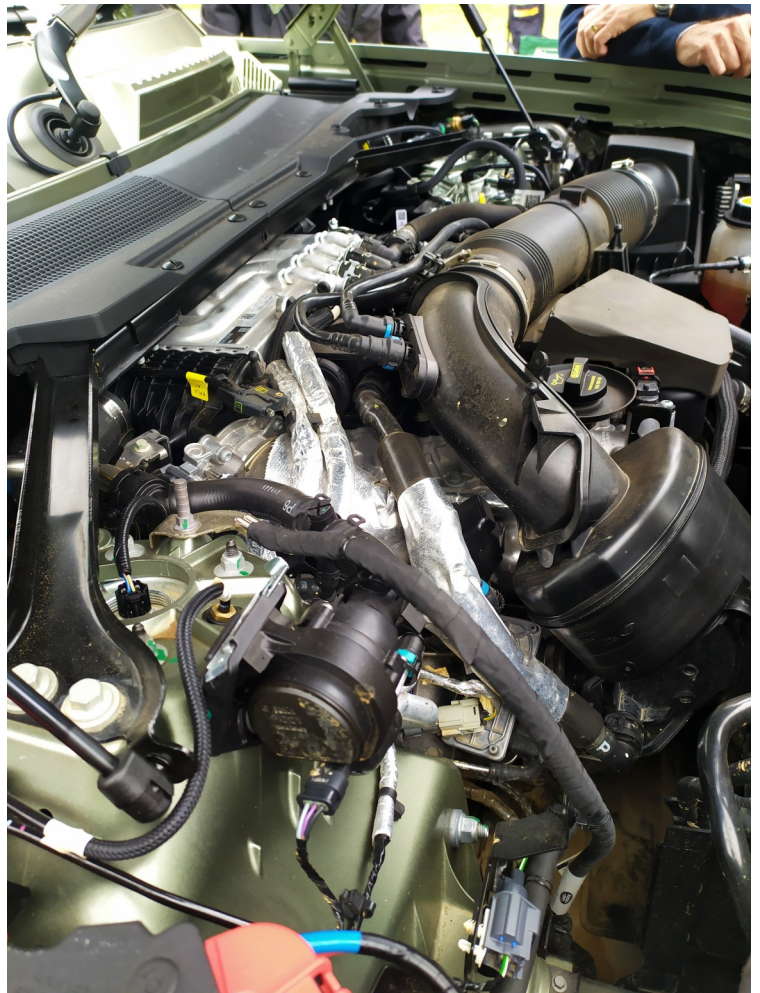
After a brief getting-to-know, I fired up the Navigation System to get me home. Easy and intuitive. And much more accurate than the one in our RRS that seems to find non-existent roads to “bear right” on. The size was not an issue in the traffic and it handled and drove beautifully – very quiet and comfortable. And I didn't bang my elbows on the door!!

On arriving home, a further inspection showed that there was lots of room in the back seats, and they too were very comfortable. However, that extra room comes at the cost of a slightly smaller boot area – putting a decent-sized fridge in there would go close to filling it. There is lots of storage space, and lots of shelves and grab handles. There are USB ports and 12V power points in all the right places. With the back seats folded down, there is plenty of room in the back, even for a tall person to sleep. As a tall person when getting out of the vehicle, I particularly liked the way the steering wheel moved up out of the way and the seat lowered itself.

A couple of days after picking it up, we took it up to our place in the bush, where we were joined by half a dozen like-minded friends. We have a couple of medium 4WD tracks which we were able to use to test out the off-road capabilities.



Driving over the Blue Mountains was a breeze - very comfortable on the road at highway speed. The only criticism I had was the Cruise Control – or rather the settings. It was not at all intuitive. Maybe this had something to do with the optional Adaptive Cruise Control that is part of the Driver Assistance Pack. However, once it was set, it was far superior to the RRS – it holds



the set speed going down hills, which is brilliant. The engine and gearbox match beautifully, with effortless gear changes and very quick response to the accelerator. We averaged 10 litres per 100 kms.

After a number of drives on the 4WD tracks, everyone was very impressed, even the sceptics. As every report written about this new Defender says, it is amazing off-road. Completely effortless and beautifully comfortable (no banging elbows!). I set my camera up for Sports shooting (every 10 seconds), at the spot where everyone lifts a wheel – boring! Nothing happened. It just automatically locked the required diffs, selected the correct gear and drove straight up with no trouble! OK, the purists might like to feel they have control by selecting the gear and locking the diff. but geez, this, plus the insulation from outside noise, is so much less tiring at the end of the day. During the morning's low-range work, we averaged 14 litres per 100 kilometres.

After lunch, we had a good look at the vehicle. Needless to say, at first there isn't much to see under the bonnet – just a lot of plastic covers, although certainly a lot more than under the bonnet of the RRS. The cover comes off (and goes back on!) easily enough to reveal a very full engine bay. We pulled the piece of shelving out from under the floor at the rear to give access to the battery area, and crawled underneath to look at the construction. There is only an 89-litre fuel tank, and we couldn't see any way that a second tank could be fitted. There are two 24-volt batteries and a converter with lots of very heavy-duty cables over the rear axle. There is normally a compressor for blowing up the tyres and also a tyre repair kit that is applied by the compressor should you have a second flat tyre, but this wasn't in evidence (can't trust those journos!).



Everyone was very impressed, even the sceptics and rusted-on traditionalists. But would they buy one?! We all agreed that we would have bought one 40 years ago, when we were more adventurous, but possibly not for outback work. And that's assuming we could afford one when we were 40 years younger! But that is definitely the market that JLR are aiming for, and it's a winner. It would be unbeatable in the Victorian High Country, on the Birdsville Track and the Savannah Way, particularly towing a camper trailer (although you might prefer the diesel), whilst also being much easier to drive around town than any of

its competitors. Possibly not so suitable for the places we like to go to though, such as the Great Victoria and Gibson Deserts, where we need fuel and supplies for up to 10 days. We also thought that maybe if they'd called it something else other than "Defender" from the beginning, there would have not been the initial reluctance from us old codgers to admit that it was a great vehicle!

Unfortunately, we didn't have a chance to give it a test on dusty roads due to the rain, but the doors all closed very solidly and it would appear that very little dust would enter the vehicle. What a plus!

At the end of the week, I was reluctant to return it. The only question remaining was, would a "rusted-on traditionalist" in an old Defender give a new Defender owner a "Defender salute" on the road?!

Patrick Sutcliffe

(Patrick is a LROCV Life Member)



A guide for shed mechanics.

Drill press: A tall upright machine useful for suddenly snatching flat metal pieces out of your hands so that it smacks you in the chest and flings it across the shed, smashing into the side of your car.

Wire wheel: Cleans rust off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingertips.

Electric hand drill: Normally used for spinning pop-rivets in their holes until you die from old age, or for perforating something behind and beyond the original intended target object.

Pliers: Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

Vice-grips: Generally used after pliers to completely round off bolt heads.

Hacksaw: One of a family of cutting tools built for frustration enhancement.

Oxy-acetylene torch: Used mostly/entirely for setting various flammable objects in your shed on fire.

Lead light: The home mechanics own tanning booth, it is a good source of vitamin d, 'the sunshine vitamin', which is not otherwise found under cars at night. Health benefits aside, its main purpose is to consume 100-watt light globes at about the same rate as machine gun bullets. More often dark than light, its name is somewhat misleading.

Phillips screwdriver: Normally used to stab the vacuum seals under lids, open old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Philips screw heads.

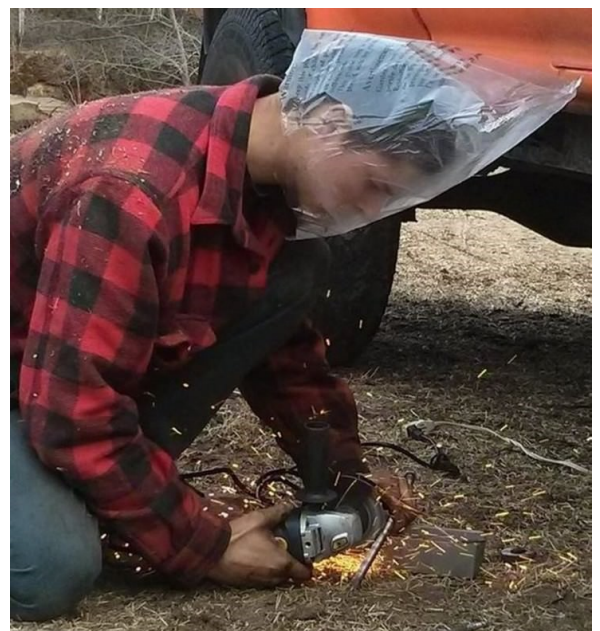
Straight screwdriver: A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws.

Pry bar: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50-cent part.

Hose cutter: A tool used to make hoses too short.

Hammer: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent to the object we are trying to hit.

Mechanic's knife: Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund cheques, and rubber or plastic parts. Especially good for slicing work clothes, but only while in use. It is also useful for removing large chunks of human flesh from the hands.



Vespula germanica

The European wasp, *Vespula germanica*, is an established pest in Australia. This non-native wasp was first found in Australia in 1959 in Tasmania. By 1978 they were also known in Victoria, South Australia, New South Wales and Western Australia.

Identification

European wasps are a stout wasp with a bright yellow and black banded abdomen, and a pair of black spots on each yellow band. They have two pairs of clear wings with the first pair larger. They have two pairs of clear wings with the first pair larger. They have black antennae and fly with their legs held close to the body.

Habitat

European wasps are found in large communal nests, normally only visible as a small entrance hole. The nests are made from chewed wood fibre and are normally built either underground or in cavities in walls, ceilings, logs or trees.

Feeding and diet

Workers of the European wasp leave the nest in search of food, and are attracted to meats, sweet food and drink.

Life cycle

European wasp colonies are started in spring by a single fertilised queen, which lays an egg in a number of cells in the nest. These hatch into grub-like larvae and are tended by the queen for a number of weeks. They become the first batch of workers that take over nest construction and rearing of the larvae while the queen concentrates on laying eggs.

Towards the end of summer, several larger cells are constructed, in which a new generation of queens develop. Males also develop, and mate with the queens outside the nest before they die.

In late autumn the original queen dies, and the new queens disperse to find suitable over-wintering sites before forming a new nest in spring. In Europe the old nest then disintegrates and the dispersed queens hibernate in sheltered spots beneath loose tree bark or in roofs. A hibernating queen holds on to the substrate with her jaws, and tucks her legs, wings and antennae beneath her, remaining immobile for up to six months.

It is significant that in the warmer climate of Australia, one of the new queens may stay in the nest and begin laying eggs, without the usual over-wintering period being observed. Over several seasons, this can result in giant and potentially dangerous nests of over 100,000 wasps.

Danger to humans

European wasps are more aggressive than bees and will attack when their nests are disturbed.

Unlike bees, wasps can sting more than once, and do not die after stinging. They also release a pheromone when threatened that quickly attracts more wasps. So if you bother a nest, you may have to contend with the whole hive.

The Victorian health department is warning that European wasp numbers are "increasing in Australia" due to our climate and advises you to expect the following from a wasp sting:

*Sharp pain or burning at the sting site

*A raised welt around the perimeter of the sting

*A tiny white mark in the middle of the welt where the stinger punctured the skin.

The sting causes a burning pain and swelling. In most cases, the pain should drop from an 11 out of 10 to a 9 out of 10 within five minutes or so, and then continue to improve over the next few hours. If stings are multiple, a more severe systemic reaction may occur.

If you're unlucky enough to be tackling a European wasp sting, the first thing to do after screaming out in pain is to return to your usual cool, calm self and head straight to the freezer for an ice pack. A cold pack may be used to relieve the pain of the sting. You can expect a few days of pain, so the quicker you can start the pain and inflammation relief program, the better. Next up, treat the sting like any other wound and clean it with warm, soapy water, and then start to monitor your reaction in case it becomes extreme and you need medical attention.

Seven deaths over a twenty-year period attributed to wasp stings have been recorded in Australia, mainly amongst known allergy sufferers who were not carrying their preventative medicine with them.

If there is evidence of a more severe reaction or the sting victim is known to be allergic to wasp and bee venom, medical attention should be sought immediately.

Preventing European Wasp Activity

Prevention can include simple things such as: Avoiding leaving food around such as pet food which will attract wasps and encourage to nest nearby. Pick up any fallen fruit.

Do not leave open soft drink or beer cans unattended, wasps may fly in and sting you as you drink from the can.



The Editors forearm after a recent Vespula germanica sting