

# LAND ROVER OWNERS' CLUB

OF GIPPSLAND  
APRIL 2022 NEWSLETTER



**GIPPSLAND LAND ROVER**

5535 PRINCES HIGHWAY, TRARALGON (03) 51721100

**GIPPSLAND'S HOME OF LAND ROVER**

*Proud sponsors of the Land Rover Owners Club of Gippsland*





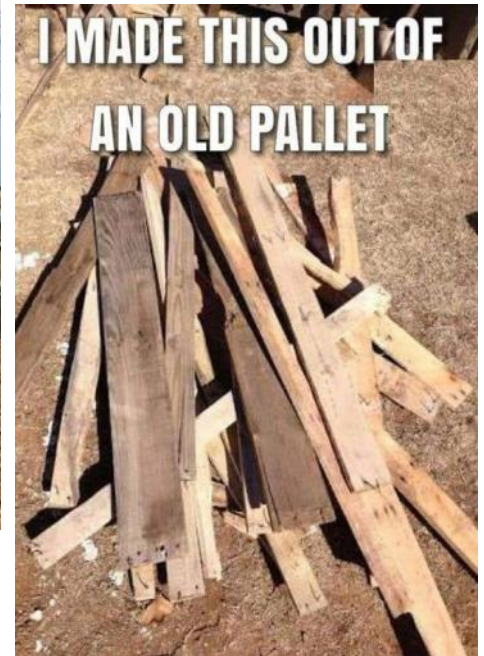
# LAND ROVER OWNERS' CLUB OF GIPPSLAND

P.O. Box 554 Traralgon 3844 Telephone 03 51721100 Club website [lrocg.jimdo.com](http://lrocg.jimdo.com)



## Outback Anzac Day ceremonies, Boulia, Queensland, 1954.

Group of returned servicemen and men of the Boulia area celebrating Anzac Day. Picture found by Anthony Maeder. View this image at the State Library of Queensland: [hdl.handle.net/10462/deriv/28675](http://hdl.handle.net/10462/deriv/28675)



An Irishman, a Mexican and a Blonde Guy were doing construction work on scaffolding on the 20th floor of a building. They were eating lunch and the Irishman said, 'Corned beef and cabbage! If I get corned beef and cabbage one more time for lunch, I'm going to jump off this building.' The Mexican opened his lunch box and exclaimed, 'Burritos again! If I get burritos one more time I'm going to jump off, too.' The blonde opened his lunch and said, 'Bologna again! If I get a bologna sandwich one more time, I'm jumping too.' The next day, the Irishman opened his lunch box, saw corned beef and cabbage, and jumped to his death. The Mexican opened his lunch, saw a burrito, and jumped, too. The blonde guy opened his lunch, saw the bologna and jumped to his death as well. At the funeral, the Irishman's wife was weeping. She said, 'If I'd known how really tired he was of corned beef and cabbage, I never would have given it to him again!' The Mexican's wife also wept and said, 'I could have given him tacos or enchiladas! I didn't realize he hated burritos so much.' Everyone turned and stared at the blonde's wife. The blonde's wife said, 'Don't look at me. He made his own lunch.'

## This month's cover; A Greg Rose photo of a LROCG trip

Right after take-off, a pilot comes on the microphone to welcome his passengers. "Thank you for flying with us. The weather is ..." Then he suddenly starts screaming while still on the mike, "Oh my gosh, it's burning! It's burning! Then there was silence. A few seconds later, the pilot comes back on and says, "I'm terribly sorry about that. I spilled some hot coffee on my lap ... You should see my pants!" A voice from the back of the plane yells, "Why don't you come here and see ours?"

A man walked into a hardware store and picked up a can of fly spray. Is this good for wasps?" he asks the assistant. To which she replies, "No, it kills them."

It was a baby mosquito's first day to fly out from home. When the mosquito came back home later that day, the father mosquito asked, "How was your journey?" The baby mosquito replied, "It went great, everyone was clapping for me!"

### Land Rover Owners Club of Gippsland 2021-- 2022 Committee

President	Alan Harlow	0419 530 117
Vice President	Helen MacRae	
Minute Secretary	Tonee Harlow	
Treasurer	John Kerr	
Publicity Officer	Charlie Calafiore	03 5172 1100
Secretary	Charlie Calafiore	03 5172 1100
Events CoOrdinator	David Murray	AH)0438 369 110
Editor	Eric Shingles	03 56232 501
Property Officer	Ross Howell	
4WD Vic Delegate	Neville Trimnell	
Webmaster	Alan Harlow	0419 530 117
Life Member's	Ray Massaro, Greg & Lois Rose.	

# Death of Land Rover Legend

TONY Gilroy, the man who saved Land Rover in the 1980s and turned the company into the jewel in the crown of the UK's manufacturing sector by the early 1990s, has died peacefully at his Worcestershire home. He was 85.

A native of Cork, he had a reputation for toughness.

In the boardroom he demonstrated a detailed knowledge of every aspect of the business, forensically identifying key issues and actions to resolve them.

Outside the boardroom he never sought the limelight. He also shunned the perks, such as a personal chauffeur, believing it was an unnecessary company cost.

He was never as widely known as his contemporaries, Michael Edwardes, Harold Musgrove, Graham Day, and George Simpson.

But many who worked with him at a senior level, or for him on the shop floor, saw him as an unsung hero of the British motor industry.

His career started at Ford before taking on one of the toughest jobs in car industry - manufacturing director of the British Leyland Longbridge factory.

He managed to convince the workforce to accept the British Leyland rationalisation plan, and was instrumental in the dismissal of the Longbridge trade union convener, Derek "Red Robbo" Robinson, who opposed it. Robinson was reported to have led 523 walk-outs in the 30 months before he was sacked in 1979.

Gilroy played a key part in the introduction of the Mini Metro in 1980 and was promoted to managing director of Freight Rover, the van manufacturer. Given six months to turn the company around - or close it - he saved the business.

In 1983 he was appointed to the top job at Land Rover, and within months had identified its deficiencies and had developed a plan to make it successful.

At the time 75 per cent of the company's business was from sales of Land Rovers in Africa, the Middle East and Far East. But the collapse of the African economies, and the decline in oil revenues, meant that these markets could no longer afford to buy Land Rovers.

He recognised that Land Rover had to be more successful in mainland Europe and Australia. More importantly, Land Rover would have to sell vehicles in the world's two largest car markets, North America and Japan where Land Rovers were not sold at the time.

To succeed in North America the Range Rover had to become a luxury vehicle with bigger engines, luxury leather interiors, and a host of other refinements.

Looking to the future, Gilroy identified changes in the world's four-wheel-drive markets.

New vehicles being developed by Japanese manufacturers such as Toyota, Nissan and Mitsubishi were in a growing new four-wheel-drive market segment between the agricultural Land Rovers and the luxury Range Rovers.

So Gilroy set up a special team that developed the Land Rover Discovery in a record time of 36 months - when most new vehicles took five years to plan and bring to market.

He cleverly divided the development programme into elements that fell below his financial sign-off authority to avoid interference from British Leyland headquarters.

By using the existing Range Rover suspension and chassis - as well as raiding the parts bin from Austin Rover vehicles -

he was able to develop the Discovery at a fraction of the cost that other manufacturers were incurring for their brand new cars.

The investment in improved Range Rovers, and the Discovery, was made possible by Gilroy's plans to significantly reduce the company's manufacturing cost base.

He saved millions of pounds by closing more than a dozen satellite component-making plants and moving 3,500 people and their 22,000 manufacturing operations on to the main Solihull factory.

With Prime Minister Margaret Thatcher's government anxious to sell off British Leyland, Land Rover was offered to General Motors who offered Gilroy a free hand with the company. But he had other plans, rejected the offer, and supported a successful "Keep Land Rover British" campaign.

What Gilroy wanted was to acquire the company through a management buy-out. He very nearly succeeded but Thatcher stepped in personally to prevent the Rover Group being sold off piece-meal.

The management changes brought in by Graham Day - merging the Austin Rover Group board and the Land Rover Group board into one Rover Group board - left Gilroy in an impossible position.

He left the company at the end of 1988, ironically before the public launch of his creation, the Discovery, in the autumn of 1989.

Gilroy later headed up Perkins Engines, part of the North American-based Varity Group. When the company was merged to become LucasVarity Gilroy rose to chief operating officer worldwide working both in the United States and Europe.

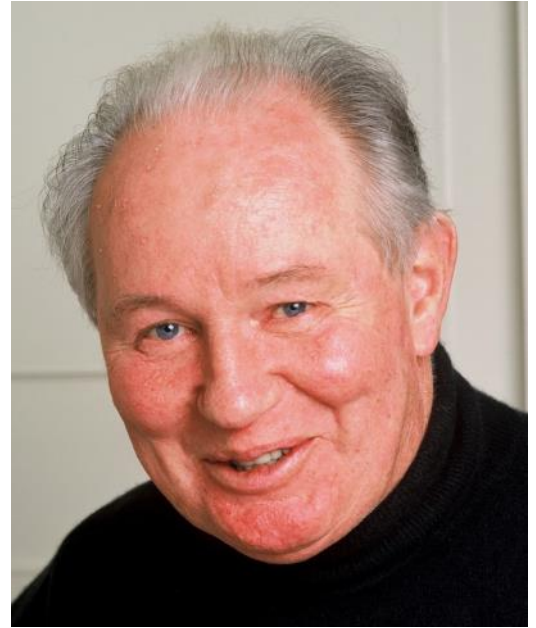
When he retired he was able to spend his leisure time playing golf. He had been a member of Redditch Golf Club since 1974 and also took up shooting.

Tony Gilroy leaves a widow, Sandra, son Declan, daughters Claire and Fiona, and seven grandchildren. He was pre-deceased by son Aidan.

His legacy in the UK was that he had saved Land Rover, developed one of the most commercially successful vehicles in British motoring history, and had laid the solid platform from which Land Rover became a successful worldwide brand.

As a former Land Rover employee commented: "If you had done your homework, you were OK. If not, you were dead." It was true that Tony didn't suffer fools gladly, but he enjoyed enormous respect from the people who worked for him.

Many will remember Tony as a man who had a fierce exterior - but behind it there was a heart of Irish gold.



## Exclusive: next Land Rover Discovery will be mid-engined sports car

As every sports car maker guns for SUVs, Land Rover fights back with a Cayman killer.

Today, British 4x4 specialist Land Rover has announced the next Land Rover Discovery will be a lightweight sports car. Tired of all the traditional sports car makers – Ferrari, Lamborghini, Alpine, Aston Martin and now even Lotus – muscling onto its patch with big lifestyle SUVs, Land Rover has decided to beat them all at their own game.

“We reckon there’s a real gap in the market for Land Rover to deliver a purists’ driving machine,” a Land Rover spokesman told TopGear.com. “As all of the sports car brands scramble to copy our Range Rover Sport, we’ve calculated sales of a halo sports car could top almost eight units per year, making it twice as popular as the Evoque Cabriolet.”

So why the change of direction for the deluxe Disco-4x4?

“Turns out no-one really wanted a massive, wonky-arsed, school run tank. But we realised if we just flipped the platform around, we had the perfect basis for a mid-engined, 4WD sports car. With a wonky face.”

Land Rover HQ has secured government permission to concrete over its local Cotswold off-road trails to build a private test track for shaking down its new 911-chaser. “We looked into hiring Silverstone, but it was block-booked by Aston Martin desperately trying to make a DBX out-lap a Valkyrie,” claimed a source.

Company insiders also say they’ve been paying close atten-



tion to social media accounts upset about the new Lotus Eletre and Ferrari Purosangue while deciding the Discovery’s spec list. “It’ll have a manual gearbox, a hard-crank start, a manual choke and weigh less than one of Gordon Murray’s teabags,” promised powertrain chief Ian Fottainment-Meltdown.

“We’ve also recoded our usual Terrain Response software so that instead of setting the car up for whatever surface it’s on, the new Discovery will wildly oversteer even in a straight line. People who are definitely going to buy this model with real money are fed up with all these safe, user-friendly, reliable modern sports cars.”

The new Discovery aims to launch on 1st April next year, in time to battle Singer’s reimagined Cayenne. “It’s been a real challenge for us,” admitted Land Rover. “It’s taken us since Christmas just to get the rear numberplate in the right place.”  
Published on topgear.com on 1 Apr 2022.

## Queen, 96, is driven to visit her horses at Sandringham

The Queen visited her horses at the Sandringham Estate for the second day in a row this morning, taking full advantage of her birthday break in Norfolk.

Photographs captured the monarch, 96, wearing a headscarf in a white, green and blue floral pattern as she travelled in the front seat of a Range Rover leaving Wood Farm.

She wore bright pink lipstick for her outing, with a pair of sunglasses perched on her nose.

The Queen was accompanied by racing manager John Warren for the visit to her horses, who are at a stables near to the farmhouse she is staying in until early next week.

Her Majesty spent her recent birthday at Wood Farm, the late Duke of Edinburgh’s favoured cottage on the Sandringham Estate, after opting for a quiet celebration.

She marked the occasion on April 21 with gun salutes by The King’s Troop, Royal Horse Artillery and the Honourable Artillery Company.



# Land Rover Defender Convertible Now Available For Ordering

It's limited to five units for now, but not from Land Rover. The idea of a soft-top, convertible Land Rover Defender has been around since the new version was introduced in 2019. As a full-fledged off-roader, an open-air escapade to roads less travelled will always be an alluring experience, hence the availability of such an option on the Defender's American counterparts, the Jeep Wrangler and Ford Bronco. If you're one for an open-top Defender, worry not. You may now order one, albeit, not from Land Rover itself. Heritage Customs, a Dutch coachbuilder, has opened the ordering books for its Land Rover Defender convertible based on the three-door Defender 90. Teased in December 2021, the Land Rover Defender Convertible is called the Valiance by the aftermarket company. Only five units will be made initially, with a choice between three themes and colour combinations: Côte d'Azur, Solihull Sand, and Kokkini Paralia. The Solihull Sand Valiance Convertible that you see here is inspired by the English countryside. The body is light green with grey bumpers, while the soft top is sand beige in colour. It also comes with a set of 20-inch white "Space Cowboy" wheels. The cabin has copper accents, with an option to get classic seats and steering wheel to evoke a nostalgic appeal

on the SUV. As attractive as it looks, the Valiance Defender Convertible doesn't come cheap. The conversion itself (sans the donor Defender 90) costs €84,700 or around \$91,754 at the current exchange rates. Factoring in the price of a Defender 90, the price could reach €138,500 or around \$150,000. Then again, your consolation is that the modifications appear to not affect the front end of the vehicle, so you could proba-



bly opt for the 518-horsepower Defender V8 and have its roof chopped off. Now, that's cool. Production of the five Valiance Defender Convertible units is set to begin later this year.

## Can you imagine driving 750,000 miles in a Land Rover Defender?

TopGear's TV's script editor considers the ramifications of driving a Defender a very, very long way. On occasion, this column has been known to gently poke fun at statistically dubious 'studies' pumped out by publicity hungry press offices. But here's a genuine doozy of a revelation, courtesy of motor leasing firm LeaseLoco: on Britain's roads today, there are no fewer than 16 Land Rover Defenders with over 750,000 miles on the clock. Yes, in between providing quality motor leasing deals to customers in every corner of the UK, LeaseLoco found time to press-gang the DVSA into revealing all the cars in Britain with more than three-quarters of a million miles on the clock. I'd have assumed the high-milers would be private-hire taxis – Volvo S60s, Merc E-Classes and the like – but no. Turns out the most common 750k-er in Britain is the Vauxhall Astra, with 35 still patrolling our roads, while the Corsa, VW Golf, Ford Focus and Fiesta are all in double figures too. Maybe not so surprising – after all, they're all among the commonest cars – but the 750k club also includes no fewer than 33 Rover 75s. That's a rare car nowadays. In fact, I've crunched the numbers, and that means one in every 400 Rover 75s in Britain has clocked over 750k. Either a) Rover 75s are spectacularly reliable or b) the Rover 75 owners' club is choosing some really exotic locations for its monthly meetings. ("Hope you all enjoyed Minsk, lads. See you in January in Bogota!") But it's those 16 Defenders I can't get over. Three-quarters of a million miles! In a Defender! I mean, look, I adore the old Defender like I adore my grandma. But they're not what you'd call 'cossetting': 7.5 miles in a Defender is an enervating workout for your musculoskeletal system; 750,000 miles is proper banned-under-the-Geneva-Convention stuff. If you assume an average of 30 miles an hour that means 25,000 hours behind the wheel. Or more than 1,000 days. Or nearly

three entire years. And if that doesn't sound too terrible, imagine climbing onboard an old Defender on 1 January 2022 and being told to start driving, and not get out until December 2024. You'd want a decent supply of Savlon at the very least. Three-quarters of a million miles! In a Defender! That's 30 laps of the equator. That's 6,410 laps of the M25. That's the distance from Earth to the Moon and back... and to the Moon again ("Hi honey, I'm home! Did you miss me? What's that? Did I remember to pick up the Moon dust? Ah. I'll... see you in a couple of years!") Or, to put it another way: the winner of last year's Le Mans, Toyota's GR010, racked up 3,140 miles in 24 hours. Each of those Defenders has gone at least 238 times as far. Not quite so quickly, but arguably in a roughly similar level of comfort for its occupants. Those 16 brave, bruised, chafed Defender veterans, TopGear.com salutes you. No need to salute back. Your poor joints have suffered enough already.



Blakie picking up another car

# Happy Birthday Land Rover

This 30th of April, marks 74 years since the Land Rover was announced to the public at the Amsterdam Motor Show



# Happy Birthday Land Rover



A Land Rover Birthday party was had

## LRPV at Pickles Auctions

As part of the ongoing sale of ex Defence Force Land Rover Perenties, the April sale held at Thurgoona contained this 1989, Land Rover, 110, 6x6, Long Range Patrol Vehicle (LRPV). Army rego number 50879. This LRPV was showing 5,687 Kms. It didn't come with any log books, so no service history. Notes for the sale said; May be incomplete and non-operational. As is, where is with faults, if any. No warranty or guarantee.

Like all 6x6 Perenties, it has the 3.9lt Isuzu 4BD1T turbo-charged diesel engine, mated to the LT95 4 speed gear-box.

The LRPV is used to carry out medium and long range reconnaissance over continental Australia by the Special Air Services Regiment (SASR). With a crew of three, plus stores and equipment the vehicle weighs 4840 kg's. It has an on road range of over 1600km and has a maximum speed of 95kmph. This vehicle has an integrated cab and body structure with stowing facilities for equipment and rations as well as a low profile over the crew area. The cab has two seats, no doors and a removable windscreen. Mountings are provided for two machine guns (MAG 58 and MINIMI) and a 250cc motorcycle which can be carried across the rear of the body.

The Army had 27 of these vehicles, most of which were located in W.A..

Most of them had a hard life in service, many spending time in Afghanistan.

This is the first one that has been offered at the auctions. It attracted a lot of interest, finally selling for \$155,500, plus cost. And NO, the editor didn't buy it ! He would of liked it !





# Some In-Service Pictures of Long Range Patrol Vehicles



# Some Pictures From Early LROCG Trips

By Greg Rose



# Land Rover Owners' Club of Gippsland April Special General Meeting.

Minutes of meeting held on Monday 4th April 2022.

Meeting held at Gippsland Land Rover, Traralgon.

Meeting started at 8:00 pm

Welcome & thanks by Alan Harlow.

Alan welcomed everyone.

**Attending;** Ian Blake, Charlie Calafiore, Alan Harlow, Tonee Harlow, Terry Heskey, Ross Howell, Sue Howell, John Jennings, Brian Johnson, John Kerr, Heather Kerr, Alan MacRae, Helen MacRae, Bob McKee, Annette Fleming, Jan Parniak, Colette Parniak, Greg Rose, Lois Rose.

**Apologies;** Ted Allchin, Shirley Allchin, Rod Catchpole, Loris Catchpole, David Murray, Harley Murray, Krystal Murray, Eric Shingles, Mal Trull, Neville Trimnell, Liz Trimnell.

**Visitors;** Will Johnston

## Confirmation of March Meeting Minutes:

Motion, That the March club minutes be accepted as true and correct:

Moved by Bob McKee, Seconded by Greg Rose. Passed  
Business arising from the minutes of the previous meeting.  
Re press release. 3 have been printed in community corner in Express

Re Covid rules for meeting. As meeting is after hours only LROCG rules need apply Current Rule to remain in place.

Correspondence:

Out:

All emails received from FWDV have been sent onto members.

Thankyou from LROCG to PV re the McMichaels Hut planning and execution.

In:

Various emails from FWDV all sent on to members.

Thank you's from Sarah Noonan Ranger Team Leader, Foothills and Southern Alps regarding recent volunteer day at McMichaels Hut

Inner Wheel Club of Latrobe, a letter of thanks for sponsorship.

## Treasurer's Report: March; John Kerr

Questions of Treasure, Nil

Motion, That the Treasurer's report be received and approved,

Moved by John Kerr, Seconded by Alan MacRae, Passed.

## Publicity Officer's Report: Charlie Calafiore.

Club brochures being given to those getting their Land Rover serviced.

Orders for new vehicles are still being taken, but wait times are up to 12 months.

Cars are still being delivered but leave the dealership quickly.

No new cars for demonstrations or demos for sale.

Cars being delivered with reduced electronics to increase supply.

Don't see change in the next 2 years.

## Editor's Report: Eric Shingles.

Hope you liked the Newsletter always looking for more stuff.

Thanks to those contributing.

## Webmaster's Report: Alan Harlow.

The web site is up to date.

	Visitors	Pages
Jan	9	56
Feb	11	38
March	24	92

## FWDV Delegate's Report: Neville Trimnell

No meetings to report on.

## FWDVP Regional Representatives; Greg Rose

\* Variety South Australia 4x4 Adventure. As Four Wheel Drive Victoria Regional Representative, Southern Alpine National Park, Greg Rose was invited to Dargo for the Variety Club of South Australia 4x4 Adventure. See General Business for the report.

\* VGO. Survey work is still being undertaken for the Victorian Great Outdoors funding which will hopefully bring much needed improvements to sites and tracks in the Southern Alps.

## Property officer Report; Ross Howell

No change.

Greg has Land Rover scans meter which can be borrowed.

## Past Events.

\* Coffee meeting for March. Jan Parniak.

At the Swift café at the Art Gallery in Morwell, Small group of 6 members. Due to a poor experience will not return in the near future.

\* March 16th. Greg Ross

Volunteer day with Parks Victoria, Wednesday the 16th of March. Attended by Greg Rose (Trip Leader for LROCG), Lois Rose, Ian Blake, Bob McKee, Mal Trull, Alan MacRae, Wayne Foon (PV Leader) and Ellen (PV ranger). Thanks from Greg for all who attended. Clean up in and around McMichaels Hut, damaged or removed bollards replaced, illegal off road driving wheel tracks investigated. Rubbish pick up at Kelly Hut. Explanation by Wayne Foon of the repair and restoration work being undertaken by PV and the Victorian High Country Huts Association at Kelly Hut. Full report in the newsletter.

## Events Coordinator's Report: David Murray.

Future Events.

\* April Coffee Get Together, Due to Easter, the coffee meeting will not be held in April.

\* April Camp Hosting Wyperfeld, Alan Harlow. Alan, Tonee, Jan & Colette will host at the Wonga camp ground over Easter.

\* Roof of Victoria; Craig Murray 0438 109 063, Friday April 15 till Monday April 18.

Once again, I'm heading up around the Omeo / Benambra region. Some of the places I'm hoping to visit include Kennedy's Hut, Limestone creek and then head down to Nunniong Plains.

Trip Difficulty: Medium

Approximate Trip Distance: Approx 400km

Maximum Vehicles: eight

Accommodation: Moving bush camping

\* Jindabyne Melbourne Cup trip. 27/10/22-3/11/22, 7 nights. Morwell to Jindabyne is 490km which is 5.75hrs driving time

in car. Morwell to Cann River is 294km and 2.5hrs driving time in car. Cann River to Jindabyne is 194km and 2.25hrs driving time in car.

Jindabyne Holiday Park 0264562249

jindabyne@nrmaparksandresorts.com.au

Caravan park booked 7 van powered sites, 1-7, and one camp site, 63.

\$316 for powered van and \$169 for tent no power.

Individuals to confirm site and deposit Booking #56007

Possible trips

Wild Brumby Schapps Distillery for tastings and coffee.

Mt Kosciuszko (Daily fee per vehicle \$17 Concession available on line and at information Centre in Jindabyne)

Murray Gorge.

Thredbo village.

Charlottes Pass: Chalet with coffee shop.

Confirmed attending;

Alan & Tonee Harlow

Jan & Colette Parniak

Alan & Helen MacRae

John & Heather Kerr

Ross & Sue Howell

Wash

Ian Blake

Neville & Liz Trimnell

Note; others still wishing to come are most welcome. You need only call the caravan park and make a booking. Remember to tell them your part of LROCG and would like to be close to the rest of the group if possible.

\* November, Howitt Hut. Greg Rose. Date to be confirmed but will be a 2 or 3 day event based out of Surveyor Creek camp.

#### Technical Matters:

Jan's low oil issue was discussed, and Alan MacRae offered to show Discovery 4 owners how to read the oil level.

#### General Business.

\* Avenza Map App.

The free Avenza map app gives access to thousands of maps that can be used off line once loaded onto a phone, tablet,

etc. The app is used by government agencies like Parks Victoria. There are hundreds of maps that cover areas we travel in. Some are free and others can be purchased in the app.

Greg will write an article for Eric which will give details on the app and how to use it.

\* Variety South Australia 4x4 Adventure.

The event, over several days, is currently under way in the High Country. Greg, as FWDV Regional Representative for the area, Mike Dower, Parks Victoria Area Chief Ranger, Foothills and Southern Alps and Wayne Hevey, CEO of Four Wheel Drive Victoria, were invited guests and guest speakers to an audience of approximately one hundred participants and support crews. Unfortunately that the weekend weather in Dargo severely impacted the planned trip routes and necessitated a change of base camp from Talbotville to Two Mile Flat, just north of Dargo. Full report from Greg will be in the newsletter.

\* The Autumn 2022 Trackwatch should arrive soon or have already arrived in your letter box. An article about our recent volunteer work at the Kelly Lane huts should be in the winter Trackwatch.

\* An updated version of the book, Discover Four Wheel Driving, produced by Four Wheel Drive Victoria, is available to all members and copies will be at the next couple of meetings and available from the dealership. The book was partly Victorian Government funded and is primarily intended for people new to recreational four wheel driving. Greg Rose was one of the contributing authors and photographers.

\* The Italian club is now open 7 days, but only serving pizza and pasta so the next dinner meeting will be at the Traralgon Bowls Club at 6pm.

Meeting closed at 9.12 pm.

Next Meeting:

Monday 2nd May at Gippsland Land Rover, Traralgon, at 8pm

Pre meeting meal from 6pm at Traralgon Bowls Club.

Meeting and pre-meeting dinner numbers are dependent on Covid 19 restrictions.

## Avenza Maps App and Some Map Thoughts

By Greg Rose.

The Avenza Map app is a mapping and navigation tool available free for both Android and IOS devices, so it will work on just about anything. To get the most out of the app the device you use should have GPS capability, most current devices, tablets, phones, etc., will have that capability. Avenza has been around for a number of years and is a very stable app used by some government agencies, hunters, four-wheel drive travellers, bush walkers, etc. There are two, more advanced, paid levels of Avenza aimed at professional users. There is an updated version of Avenza due shortly. The pre release material suggests further improvements to the app. The Avenza website is a good source of information on the app and how to use it.

Once you have downloaded the app you can access the map store. There are over one million

map titles available. Searching for maps can be done by geographical location, key word search or by utilising the world map and zooming in to find maps in a specific area. Many maps are free and some have a cost. Maps are purchased through the app and downloaded into the app and stored in "My Maps".



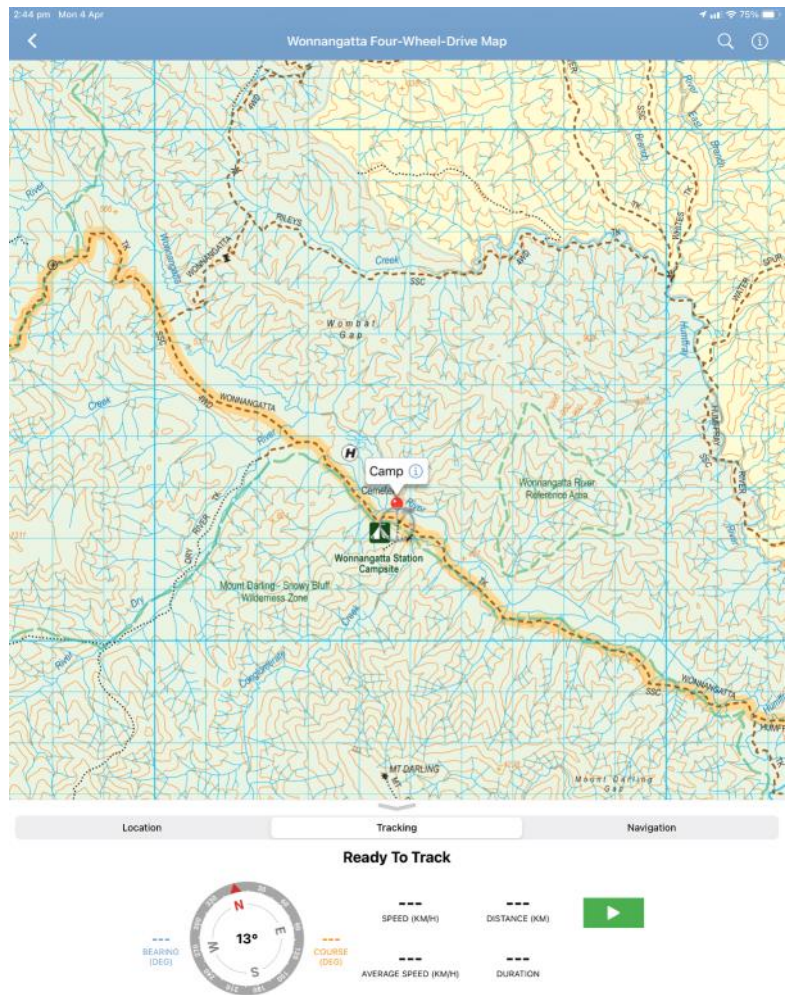
Using the basic features is quite simple. With a map of the area you are in open, you can locate your position without network connectivity. Your device will use the georeferenced maps and display your position as a blue dot. As you move, the dot moves, always giving your location. At the bottom of the map page coordinates for your location will be displayed using the format you choose. I use UTM as my base as it is simpler than the various forms of latitude and longitude notation.

Moving on from the basic features you will discover that Avenza is a powerful navigation and planning tool. The app has the ability to navigate to a destination by creating routes, mark places of interest with a drop pin, record and save GPS tracks, view details of a GPS track and measure distance between points on the map. In GPS tracking, a panel at the bottom of the map page will display a compass showing bearing and course in degrees, speed, average speed, distance and track duration in time. You can attach photos taken on an iPhone or similar, to map points.

It is important to note that the maps are not Avenza maps, unlike an app like Hema 4WD Maps that uses Hema's own cartography and raw data collection. However, Hema maps can be purchased and downloaded onto Avenza, along with maps from other publishers. Most of Geoscience Australia's 1:250000 National Topographic series are available free on Avenza. Some of the data on these dates back to the early 2000s but they are still extremely useful navigation and planning maps. Getlost individual maps and map bundles are well worth considering.

I don't claim to be an expert in mapping, rather a bit of a map and navigation devices geek. Depending on where I travel or what stage of planning a trip I am in, I will use one or many tools. Some of these are Gaia GPS, Hema 4WD Maps (not Hema 4x4 Explorer), Avenza, Google Earth and even good old Google Maps. The big advantage of Avenza is the huge world-wide, catalogue of maps, from various sources, that become available once you download the app. I find the best way to use Avenza is to plan out a rough trip route then use the map search feature to find all the maps that are applicable to the areas of travel. I can then pick the ones that best suit my needs and download them so they are available when they are needed. If you are really organised, write the downloaded map names at the area covered on a paper map of a whole state or all of Australia if you are doing a major trip. This makes selecting the correct maps in "My Maps" easy. By default, "My Maps" stores the titles in alphabetical order. By using the set of display options, you can opt to have the maps in order of distance from your current location. That, I find, is a much more convenient way of sorting the maps. It is worth setting up a map account. A simple process that allows you to keep a record of your downloads and share them over several devices.

Electronic devices can fail. The Global Positioning System is dependent on getting a signal from satellites. I recommend having good paper maps or map books of the areas you travel in and the ability to find your position and navigate



using those maps and a good quality compass. Take note of your surroundings, track names and features so that you can locate your position and back track if you need to in an emergency. Paper maps are also great when you meet another traveller and have one of those "map on the bonnet" discussions about great places they have been or secret places you found.

And now a cautionary tale about having accurate maps. Many years ago, we were travelling from Finke (Aputula) to Alice Springs on the Old Ghan Line Track. We were in our first Defender. It was a bit more of an adventure in those days with the track very sandy and narrow in places. Ahead of us we saw a motorcycle struggling along. The rider lost balance and fell heavily onto the sand. We discovered that he was a Japanese tourist who had bought an NRMA map of Australia and hired a Yamaha Tenere motorcycle in Sydney, strapped his suitcase onto the bike and headed off to explore the outback. The single sheet map covering all of Australia showed a "road" from Finke to Alice Springs with several "towns" on the way. The unfortunate chap had never ridden in sand, was quite dehydrated and very frightened. I picked up the heavy bike and rode it a few hundred metres to a shady spot. The rider, Yoshi, was even more distraught when we told him that the "towns" were in fact deserted railway stations or sidings. We supplied him with a water bottle, gave him a cup of tea and some fruit and when he was rested, I gave a quick lesson in sand riding. There was no point him going back so we followed him to Maryvale (Titjikala), where he could get onto firmer surfaces and safely get to Alice Springs. The wrong map could be fatal!

# *The South Australian Variety Club 4WD Adventure Comes to Victoria*

By Greg Rose



Unfortunate timing! With an East Coast low parked over East Gippsland and dumping large amounts of rain, the South Australian Variety Club 4WD Adventure returned to Victoria's High Country for the first time in a decade. The convoy of seventy, at that stage clean and sparkling, four-wheel drives assembled in Bright for final briefings, rapid antigen tests and breakfast before a slow drive up a cloud shrouded Mt Hotham for lunch. The afternoon was to prove challenging for the forty-five "entrant" vehicles and twenty-five support and official vehicles. The Dargo High Plains Road was very wet, fog obscured and treacherously slippery for those towing camper trailers. Drivers were told to use low range for the whole journey. Even with that stipulation, two vehicles suffered total brake failure, something to keep the travelling support mechanics busy into the evening. The original itinerary had planned for a three-day base camp at Talbotville. That was impossible. The rainfall meant the semis carrying toilets, shower units, water, generators, etc. could not possibly get

in. I had a chat to the driver of the big water tanker, a local I know well. He doubted that he could have negotiated McMillan Track from Grant to Talbotville with his forty-tonne rig even in the dry. After hasty negotiations with Parks Victoria and DELWP the base camp was moved to Two Mile Flat north of Dargo.

Wayne Hevey, CEO of Four Wheel Drive Victoria, Mike Dowler, Parks Victoria Area Chief Ranger and myself as FWDV Regional Representative for the Southern Alps were invited guests for the Saturday night. Our fee for the hospitality was that we were guest speakers. Mike talking about the work Parks Victoria do in the alps, Wayne giving an insight into the partnership between Four Wheel Drive Victoria and land managers and the work of volunteers from associated clubs.





My talk touched on my Regional Representative role but mainly focused on the rich history of the area the Variety Club folk were exploring.

The purpose of the event was to raise money for childrens' charities. Each entered four-wheel drive had to pay \$550 entry and raise a minimum of \$12,000. I heard that by the time the event was concluded approximately one million dollars would be raised. The logistics were mind boggling. The base camp was set up the day before the convoy arrived. A similar base camp would be set up at Mansfield for the second part of the adventure. A huge marquee with chairs and table for one hundred people had been erected. Within the marquee there was also a wooden dance floor, stage and a bar. There were flushing toilets, a huge catering kitchen, generator, cool rooms, etc. The various support vehicles carried mechanics, traffic controllers, doctors, communication specialists and people to keep everything from rubbish collection to trip leading running smoothly. All those people donated their time and paid for the privilege.

The miners who toiled at Two Mile Flat in the late 1850s and early 1860s would have been stunned by the catering. Pre-dinner nibbles were dozens of oysters served in three different ways, and chicken skewers accompanied by a variety of very expensive red or white wines and champagne. We struggled to find soft drinks.

The main course, prepared by Maffra's Duart Homestead, was tender local lamb (very big portions), asparagus, roasted potatoes and a delicious jus. There were of course bread rolls and Gippsland butter. All washed down with more exotic looking wines and beers. Bec from Parks Victoria Dargo had managed to use her powers of persuasion to find us some soft drinks and water by then.

After main course we were on but not before Bec and Sam from Parks Victoria Dargo were presented with a very nice commemorative plaque in thanks of the months of planning that had been done. Mike's Power Point went over well, Wayne's explanation of Four Wheel Drive Victoria was well received and people listened and clapped at the end of my



history talk. They were probably just being polite. Our talks were followed by some awards to various participants. Then there was dessert of rocky road and coffee liqueurs.

An interesting group of people, the Variety folk. We were seated near a chap who had just sold his refrigerated freight company for one hundred million dollars. I got chatting to a fellow 200 Series Land Cruiser owner who had sold his three sheep stations to wildlife preservation groups. The owner of Codan radios, who supply Adelaide made HF radios and GPS equipment to NGOs and military all over the world was there. Their vehicles, mainly Land Cruisers, were incredibly well set up but sadly many were only used a couple of times a year for Variety events.

We had planned on camping the night. The very crowded camping area and the fact that it was pouring with rain convinced us to bunk down in Dargo. I can't go into details. Whatever happens in Dargo stays in Dargo, but I can tell you that we slept in our sleeping bags on a dry veranda under blazing security lights and with the constant sound of heavy rain. Oh, and noise from the 21st birthday party at the pub.

On Sunday morning, after a surprisingly good sleep, we headed to the store and joined the hound hunters, four-wheel drivers and trail bike riders for a brekky burger, highly recommended. The Variety folk were treated to a sumptuous, cooked breakfast which we could have had but decided to stay out of the mud.

The Variety adventure plans, which included Crooked River Track and Billy Goat Bluff Track, for the next couple of days were going to be curtailed by the weather.

Even the journey home was eventful with continuous rain, Beverleys Road blocked by the raging California Creek and trees falling due to the water-logged ground.

An interesting weekend.

# *The Tale of the Red Defender*

**By Greg Rose**



I was sitting in the doctor's waiting room when a friend came hurrying in to find me. Breathlessly he exclaimed, "Someone has just crashed into your Land Rover!" And indeed, when I rushed outside, there was my red 110 Defender with a Toyota Corolla wedged under the back of it. The elderly lady driving the Corolla had been blinded by the low winter setting sun and driven, at about fifty k.p.h., straight into the rear of my parked pride and joy. This is small community stuff, but as she was helped out of the car and onto a stretcher, I realised she was the mother-in-law of someone I knew. Fortunately, she fared better than her car but sadly she never drove again having lost her confidence and ultimately her independence.

The Defender, which had been pushed several metres along the road, had a bent rear cross member and other minor chassis damage, some rear door damage, broken lights and a few other relatively minor issues. Although it was expertly repaired, it never felt quite the same. Not long after the repair I traded it for a new white Defender.

The red Defender had replaced the green three door 200 Tdi Discovery that we used for a trip of several months through the Northern Territory, Western Australia and far North Queensland. Although the Discovery 1 was an excellent tourer, we needed a bit more space. With more remote area trips planned we bought the 200 Tdi powered Defender from Charlie Calafiore at Massaro Motors

Land Rover. I had admired a red County at ULR a few years earlier and I was pleased with my purchase.

The Defender was fantastic. Certainly, compared to the Discovery, it was noisy, rattled, didn't keep either dust or water out very well and was more suited to a slower pace. These shortcomings were made up for by superb proper four-wheel drive capability, lots of ground clearance, excellent articulation and fantastic performance crawling over difficult terrain. There was the much desired interior space too. Great for all the camping gear. Cross country skiing paraphernalia in the winter and kayaking equipment in the summer. It did all the High Country tracks with ease; Wonnangatta, Crooked River, Bulltown, Billy Goat Bluff Track, Blue Rag Range and far east adventures. The Defender participated in many club





trips too.

On one occasion we struggled in low range up a very loose track in the foothills north of Maffra. The track was quite overgrown and we were surprised to find a big Western Australian built OKA four-wheel drive coming the other way. The OKA was being trialled for possible purchase by the Royal Australian Air Force for airfield perimeter patrol and search and rescue duties.

At the time of the accident, we were setting up the Defender for another extended outback trip. Things were a bit humbler in those days. A home-made shelf with an Engel and second spare rim and tyre on top. Camping equipment, cooking kit, recovery gear, tools and food in plastic tubs and army surplus metal boxes. A PCM Hawk HF radio provided us with remote area communication through the Royal Flying Doctor base stations and their, often chatty, radio operators.

One of the big advantages of the little 200 Tdi engine was its utter simplicity. No computers, micro chips or anything fancy. It also had a pleasing diesel clatter.

The 200 Tdi powered Discovery 1, that I have used as my daily driver for the past six years, has that same clatter which still brings a bit of a smile when I drive it. It sits in the garage next to my Land Cruiser 200 Series and I suspect the Discovery feels superior to the Toyota, it's a British upper-class

thing. The suspension and drive train were basic too, no air bags or sensors. They were vehicles perfectly suited to rough conditions. It seemed to always have a slow leak from the rear main seal, transfer case seal or rear differential pinion seal that ensured that the chassis would never rust.

From a photographer's point of view, the red Defender was amazing. That non metallic fire engine red looked so much better than my current white four-wheel drives.

The white Defender that replaced the red one did go on to do many extended outback trips including a couple of Simpson Desert crossings. There is very little on the market now that has the qualities of the Defenders. The 76 Series Land Cruiser has a similar feel to drive and by modern standards is quite basic, especially the interior comfort. The Ineos Grenadier certainly has "the look" and the great interior space. Might just have to have a drive of one.

(Dear Lois, I do not intend to buy a Grenadier, honest!)



# Land Rover History

Researched by Eric Shingles



## The 'Six' Engine

This April marks 55 years since the 6 cylinder 2.6 litre petrol engine was first fitted to a normal control production Land Rover.

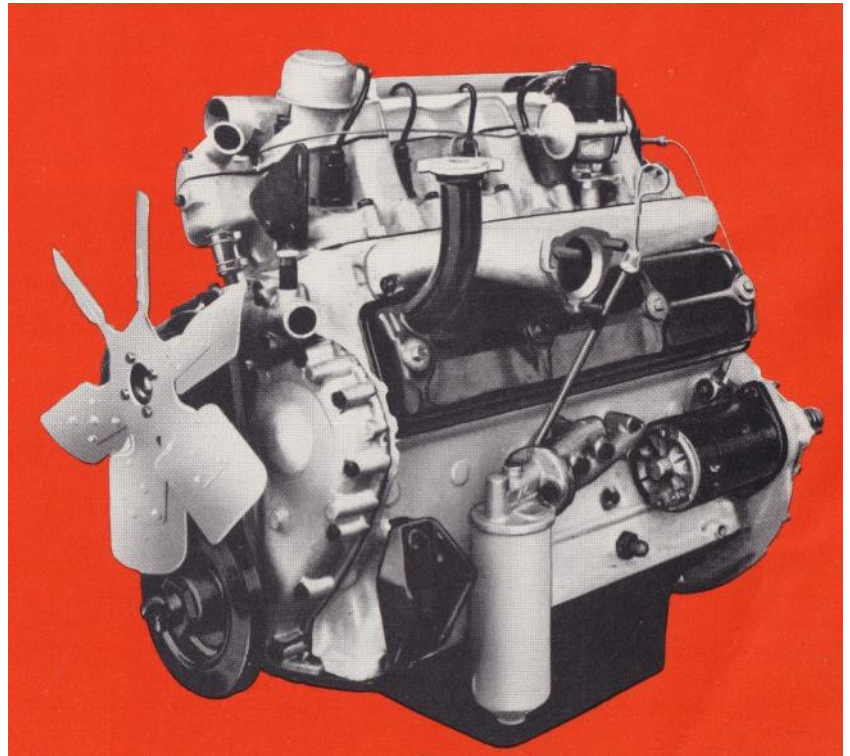
Sales literature from the time states; "Land Rover put all its know-how, all its experience, into a dynamic 6 cylinder, adding saloon car performance on the road to the 4WD's tractor ruggedness and reliability in the rough. The 'Six' gives Land Rover higher cruising speed, and even more load-pulling capacity and even better climbing ability; and power brakes give the 'Six' all the stopping power you need. Add to these features the 2227 field tested improvements, plus the rustproof aluminium body, low centre of gravity, 4-speed gearbox, Box Section Chassis – and all the other features which made Land Rover famous – and you have the ultimate in 4WD vehicles.

The 'Six' Engine. Its credentials; Seven-bearing forged crankshaft, cylinder head inclined on block to accommodate high efficiently semi-hemispherical combustion chambers, diaphragm clutch, high cruising speed. As light as the '4', and mounted back from the axle, the '6' has the correct weight distribution to retain Land Rover's unique 'go-anywhere' capabilities. And, as with all Land Rovers, engine spare parts are readily available throughout Australia."

Commencing in 1963 and finishing in 1979, nearly 40,000 Land Rovers were fitted with 6 cylinder petrol engines. These days, they're probably a rarity in the Land Rover world. Compared to the 4 cylinder two and a quarter litre petrol engine, the 6 cylinder wasn't as economical, nor was it as reliable, a lot of them succumb to burnt exhaust valves, or big end bearing failures, causing owners to replace them with, amongst others, Holden or Valiant engines, and later on, the Rover V8.

All the IOE (Inlet Over Exhaust) Rover engines, which included the six cylinder, can trace its origins back to an experimental V6 engine design which was drawn up in the 1930's by Rover's engine designer, Jack Swaine. The narrow bonnets of the Rover cars meant that the engine needed a narrow vee between its cylinder banks. To simplify the valve train, the inlet valves were in the head, above the pistons, and the exhaust valves were in the side of the block. Rover discovered that this made for an efficient combustion chamber. Rover used this design for its new post war in-line engines that they introduced in the late 1940's. The 1595cc 4 cylinder was used in the P3 60 cars, as well as the very first Land Rovers. The 2103cc 6 cylinder version was used in the P3 75 cars, as well as the P4 75.

In the early 1950's the bore sizes of both 4 & 6 cylinder engines were enlarged. The 4 cylinder became 1997cc and the



6 cylinder 2638cc, albeit with a spread bore design, which allowed for a water jacket between each cylinder. The 4 cylinder soon went from the Siamese-bore to the spread bore design, however, the Land Rover received the new design 12 months after the engine appeared in the P4 60 saloon.

During the mid 1950's, Rover redeveloped the 6 cylinder engine. The cylinder bore was enlarged, and the cylinder bore centres were repositioned within the block. The five bearing crankshaft of earlier engines was upgraded to a seven bearing design. This 2996cc engine powered the Rover 3-litre saloon which was released in 1958. A short stroke version of this engine was developed. It had a capacity of 2625cc (This would be the engine that would be fitted to Land Rovers). Released in 1959 in the P4 100 saloon, as well as in the 95 and 110 built between 1962 and 1964. The 110 being an uprated version, it was fitted with a cylinder head that had been developed by tuning expert Harry Weslake. From 1962 the 3-litre engine was also fitted with the Weslake head.

As we know, Land Rovers were originally only available with one wheelbase length, this, as we now know, was a short wheel base, but as carrying capacity demands from customers increased, Land Rover offered a long wheel base model. Still, customers wanted more, so towards the end of the 1950's, Land Rover began working on a Forward Control Land Rover. The first prototype was completed in 1958. Designed to have a carrying capacity of 30 cwt on road and 25 cwt off road, the two and a quarter litre 4 cylinder petrol engine struggled. However, development of the Forward Control Land Rover continued, and gained board approval for it to be released at the September 1962 Commercial Vehicle Show, with just the one engine offered, that being the two

# Land Rover History



and a quarter litre 4 cylinder petrol. (Just one paint colour was available for Forward Control Land Rovers, that being Mid-Grey).

However, during mid 1962, Land Rover engineers looked at other possible engines, and they decided on a detuned version of the 6 cylinder 2625cc engine from the P4 saloon. In standard P4 tune, the output was 104bhp at 4750 rpm and 138 lb ft at 1500 rpm. The detuned version earmarked for the Forward Control Land Rover would have 83bhp at 4500rpm and 128 lb ft at 1500rpm, not a lot more than the 4 cylinder's 67bhp and 116 lb ft of torque, however it produced its peak torque 1000 rpm lower than the 4 cylinder engine. The 2.6 six cylinder Forward Control was made available in August 1963.

When the revised Forward Control Land Rover went into production at the end of 1966, (now known as a Series 2B) the 6 cylinder engine was considered to be the standard engine. Some of the other improvements that were introduced at the same time were cosmetic in nature, like self-parking wipers, revised dash layout and switching (on a black dash panel), an extended handbrake lever, and a 3 spoke steering wheel. A negative earth electrical system was introduced at the same time. In April 1967, these cosmetic improvements were carried over into the normal control Land Rovers, the same time the 6 cylinder 2625cc engine became available. The 6 cylinder engine was never made available in



short wheel base Land Rover models.

When the normal control Land Rovers were updated in 1971, to become the Series 3, the 6 cylinder 2.6 engine was carried over in the 109". The Australian Army took delivery of approximately 2300 Series 3's, fitted with the 6 cylinder engine, between 1978 and 1981. These were replaced from 1987 with the Land Rover Perentie's.

The 2625cc 6 cylinder petrol Land Rover engine suffered a silent and painless death when the 3.5 litre Stage 1 V8 commenced production during 1979.

## 6 Cylinder Long Land Rover



### Jindabyne Melbourne Cup Trip

If you intend to take part in the Jindabyne Melbourne Cup Trip, please contact the caravan park and make your booking and pay your deposit.

As I have only booked 8 sites its first in best dressed. If we have more than 8 it will be dependent on availability in the park.

Jindabyne Holiday Park.

6 Kosciuszko Rd, Jindabyne NSW 2627,  
Phone contact 0264562249

Email

[jindbyne@nrmaparksandresorts.com.au](mailto:jindbyne@nrmaparksandresorts.com.au)

Booking number 56007

Powered sites 1-7 (\$316 6 nights 7th night free) Unpowered site 63 (\$169 6 nights 7th night free) 7 nights: in on the 27/10/22, out on the 3/11/22

Please be ready to provide the following information on booking. Full name, Address, Phone number, Email address, Caravan size, Number of adults, Pets Y/N. Please advise me of your booking to assist with co-ordination. Thank you to those who have volunteered to take responsibility for a role.

Regards

Alan Harlow, President LROCG.

# 75th Anniversary of Land Rover — Easter 2023

Exciting news for followers of the Land Rover brand and it's long history, is that Cooma will be on again. We have always had a lot of LROCG members attend the event.

## Hello Land Rover Clubs,

I am writing to let you know that work is now underway to put on an event to celebrate the 75th anniversary of Land Rover. This will be at Easter, 2023, in Cooma. It will offer a program similar to the very successful 70th anniversary held in Cooma at Easter in 2018 and which many of your members will remember.

Many of the team that organised the 70th event in 2018 are coming together to put on the 75th. The team will include representatives from the Snowy Monaro Council, Cooma Visitors Centre, the Cooma Car Club, Land Rover clubs and other interested parties. We learned a lot organising the 2018 show and it's felt we can do it even better in 2023.

The Land Rover clubs' team is being led by Mark Oakes-Richards, who has returned to the role he had in 2018 when he was instrumental in putting on that successful show. I have been asked to be the liaison link with Land Rover clubs and with JLR Australia (as I did in 2018).

At the moment, we are in the very early planning stages. The next major step is to confirm funding and this will be addressed at a meeting of stakeholders in Cooma next week. We hope to be able to provide more information following this meeting.

If you have any questions, please contact Mark at [markoakesrichards@gmail.com](mailto:markoakesrichards@gmail.com) or myself.

Regards, Jim Nicholson | President  
Range Rover Club of Australia (NSW) Ltd  
E [pres@rangeroverclubnsw.asn.au](mailto:pres@rangeroverclubnsw.asn.au)  
W [www.rangeroverclubnsw.asn.au](http://www.rangeroverclubnsw.asn.au)

## Workshop Tools Explained By Blakie

**DRILL PRESS:** A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly painted project which you had carefully set in the corner where nothing could get to it.

**WIRE WHEEL:** Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light.

Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, 'Oh sh1t!'

**DROP SAW:** A portable cutting tool used to make studs too short.

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

**BELT SANDER:** An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

**HACKSAW:** One of a family of cutting tools built on the Ouija board principle... It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

**VICE-GRIPS:** Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

**OXYACETYLENE TORCH:** Used almost entirely for lighting on fire various flammable objects in your shop. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

**TABLE SAW:** A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

**HYDRAULIC FLOOR JACK:** Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

**BAND SAW:** A large stationary power saw primarily used by most shops to cut good aluminium sheet into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside edge.

**TWO-TON ENGINE HOIST:** A tool for testing the maximum

tensile strength of everything you forgot to disconnect.

**PHILLIPS SCREWDRIVER:**

Normally used to stab the vacuum seals under lids or for opening 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 Phillips head screws.

**STRAIGHT SCREWDRIVER:** A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws and butchering your palms.

**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 the object we are trying to hit.

**UTILITY 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 useful for slicing work clothes, but only while in use.

**ADJUSTABLE WRENCH:** aka "Another hammer", aka "the Swedish Nut Lathe", aka "Crescent Wrench". A commonly used as a one size fits all wrench, usually results in rounding off nut heads before the use of pliers. Will randomly adjust size between bolts, resulting in busted buckles, curse words, and multiple threats to any inanimate objects within the immediate vicinity.

**A SON OF A B1TCH TOOL:** Any handy tool that you grab and throw across the garage while yelling 'SON OF A B1TCH!' at the top of your lungs. It is also, most often, the next tool that you will need.

