

LAND ROVER OWNERS' CLUB

OF GIPPSLAND
AUGUST 2022 NEWSLETTER



GIPPSLAND LAND ROVER

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LAND ROVER OWNERS' CLUB OF GIPPSLAND

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LROCG Presidents Report

Hi All

Eric thought it would be a good idea to get an August newsletter out to members to remind you we will be meeting in September. I'm sure Bob will be booking a meal location for us before the meeting as many members will be back from holidays. I will make a point of sending out an email and SMS to remind all members of the meeting.

The September meeting will include input from the general members on the decisions the committee has made in relationship to membership. I will also be seeking input from general members re changes to the constitution which the committee will be discussing at a separate meeting in mid-September with the intention of formulating notice of motions to be presented at the October meeting for further general discussion before being put at the AGM in December.

The committee also made a donation to Jack Howell to assist him with his international sporting endeavors. This donation caused a lot of discussion on what the club should be donating to and it became obvious the Club needs a policy on sponsorships. To this end the committee will be working towards developing a policy. The general members will have

the opportunity at the September meeting to input to the committee, so give it some thought and please be ready to speak your mind or submit a written statement to assist the committee develop the policy.

I started this report with the Harlows and MacRaes in Barga-ra, Queensland (look it up) where the Howells have joined us for a couple of days. We are about to head home via Fraser Island and then down the middle back to Victoria. Not looking forward to the Gippsland weather, but we are looking forward to catching up with all our friends and family.

Just a reminder to all members that Father's Day is approaching (I hope the newsletter has come out before the day) and all mothers need to remind their children of the importance of remembering dad, the hero of the family, the rock that supports everything and the man that loves gifts that can be found on his gift list. I hope all the dads are remembered and you have a great day.

I had a talk to Rod last week and caught him in hospital about to go into surgery to have a melanoma removed from his leg. He was in good spirits. He also let me know he will be having surgery on his liver to remove a growth that has reduced in size after treatment.

Tonee and I are now in Tin Can Bay for a few nights before moving onto Rainbow Beach where we will head off to Fraser Island. Its not our first visit to the island but it is the first under our own steam so to speak. So, I have been doing my homework and making sure I know what I'm up against and Tonee will make sure to keep us out of trouble.

Currently we only have the Melbourne Cup trip planned in November, so it would be great if a Club member was to organize a day trip for September that could be put to the members at our September meeting. So please put your

thinking caps on and come up with some suggestions, who knows, maybe we could have more than one.

Many of us have been traveling over the winter months and I'm hoping you will have some short reports at the September meeting.

In my last report I let you know about my granddaughter, so I think it's only right that I provide an update on Tayla's development with another photo. She is very talkative and makes about as much sense as her grandfather but is so much cuter. I know its not Christmas yet, but Tayla doesn't know that and her parents might need some education as well.

Regards
Alan Harlow



This month's cover; Double rainbow seen by Greg & Lois Rose on their Gary Junction Road trip

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.	





Unusual public toilet signs that Alan & Tonee Harlow saw on their recent Queensland trip

Her; That smells expensive, what is it ?

Him; Diesel



Some Jaguar Land Rover Models Have Faulty Seat Belt Pretensioners

Shortly after Audi recalled a host of A3 and S3 models due to a seat belt pretensioner issue, Jaguar Land Rover has issued a recall for various models, also because of a seat belt pretensioner problem.

The British car manufacturer commenced an investigation into a potential issue on May 25, 2022 when it was informed by supplier Autoliv that a defect had been identified during their manufacturing process, causing damage to a small number of front seat belt pretensioner tubes.

A damaged front seat belt pretensioner tube could prevent the pretensioners from correctly operating by not pre-tensioning the seat belt in an accident. This could result in a reduced level or complete loss of pre-tensioning in the event of a crash and increases the risk of occupant injury.

The recall impacts a total of 4,927 vehicles, all from the 2022-2023 model years and all produced between December 22, 2021 and March 29, 2022. These consist of the Land Rover Defender, Land Rover Discovery, Land Rover Discovery Sport, Range Rover Sport, and Range Rover Velar, all built at the car manufacturer's Halewood, Nitra and Solihull assembly plants.

Jaguar Land Rover will inform dealerships of the recall on August 4, 2022, while owners of impacted vehicles will be alerted on or before September 16. Owners will be instructed to take their vehicle to an approved Jaguar Land Rover repairer where a technician will inspect the seat belt pretensioner tubes and if damage is identified, the front seat belt assemblies will be replaced free of charge.

JLR appoints new MD for Australia

New Jaguar Land Rover Australia MD Penny Ferguson joins from Tiffany & Co.

JAGUAR Land Rover has appointed Penny Ferguson as new managing director of its Australian operations.

The company says Ms Ferguson will drive business transformation, modern luxury client experience and commercial outcomes, helping realise the full potential of the business's global Reimagine strategy in the Australian market.

Following an extensive executive search, Ms Ferguson succeeds Mark Cameron who has returned to the UK with a promotion to global commercial director for vehicle programs and transformation. Mr Cameron had a successful three-year tenure and headed a profit-led transformation of the Jaguar Land Rover Australia business.

Previously with leading global luxury brands Tiffany & Co and Paspaley, Ms Ferguson brings more than 15 years of leadership experience in retail sales and operations, customer service, and finance. She has a career in chartered accounting and holds a Bachelor of Commerce from the University of Sydney.

JLR regional director of overseas, Martin Limpert, said: "Penny brings a depth of business experience gained within the luxury jewellery industry.

"As market director and member of Tiffany & Co's leadership team for Australia and New Zealand, Penny successfully drove the establishment and expansion of their operations in the region.

"With her broad expertise in multi-channel luxury retail operations and finance, customer-centric mindset, and modern leadership style, Penny is well-placed to drive our business transformation in line with the Jaguar Land Rover Reimagine strategy."

Launched in February 2021, Reimagine is a sustainability-rich reimagination of modern luxury by design, unique customer experiences, and positive societal impact.

The strategy is designed to help Jaguar Land Rover achieve zero tailpipe emissions by 2036 and net zero carbon emissions across supply chain, products and operations by 2039.



Land Rover Classic reveals Defender V8 Trophy II hardcore off-roader

Land Rover Classic has taken the wraps off the Defender V8 Trophy II hardcore off-roader based on the previous generation Defender platform, featuring a V8 powertrain, upgraded suspension, brakes and handling kit.

It's been designed to celebrate 70 years of the company's off-road history, with each Defender V8 Trophy II based on the 2012-2016 Defender platform which is stripped out and rebuilt by the Land Rover Classic team.

In terms of power, there's a 5.0-litre V8 pushing out 298kW of power and 515Nm of torque through an eight-speed ZF automatic transmission, paired with a four-wheel drive system with two-speed transfer box, heavy-duty front and rear differentials and torque-biasing centre differential.

Underneath, there are coil springs and telescopic dampers, with added stability from a panhard rod, radius arms and anti-roll bar, with 355mm discs up front and four-piston calipers providing stopping power for the 16-inch heavy-duty steel wheels or optional gloss black 18-inch Sawtooth alloy wheels.

Buyers receive a front protective A-frame housing with in-built winch, bespoke front grille, black bonnet with a satin finish, rear recovery point, external roll bar, rear ladder and a 1270mm LED light bar.

Inside, there's a set of Recaro sport seats upholstered in Windsor leather, with a leather-wrapped dashboard, doors and headliner, bespoke Elliot Brown Trophy clock face and

an updated infotainment system.

The Defender V8 Trophy II is available in 90, 110 and 110 ute bodies, however, production is being capped to just 25 units in total. So if you're keen, you'll have to be quick. Five pick-ups will be produced, with the remaining 20 units split between 90 and 110 wagon bodies.

For buyers that are able to get their order in, Land Rover Classic will be organising a three-day Trophy competition to push their Defender to the limits in a series of off-road courses. Land Rover Australia says is not involved in importing any of the special models, but if you really want one you can order through the Land Rover Classic department.



Alison Grunewald takes on Africa-crossing expedition in her pink Landy

Alison Grunewald is the sole female driver undertaking the Chartwell 2 Chartwell (C2C) Land Rover expedition.

In her distinctive pink AutObarn Land Rover, Grunewald is part of the seven-member team driving classic Land Rovers from Chartwell in Gauteng to Chartwell in the UK. The three-month trip departed in July and will cover more than 22,000km through 20 countries.

The trip is the brainchild of lifelong Land Rover adventurers Robert Eriksen and Mark McClue. Finding an abandoned 1982 Series 3 Land Rover in the Cradle of Humankind, restoring it in Chartwell SA and renaming it "Winston", gave birth to Eriksen's idea to drive across Africa to Chartwell House, the ancestral home of Sir Winston Churchill in the UK.

The C2C mission across Africa aims to raise R5m via donations towards developing opportunities for youth within sustainable environments. It is the first of five missions envisioned to take place by 2030 as part of its support for Africa and working with the youth.

"We engage with organisations such as Rotary International and private sector business supporting communities to enable research and trade missions aligned with agreements between Africa, Europe and the UK and to encourage trade, tourism and sustainable growth," said a C2C spokesperson. Single mother Grunewald describes herself as "just one of the boys" and is no stranger to 4x4 adventures, having done several previous overland trips. She is also a long-term member of the Land Rover Owners Club, the 4x4 Action Group and For the Thrills operation. "I am a creative person with positive, enthusiastic energy and a strong independent woman, 4x4 enthusiast, nature lover and outdoor girl, who

enjoys collaborating with people and creating lasting relationships. I am also a very capable photographer," said Grunewald, who runs a photographic company.

Speaking to Motor News from Entebbe in Uganda, Grunewald said the trip had gone well so far though there had been some mechanical issues. "Most of the vehicles required some steering and suspension repairs in Uganda. We're driving old Landies so it's to be expected," she said. "I'm driving a 2000 Defender 110 TD5 with more than 300,000km so it's not a new car at all."

After three weeks and 7,200km the journey had taken the group from SA to Uganda. The team experienced some minor issues on day one with a blowout and a leaking cooling water pipe that were quickly repaired and sorted out, and they were back on their way to Botswana, Zimbabwe, Tanzania, Malawi, Rwanda and Uganda.

The adventure will next take the explorers through Kenya, Ethiopia and Djibouti, before crossing to Turkey.



2023 Range Rover spotted in Australia, in showrooms this week

Some of the first examples of the all-new 2023 Range Rover to hit Australia have been spotted on the roads, ahead of showroom arrival this coming week. The new model is set to redefine what luxury off-road motoring means and what is technically possible.

We spotted a fleet of the new models driving on the outskirts of Sydney recently. It's understood these were training event vehicles, with Land Rover staff behind the wheel undergoing a local driving experience programme.

It's too hard to tell what variants these were, but the new model is on sale with a range of powertrain options, including D300 and D350 inline-six diesels, the P400 inline-six petrol, and the P530 V8 featuring a BMW-derived 4.4-litre twin-turbo belting out 390kW. There's also plug-in hybrids available, and plans for a fully electric version to arrive in 2024.

Buyers will of course have loads of options and customisation possibilities to select from, including Kvadrat wool interior trimmings and leather-free alternatives, as well as high-end stereo systems and rear entertainment packages with dual 11.4-inch touch-screens, a drinks chiller, and even a fold-up rear-facing picnic seat so you can enjoy the view from the back when parked.

The design has evolved inside and out, with smoother contours on the outside and new vertical taillights, while the inter-

rior welcomes a clean and clutter-free dashboard layout incorporating a floating 13.1-inch curved touch-screen, and a 13.7-inch digital cluster in a similar mounting design.

Off-road capability is obviously paramount, so Land Rover has introduced some clever new gear to further enhance capability. There's a new Dynamic Response Pro system with Active Roll Control as well as a locking rear differential as standard, and adjustable air suspension that provides up to 295mm of ground clearance. Drivers can select from various drive modes too, via the Terrain Response 2 system.



Jaguar Land Rover testing car 'Electromagnetic Compatibility'

The bespoke testing programme aims to put the latest JLR tech through the stresses and strains of everyday life.

Modern cars are offering more and more technology and now Jaguar Land Rover claims it has the solution to making sure these gadgets won't go wrong. The British car maker has built an Electromagnetic Compatibility (EMC) laboratory at Gaydon, which JLR says "will help future vehicles meet current and future legislation and quality standards for connectivity and electronics".

The new Range Rover Sport is the first JLR vehicle to undergo a testing programme at the in-house facility. The laboratory is able to test if electrical equipment and systems function correctly under electromagnetic interference. The laboratory houses two anechoic chambers, a rolling road to mimic the car's noise at road speeds and equipment to analyse batteries, electric motors and other individual components. The aim of testing for electromagnetic compatibility is to make sure things like Bluetooth, GPS, WiFi, 4G, 5G, adaptive cruise control, wireless charging will work under sub-optimal circumstances.

Peter Phillips, Senior Manager, Electromagnetics and Compliance at Jaguar Land Rover, said: "The importance of testing our vehicles for electromagnetic compatibility cannot be underestimated." JLR added that with an increasing number of electric powertrains and the range of digital and cloud-based services on vehicles, from Software-Over-The-Air updates to autonomous technology, testing for EMC is crucial to delivering quality, legal, and customer satisfaction.



Jaguar Land Rover owner Tata Motors to buy Ford car plant in India

Indian automaker Tata Motors has agreed to buy a Ford manufacturing plant in the western state of Gujarat for 7.26bn rupees (\$91.5m).

The deal comes as Tata moves to boost its car production to meet demand. The deal between Tata's electric vehicle subsidiary and the US car maker's Indian unit covers land, machinery and all "eligible employees".

Ford stopped production in India last year after struggling for more than two decades to generate profits there.

"With our manufacturing capacity nearing saturation, this acquisition is timely and a win-win for all stakeholders," Tata Motors said in a statement.

The parent company of the UK's Jaguar Land Rover added that annual production at the Sanand plant will initially give it new capacity of 300,000 vehicles a year, which could be increased to 420,000.

In September last year, Ford said it would close its Indian car factories as part of a move that would cost it around \$2bn. Ford's operations in India had seen losses of \$2bn in the previous ten year.

The major scaling back in its Indian operations was in stark contrast with the company's previous ambition to make the country one of its biggest markets.

Land Rover Discovery Sport future in doubt, but new Discovery confirmed

Its sales are down and it's getting squeezed by other Land Rover models, yet the Discovery will live on into a new generation – though the future of the vastly more popular Discovery Sport is less assured.

Jaguar Land Rover CEO Thierry Bolloré told Auto Express the Discovery will be replaced, despite it being the Land Rover brand's slowest seller by some margin. "We are completely reinventing Discovery. We believe there is a space for it, but we have to be creative," said Mr Bolloré.

"Defender is such a success that it has eaten a part of what was the territory of Discovery. Defender is a brand.

"We believe that Discovery could be a brand as well. We are looking at how we present our future line-up – it's something we have in mind."

That suggests Land Rover wants to expand the Discovery family, which currently consists of the large Discovery and mid-sized Discovery Sport.

Such an expansion, however, would reportedly see the Discovery sub-brand pushed upmarket – at the expense of the Discovery Sport.

Asked whether there'll be a new generation of the mid-sized SUV, Bolloré responded, "We don't know yet. But a Discovery, yes." The Discovery Sport currently offers buyers a more upright, practical alternative to the similarly sized, mechanically related Range Rover Evoque.

The Range Rover brand, for context, offers four models – the flagship Range Rover, plus the Sport, Velar and Evoque – while the Defender family includes the 90, 110, 130, with reports more variants are yet to come. But Bolloré also spoke of more clearly defining the Discovery, particularly as some of its usual customers are swayed to the Defender. "We need to make a real family car for the most discerning families," he said. "Discovery has to, and should, play this role that could disappear from the market otherwise – in the luxury segments at least. The Discovery will be that car."

While the new flagship Range Rover offers a third row of seating (and, conversely, the new Range Rover Sport has lost one), Bolloré says the Range Rover is "not the same spirit as Discovery".

Bolloré's remarks therefore point to-

wards a more overtly family-focused Discovery, with a more upscale feel than a Defender if not quite as plush as a Range Rover.

This could reportedly mean a move to the MLA architecture of the new Range Rover and Range Rover Sport. The current Discovery shares its D7u platform with the outgoing Range Rover and Range Rover Sport.

That will allow the next Discovery to use a range of powertrains, including mild-hybrid petrol and diesel engines, plug-in hybrids, and all-electric powertrains.

Indeed, in JLR's most recent financial report it confirmed all JLR nameplates would be available with all-electric powertrains by the end of the decade. Electric versions of the new Range Rover and Range Rover Sport are due in 2024. They're two of a total of six electric models due by 2026.

The current Discovery will live on for a few years yet. It was introduced in 2017, and was the first generation of Discovery to eschew the boxy, square-rigged styling the nameplate was known for. Controversially, however, it retained the trademark asymmetric tailgate, which has led the aftermarket to develop a solution with a centre-mounted number plate.

The Discovery Sport line was introduced in 2014 as a replacement for the Freelander, though an overhauled version entered production in 2019 on what Land Rover called its new Premium Transverse Architecture.

From January to June 2022, Land Rover has sold 5269 Discovery SUVs globally and 18,971 Discovery Sports.

For context, during the same period it sold 12,479 Range Rover Velars, 22,631 Range Rover Sports, 26,719 Range Rover Evoques, 11,911 Range Rovers and 30,072 Defenders.

In Australia, the gulf between the Discovery and Defender in sales is even more pronounced. From January to July 2022, Land Rover sold just 78 Discovery SUVs against 918 Defenders. The Discovery Sport's 375 sales put it ahead of the Velar (250) and not far behind the Evoque (448). It's outsold by almost every rival, how-

ever, with the Genesis GV70 close behind in its rear-view mirror (312 sales). Jaguar Land Rover Australia has previously said it's not worried about the Discovery's declining sales. "The fears that we might have had about whether the Defender might cannibalise Discovery at the moment are certainly not bearing out," said Jaguar Land Rover Australia managing director Mark Cameron.

"Moving Discovery with a much higher level of standard equipment and into that \$100-120,000 RRP range with a six-cylinder engine both petrol and diesel, it really has found its own space there."

In 2016, the last full year of the previous generation Discovery, Land Rover sold 2470 examples while the current generation's best year thus far has been 2018, with 1833 examples sold.

The Discovery Sport has also slumped. In its best year, 2018, it logged 4547 sales. By 2021, it was down to just 843 units though, admittedly, the COVID-19 and chip shortage-plagued environment of last year was considerably less conducive to sales.

For model year 2023, Land Rover has pared the Discovery Sport line-up in Australia back to just two variants, with the old diesel option dead.

Should Land Rover prioritise a new Discovery over a new Discovery Sport, they'd be echoing a current trend that's seeing luxury car brands discontinue more affordable models to focus on pricier, higher-profit vehicles.

Mercedes-Benz, for example, is culling its range of entry-level luxury cars from seven to four vehicles with the next generational changeover, while Audi is axing its A1 and Q2 and doesn't plan to follow other Volkswagen Group brands in introducing an electric city car.



Land Rover Defender V8 Top Speed Run Sets Autobahn Ablaze

We can all agree that SUVs have become really massive these days, especially when compared to their predecessors. To top that off, these gargantuan machines have become so powerful as well, so much so that seeing one making over 500 horses isn't surprising. The Land Rover Defender is one of those aforementioned SUVs that are both huge and oozing with power, with its latest V8 derivative getting the lime-light last year with a Hemi-humbling powertrain setup. One example stretches its legs on the unrestricted sections of the German Autobahn, courtesy of AutoTopNL.

Available in both 90 and 110 bodies, the Defender V8 uses a supercharged 5.0-liter V8 that churns out 518 horsepower (386 kilowatts) and 461 pound-feet (625 Newton-meters) of torque.

These numbers are sent to the wheels via an eight-speed automatic transmission.

The Defender V8 is capable of sprinting from zero to 60 miles per hour (96 kilometers per hour) in 4.9 seconds, with a top speed of 149 mph (240 km/ph). As

seen on the video embedded atop this page, it was a piece of cake for the two-ton SUV. The acceleration figures also closely matched what's on paper. While this top-speed run just confirmed the Defender V8's exhilarating performance, there's an even hotter version coming, as hinted by JLR's Special Vehicle Operations division head, Michael van der Sande. This will be made possi-

ble through Land Rover's purchase of Bowler.

We've been seeing prototypes of the hotter Defender V8 being tested on public roads, so it's only a matter of time before we see the product in the metal. The question now is: will the new hardcore Defender V8 give the Mercedes-AMG G63 a run for its money? We'll have to wait and see.



Land Rover raises prices across most models

Land Rover has given the bulk of its model lineup another price increase. All affected models have had their before on-road asking price increased by between \$2360 and \$11,754, depending on the model and variant. The price increase equates to 3 per cent.

The Discovery Sport, Range Rover Evoque, Defender 90, Defender 110, Discovery, Range Rover Sport, and flagship Range Rover have all been affected by this latest increase.

"When necessary, our retail pricing is adjusted to reflect the increased levels of costs from suppliers, shipping, and exchange rates," said a Jaguar Land Rover Australia spokesperson.

These latest price increases build on previous adjustments made to models like the Defender and Range Rover Evoque for model year 2023.

As with this latest increase, the previous price adjustment varied from model to model.

Land Rover isn't alone in raising the prices on the majority of its range. BMW recently upped the prices on most of its models, with Audi and Mercedes-Benz doing similar in the past.

As the price increase is based on a percentage, the lower price adjustments have been given to more affordable, entry-level variants of models like the Discovery Sport, Range Rover Evoque, and Defender.

The lowest price increase is \$2338, which is for the Range Rover Evoque R-Dynamic SE P250. It now costs \$80,390 before on-road costs.

Many of the other price increases range between \$3000 and \$9000, depending on how expensive the car is.

The vehicle that received the highest price rise is

the Range Rover SV P530 LWB, with it getting a \$11,754 price adjustment. It now costs \$403,554 before on-road costs.

Models that aren't affected by this price increase are the eight-seat Defender 130, new-generation Range

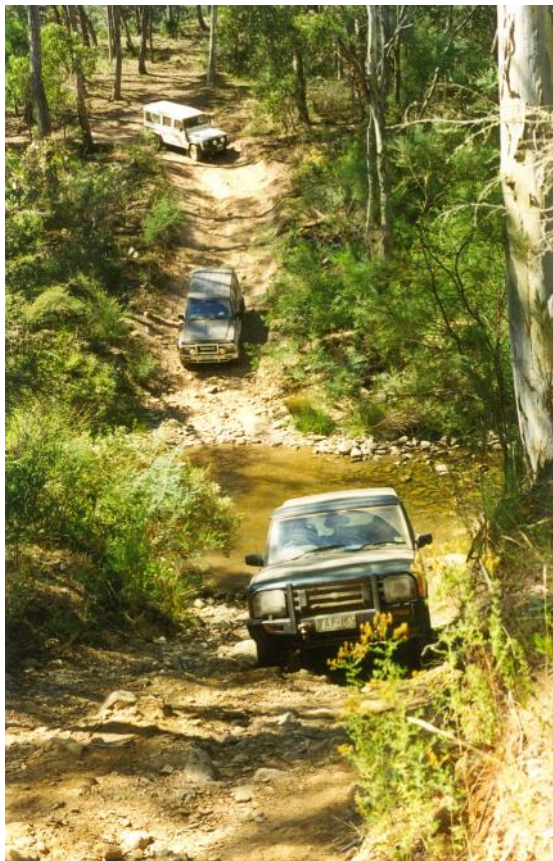
Rover Sport, and the updated Range Rover Velar – all of which are set to soon arrive Down Under.

In addition to the price increase, Jaguar Land Rover has confirmed the Range Rover Sport First Edition P530 will be priced from \$241,021 before on-road costs.

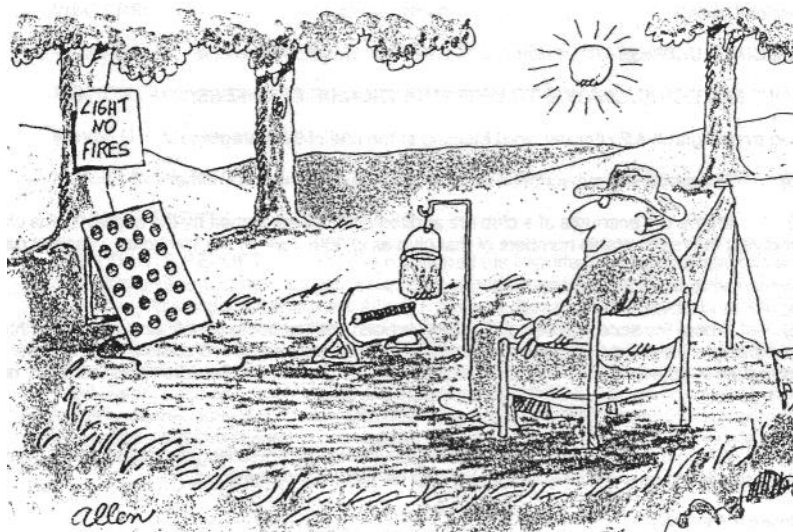
A Jaguar Land Rover Australia spokesperson has said the Range Rover Sport First Edition P530 will be available in "strictly limited numbers" and is likely to start arriving in the fourth quarter of 2022.



Some Pictures, From Greg Rose, Of Some Early LROCG Trips



Some Pictures, From Greg Rose, Of Some Early LROCG Trips



The environmental camper

Land Rover Owners Club of Gippsland Meeting

Monday 5th of September

Now that a lot of our winter travellers have returned home, we will resume the Land Rover Owners Club of Gippsland monthly meetings. The first will be the September meeting on Monday the 5th. Please come along and catch up with us at 8.00 pm at Gippsland Land Rover, on the highway in Traralgon. A pre-meeting meal may be held, Alan will have more details closer to the night. Some of our travellers will give us a report on their winter escaping trips.

Jindabyne Melbourne Cup Trip

27/10/22 till 3/11/22

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

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.

Greg Rose did a reccy on the area.

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.

Possible over night at Cann River free camp on the 26th.

Individual roles.	Responsible
Booking site and group contact.	Alan & Tonee
Organising Melbourne cup sweep.	Alan & Tonee
Quiz Tuesday	John Kerr
Melbourne cup food co-ordinator.	Heather Kerr & Colette Parniak
Ordering chooks and salads from Woolworths	Heather Kerr & Colette Parniak
Friday trip to Yarrangobilly caves	Alan Harlow
Saturday Park Run 5km (can walk)	Wash
Saturday breakfast booking	Jan Parniak
Saturday short local outing.	TBC
Saturday tea at Jindabyne Hotel motel bistro.	Sue Howell
Sunday trip	TBC
Monday coffee booking free day.	Sue Howell
Tuesday site preparation.	Group
Wednesday trip?	TBC

Possible trips

Wild Brumby Schapps Distillery for tastings and coffee.

Mt Kosciuszko (Daily fee per vehicle \$17 Concession available on line)

Murray Gorge.

Thredbo village.

Charlottes Pass: Chalet with coffee shop.

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.

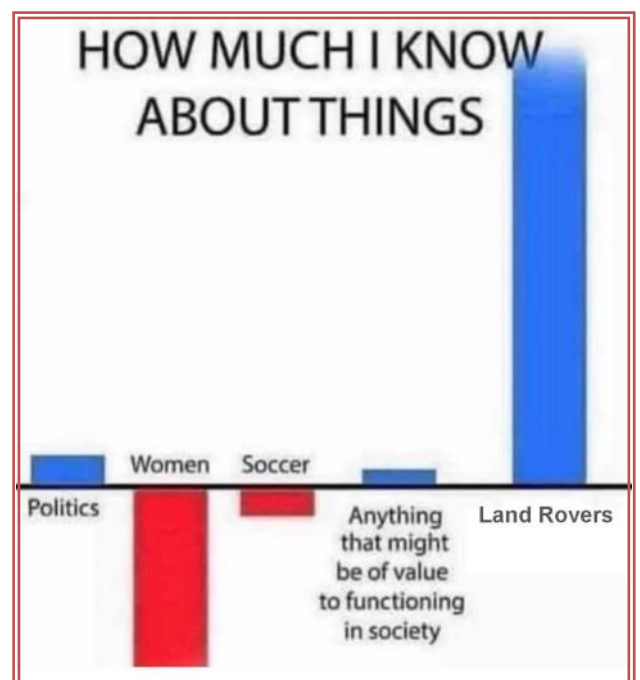
Many of the team that organised the 70th event in 2018 are coming together to put on the 75th. The team will include representatives from the Snowy Monaro Council, Cooma Visitors Centre, the Cooma Car Club, Land Rover clubs and other interested parties. We learned a lot organising the 2018 show and it's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

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



Land Rover Owners Club of Gippsland / Parks Victoria November Volunteer Days

We, as a club, participate in a minimum of two volunteer activities with Parks Victoria each year. This year we have worked with Parks Victoria rangers Wayne and Ellen, at McMichaels and Kelly Hut in March. Our next volunteer activity will be in November, undertaking some work at Howitt Hut.

Howitt Hut, just off the Howitt Road north of Licola, is one of the most iconic huts in the High Country. William Bryce had the lease to Wonnangatta Station and many of the plains in the area, including Howitt Plain, from 1870 to 1914. The hut was built around 1899. Originally it was constructed of drop slab walls. In the 1920s and 1930s the hut was given a corrugated iron covering over the timber roof. Since then, many repairs and modifications have been made to the hut. In the summer of 2016 / 2017, the Victorian High Country Huts Association did extensive repairs including replacing posts, rebuilding the chimney and repairing the fireplace. Our club has undertaken minor repair work and clean-ups at the hut on a few occasions.

The activity will be over three days. You only do what you feel comfortable with. This is our eleventh year of volunteer work with Parks Victoria. During that time, we have built up an excellent relationship with the Foothills and Southern Alps Team and we always have a great time.

Below are the details I have at this stage for our volunteer work in November.

Trip Leaders:

Greg Rose for LROCG. Wayne Foon, Parks Victoria ranger, Foothills and Southern Alps Team, Heyfield.

Dates:

Wednesday the 16th, Thursday the 17th and Friday the 18th of November 2022.

Meeting Place and Time:

Licola store car parking area. There are toilets and mobile phone reception at this location.

9:00 a.m. Wednesday the 16th of November. We should be back at this location by mid afternoon on Friday the 18th.

Location:

Howitt Hut. Grid reference in UTM/WGS84 bands notation, 55H 473181E 5879392N. In Latitude and Longitude degrees, 37.23167degrees south 146.69766 degrees east. From Licola travel up Tamboritha Road to Arbuckle Junction, turn onto Howitt Road and continue 33 km to Howitt Hut access track. It is a slow journey from Licola to Howitt Hut, especially the last 33km.

Accommodation:

Camping at Howitt Hut camping area. Due to the nature of the road and the size of the camping area, it is not suitable for full sized caravans. Camper trailers are suitable as are swags or tents for camping. It is high altitude camping so be prepared for chilly nights. There is a long drop toilet at the hut.

Food and drink:

Wednesday. Snacks for morning and afternoon, lunch, drinks and something to bar-b-que for the evening meal.



There will be a large bar-b-que plate please bring some salads and dessert to share. Bread, sauces, etc. will be provided.

Thursday. Breakfast, snacks for morning and afternoon, drinks, lunch. Parks Victoria will provide the evening meal. Friday. Breakfast, snacks, drinks, lunch.

Water. Bring your own water for drinking, cooking, washing, etc. It is O.K. to bring some "refreshing beverages" to accompany dinners.

Clothing:

Four seasons clothing including wet weather gear. Sun hat, leather gloves, boots (preferably steel capped), eye protection. Gaiters if you have them.

Medications, personal details forms, etc.:

Sunscreen. Any medications you would normally take. Two personal details forms to be used in a medical emergency. In sealed envelopes with your name on the envelope. One to be given to the trip leader, one kept in your vehicle.

Your Vehicle:

Must be in good roadworthy condition with good tyres including the spare. You should have a first aid kit, fire extinguisher and basic recovery gear and tools in your vehicle. A UHF radio is important for convoy communication. Plenty of fuel.

Communication:

We will not have mobile phone coverage. The trip leader will have a satellite phone for emergency use. The Parks Victoria vehicle will have trunk radio.

Our Tasks:

Have not been finalised at this stage but will be in keeping with our skill sets and ability.

Important:

You must be registered on Park Connect and have uploaded your Working With Children Check to your Park Connect profile.

We will also adhere to any public health advice regarding Covid that is in place at the time.

What Else:

Bring a camera. The spring wildflowers should be out and the views are spectacular.

If you think you will be able to come along, please let me know as soon as possible. Greg Rose email gro13624@bigpond.net.au

If you have any questions, contact me or Wayne Foon at the Heyfield Parks Victoria office.

FWDV Regional Representatives Weekend

21 & 22 May 2022



By Prue Hasler (LROCV)

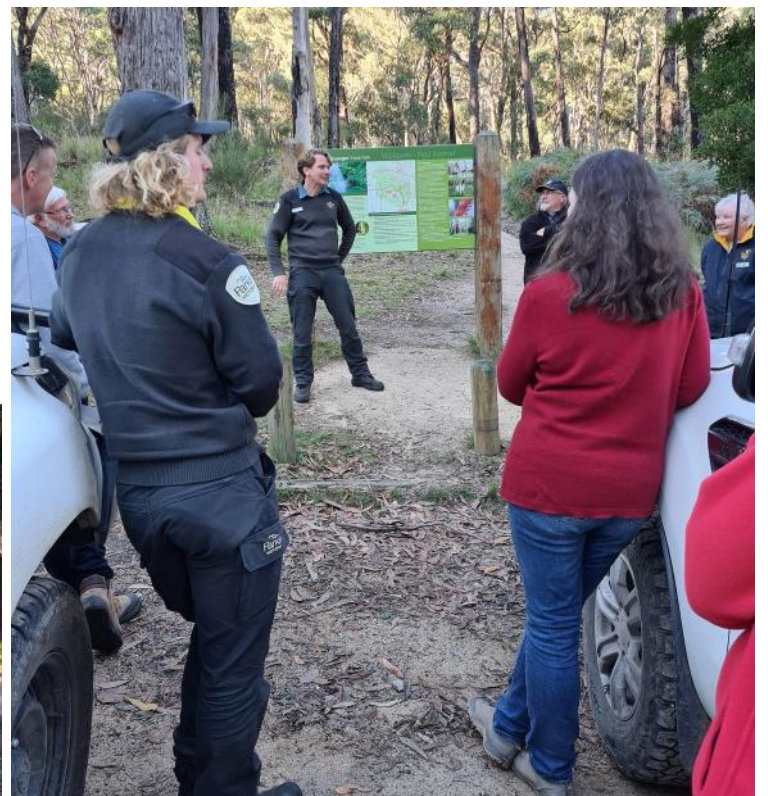
Four Wheel Drive Victoria have been holding bi annual Regional Representative meetings with Parks Victoria (PV) and the Department of Environment, Water and Planning (DELWP) for over 18 years. Various club members representing areas around Victoria also attend and this weekend so there is a great opportunity to share information, provide input to land management decisions and hear the latest news. John Hasler and I have attended all meetings except one during this time, being the Regional Reps for the area East of the Snowy River.

This weekend was the first face to face meeting since 2018 due to Covid restrictions, with the Sunday meeting being held in Beaufort from 11.00am to 3.00pm. We spent the previous 3 days at the Grampians and stayed at the Blue House near Warrak on a picturesque vineyard, Mountainside over the meeting weekend. No TV, phone or internet service to check on the outcome of the Federal election but a private chat with the vineyard and winery owners was a treat!

Saturday was the traditional drive in a local forest area, with 8 vehicles led by the two PV Rangers, Alex and Rory who provided interesting and entertaining commentary about the Mt Cole and Mt Buangor areas and local Parks management issues. Most of the forest tracks were easy apart from one descent with rock steps and an ascent. The PV Hilux taking it easy due to a lower ground clearance than the rest of the convoy.

The forest was predominantly regrowth having been logged extensively for the Ballarat goldfields from the 1850s to 1919. The Forest Commission was formed in 1919 and logging ceased in the area to preserve the remnant forest. Logging recommenced in 1947. Giant boulders were also a feature of some parts of our drive such as the Wallaby Caves.

We stopped at Lookout Hill and enjoyed the views amongst the various communications towers including local TV broadcasting. After time for a discussion with maps on the bonnet about proposed new Parks we headed past Mt Cole to the forested Victoria Mill Scenic Reserve for lunch and a chance to meet and share stories with members of other 4WD clubs. Our next stop was the variously named Mt Cole Reservoir Lake or Ararat Lake. A peaceful bush area with a great lakeside for the group photo.





The Wallaby Caves Road took us through a marvellous jumble of giant granite boulders and took us past the Wallaby Cave (more granite boulders) with views over the surrounding farmland and to Mt Cole in the east and Mt Gorrin and Mt Langhi Ghiran in the west. We stopped at the Ferntree Gully waterfalls for a short bush walk and view of the bushy campground area.

Most of the group headed back to Beaufort while we took a short detour to inspect the smaller Bailes Campground and large, well designed Middle Creek Campground. The group met for a pub meal at the Golden Age Hotel which included checking out the progress of the election results.

After a frosty morning we met at the DELWP/PV offices in Beaufort ready for our meeting at 11.00am. Attending were Siobhan Rogan, Area Chief Ranger for Ballarat hosting the meeting, other senior land managers included Chris Corbell, PV Director East, Richard Wadsworth from DELWP, various senior rangers from the local area, FWDV staff Wayne Hevey, Alison McLaughlin and Damian Whitby and representatives of around 10 Victorian clubs including from the Wimmera, Mansfield, the Otways, the Yarra Valley and Hamilton. John Hasler and I represented the Range Rover Club of Victoria, the Pajero 4WD Club and the Land Rover Owners' Club of Victoria. The 3 hour meeting and lunch discussions provided ample opportunity to network and share information.

Many topics were covered including reports from each of the club representatives. Of interest was the different levels of relationships with the local land managers, staff changes have affected the continuity of some of these relationships. Items of note included:

An Acknowledgement of Country was given by the host DELWP representative

Around 70 gates needed to be repaired or replaced in the Toolangi area

The compliance initiative Operation Guardian operated during the Covid lockdowns

Merringtons rehabilitation is an example of what good 4WDing looks like and includes encouraging good behaviours

Aboriginal relationships and connections are being promoted

Work is being done to improve the consolidation of information around road closures including Seasonal Closures by DELWP

There was a report on the workings and outcomes of the state Government 4WD Advisory Group
Forest Management Planning is underway on how

we use State Forests with a 10 year planning horizon (see Engage Victoria)

DELWP advised that local people are required for inclusion on the committees of management for recreation reserves (there are many recreation reserves suitable for camping)

There was a PV presentation on the Grampians part of the Parks Victoria Victoria's Great Outdoors project with 2 new campgrounds, an increase in capacity at camp grounds and an increase in vehicle based camping

Discussion around reducing bushfire risk. There were 40 unattended campfires in the local area (Port Phillip to Langhi Ghiran), with an increase in patrols and numbers of unattended campfires reducing. Education is continuing and there is some public opinion that camp fires should be banned.

Bridges are being replaced to take the increased loads of heavy vehicles so machinery can quickly be moved to fires and floods quickly. Over 5 years there is 8,000kms of roads and 40 bridges being upgraded. In the financial year 10 bridges and 2,000kms of roads were upgraded. DELWP and PV are working closely on this initiative

Silt traps on tracks are used in areas of high rainfall and high slopes

The deer control program has been a focus on the east of the state whereas the west of the state is 18 months behind. Difficult to survey the numbers as thermal imaging doesn't indicate the species. Aerial shooting is the most cost effective method of culling deer. Huge numbers have been culled using 6 contractors.

The importance of Biodiversity. Do not drive off the road/ track. The importance of citizen scientists recording plant and animal sightings in the Victorian Biodiversity Atlas/the iNaturalist app. This assists in gaining funding for various projects and protecting biodiversity

The Ballarat area has received funding that will assist with all abilities activities. The design of campgrounds is changing. Volunteers assisting with working bees and track rehabilitation. Local Field Naturalist groups assisting plus the Victorian Bird Count. Encourage people to drop in and say Hi when travelling. Good to report on local conditions

Remember to keep tyres and boots clean when travelling to protect areas from pathogen transmission

If volunteering with PV required to register with ParkConnect (training required?) and have a current Working With Children Check (free for volunteers)

Closing tracks. The land managers will contact FWDV to discuss. Collaborative approach. If a club member has any issues to let FWDV know including if tracks are overgrown. Please contact us if you have any questions.



The Gary Junction Road

By Greg Rose

Photos by Lois and Greg Rose



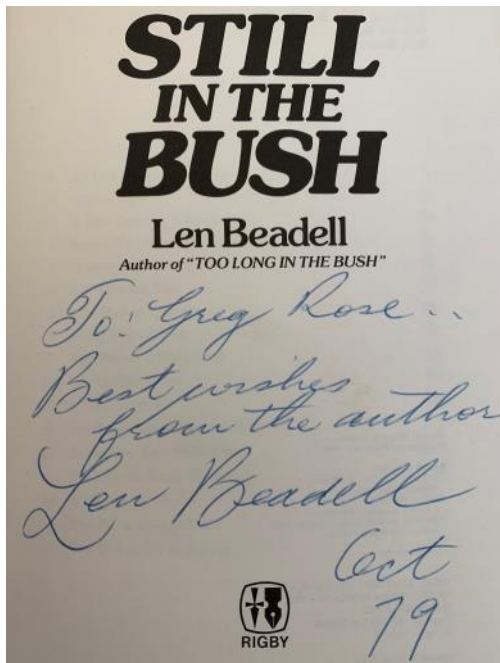
In October 1979, I met one of my heroes, Len Beadell. We had travelled from Central Gippsland down to Melbourne to hear Len speak. I still have the book he signed for me on that memorable evening.

Len Beadell was often described as “the last true Australian explorer”. Following World War 2, the British and Australian Governments set up a long-range weapons (rockets) testing program and areas for the testing of atomic bombs. Len Beadell was the surveyor who se-

lected the sites and subsequently surveyed and oversaw the construction of approximately 6000km of roads in largely unexplored areas of Central Australia. Much of the exploration and survey work was done by Len, travelling alone in advance of the road construction crew, in a Series 1 Land Rover.

Sadly, not too many people now, seem to know of Len Beadell's exploits. His roads, however, are still out there to be explored. The Gary Junction Road is one of those roads.

Although it deviates a little from the original route, the Gary Junction Road, which has a few names over the whole length, runs from Marble Bar, in Western Australia, into the Northern Territory and most people see Alice Springs as the end point of their journey. The road services the communities of Punmu, Kunawarritji, Kiwirrkurra, Kintore, Mount Liebig and Papunya. Much of the route is through aboriginal land and two permits are required, one for Western Australia and a second for the Northern Territory end. The permits can be applied



for online. Under the terms of the permits, you have three days to complete the journey. The permits also specify that it is for, "Transit and refuelling ONLY". Note that most of the roads Len Beadell surveyed require permits to transit.

The trip is not difficult. However, it is very remote and very long, about 1500km. This route is renowned for destroying tyres, suspension components and trailers. We have heard some horror stories of caravan interiors falling to pieces and heavily loaded dual cab 4x4 utes cracking chassis.

There are communities where you can get fuel and some basic supplies. The communities are not geared up to offer mechanical help. Apart from the last section into Alice Springs, where it joins the Tanami Road and then the Stuart Highway, the road is all unsealed. When we did the trip, in late June 2022, the surface was very rough. There are some sandy sections, some rocky surfaces, but mainly you will encounter hundreds of kilometres of heavily corrugated road.

We were confident with our set up and our remote area touring ability. Our 2019 200 Series Land Cruiser GXL has an upgraded fuel capacity of 215 litres plus a 55 litre water tank. Our Pod Xtreme Off Road trailer and Toyota have the same size rim and tyre combination giving us three spare Bridgestone 697 light truck construction tyres. These all-terrain style tyres are very strong, used by tour companies, cattle stations and various government departments and are readily available in most places. The Land Cruiser also has a pre-registration ARB GVM upgrade giving us heavier springs and adjustable BP51 remote reservoir shock absorbers. The Pod Xtreme trailer has independent Cruise Master suspension, an excellent chassis and DO35 hitch. I had checked and repacked the bearings before we left on our extended trip and carried spare bearings, which I had already packed with grease, seals and shock absorbers. The trailer was fitted with our ARB Simpson 3 roof top tent and carried most of the camping gear, spares, another 50 litres of fuel, additional water, food, etc. In case of emergency, we had a Codan HF radio, satellite phone and a PLB, personal location beacon.

We were glad to get out of Marble Bar.



A relentless, hot wind was blowing dust through the caravan park, which was quite crowded. Not our happy place at all. Having just spent a few weeks in the heavily tourist populated Pilbara, we were keen to get onto roads less travelled. We topped off our fuel tanks at the Marble Bar Travellers Rest roadhouse, the only fuel outlet in town, and bought freshly baked bread and pies from the little general store opposite the Iron Clad Hotel. There was a strong, fuel economy punishing headwind, as we left the town.

The first section of road is heavily trafficked by vehicles servicing the Telfer Mine and was in very reasonable condition. Once past the mine section I reduced the tyre pressures a little. The first thing we encountered was a magnificent sand monitor / goanna (*Varanus gouldii*) casually wandering across the road.

Seventy kilometres per hour seemed to be the sweet spot for smoothing out the corrugations. Even though we thought we had sufficient fuel for the trip we wanted to top up again at Punmu



Community. According to our information fuel was available up to 4:00 p.m. We arrived at 3:00 p.m. and the store was shuttered. Lois wandered up to the school and found someone who took us to an office where "Big Fella" John kindly offered to meet us at the fuel pump and unlock it for us. The first question John asked was if we were Collingwood supporters. I got the feeling that passionate Geelong follower John, might not have given us fuel, if we

were magpie supporters. Punmu community is surrounded by Karlamilyi National Park, formally known as Rudall River National Park.

It is important not to be too reliant on the community stores and information about them which appears on some maps. We have found they are often closed or open at odd hours due to community business,

staff shortages, etc. The communities we stopped at were very welcoming and helpful. It is important to have cash for purchases too. Sometimes outages will mean that credit cards cannot be used. When we used the road, influenza was taking hold in the communities and tragically there were many funerals.

Further down the road we found a perfect secluded campsite on a small clay pan. We had seen no other traffic since passing Telfer Mine. Setting off the next morning we encountered the first of the many groups of camels we saw on the journey. Sometimes just two or three but often what looked like "family" groups of several animals. We also saw bustards, eagles and kangaroos.

By late morning we arrived at Kunawarritji Community near the Canning Stock Route well 33. Travellers doing the Canning fill up with fuel here. There is a well-stocked store with a good range of food supplies. We got chatting to one of the locals who explained that the country was protected by a spirit dog. The local rangers have a paw print symbol on their badges representing the important protector of the land. The Canning Stock Route had opened for travel a few days before we arrived, having been closed, as were the communities, during the Covid lockdown period.

Gary Junction was our next stop. At the junction, marked by a couple of old 44-gallon drums and a sign, the Gary Highway and the Gary Junction Road meet. There is a replica of Len Beadell's survey plaque. Writing our names in the visitor book we were able to see that very few people were using the road.

Jupiter Well was our lunch location. The well has a hand pump over a half drum and I could easily pump clean, clear water. The country surrounding Jupiter Well is beautiful with stands of desert oaks and plenty of good camping spots



and a long drop toilet.

Late in the afternoon my Suunto watch showed that the barometric pressure was dropping. Ominous dark clouds began to build up ahead of us. The setting sun behind us cast a warm yellow glow over the roadside spinifex and stunted trees. We could see that it was raining heavily to the southeast and at one point we had a double rainbow. Just on dusk we found what we were looking for. A small area where road crews had been excavating gravel for road repairs. Most importantly, the track into the gravel pit was made of hard packed crushed rock to support trucks. An ideal site for us to camp and be on a firm surface if the rain came. We set up quickly, cooked up some sausages and had a hasty meal just before it started to rain. The storm was fortunately short lived. Venturing out of the cosy tent once the rain had finished, we experienced an unbelievably dark night. There was no moon and the low thick cloud cover meant there was no starlight. It is rare that you cannot see anything at night but on that occasion even the nearby trees were hidden in the blackness.

The next morning, we crossed the border into the Northern Territory. Not far from the border there were people! The first travellers we had seen. We had been following a set of motorcycle tyre tracks since we started on the dirt road. Ahead of us, stopped on the road, was the motorcycle heading east and two four-wheel drives heading west., We stopped in the middle of the road and chatted for at least half an hour, only something you can do on a remote track. The motorcyclist was a New Zealander who was travelling the Len Beadell roads. He was very experienced and well prepared having undertaken many similar solo trips. There were quite a few adventure riders on our travels this year, including one rider we were camped near at Karijini Eco Retreat, who was riding to London. The two four-wheel drives were from South Australia, heading for the Indian Ocean coast for a break from wheat farming. Just two friends out for an adventure after planting the crops. It became a bit of a traffic jam as two more four-wheel drives heading west pulled up, also South Australian farmers out exploring. We didn't see any other traffic until we were east of Papunya.



We had started in the Great Sandy Desert and we were now in the Gibson Desert. Small rocky ranges appeared. Nearing Papunya the road became significantly more corrugated. The peaks of the Western Macdonell Ranges appeared on the horizon. Mt Zeil Wilderness Park, on the Connellan family Narwietooma Station, 200 kilometres from

Alice Springs, was our destination.

The Connellan family have a long history in Central Australian pastoral and aviation enterprises. The camping ground has a couple of dozen basic sites, all discretely hidden from the next site, with a fire pit, supplied firewood and long drop toilet per site. There are



showers, flushing toilets and a small shop at the office/reception area. The park is at the foot of Mt Zeil, at 1531 metres the highest mountain in the Northern Territory and the tallest peak

on mainland Australia west of the Great Dividing Range. We settled in for a few days of solitude at Mt Zeil as we were the only people booked in. It was great to talk to Sonya Connellan about life on

the cattle station, the difficulties during Covid times and educating children through the Alice Springs School of the Air. No peddle radios in these days of interactive computer learning programs and satellite dishes.

After our Mt Zeil stay, we headed to Alice Springs for a catch up with a friend, a well-deserved service for the Land Cruiser and resupply before heading bush again.

Our Gary Junction Road trip had been highly successful. It gave us the remote experience we wanted after the busy Pilbara region. We had no issues with the vehicle or trailer. Tyres and suspension all survived perfectly. Nothing came loose or fell off. The cabin air and engine air filter elements were both very dusty and I replaced them with spares I had in the trailer. Due to the headwinds on the first day, we used more fuel than anticipated but we could have still completed the journey without topping up at the communities.

Each time I venture into those areas I increase my respect for Len Beadell. Surveying those roads with very basic equipment and a little Land Rover. I do have a small issue with his names of the roads, he called some of them "highways", over selling them a little perhaps?

Len Beadell wrote many entertaining books about his exploits. The books are still available and well worth reading. The website Len Beadell Publications, run by the Beadell family, has books for sale and more information on Len's life.



Entire Victorian town with its own pub up for sale in Gippsland

Tiny Coopers Creek in Victoria's bucolic east is on the market, with price expectations of \$2.5 million to \$3 million.

That sum is for the lot, which isn't much at the moment, although it has a rich history and the area is frequented by holidaymakers. For the sale price, the buyer will score all of the postcode of Coopers Creek - comprising 19 vacant blocks, from 660 square metres to more than 12,000 square metres, lining a single road (simply called Coopers Creek Road), plus a pub and a two-bedroom residence.

The listing is aimed at someone who wants to make the quaint spot, north of Traralgon in the Gippsland region, their life and work. Located just 15 minutes' drive from Rawson and a few hours' drive from Melbourne, Coopers Creek also has close accessibility to Traralgon and Mt Baw Baw.

On 4.45 hectares on the Thomson River, Coopers Creek is a former copper and gold mining township and during its boom era, had a population of 250. The site is now occupied by a couple of caretakers, two camp sites, a two-bedroom home, a closed hotel and the mining town's ruins.

Copper was discovered there in 1864 and that led to the establishment of a town and the opening of a post office four years later.

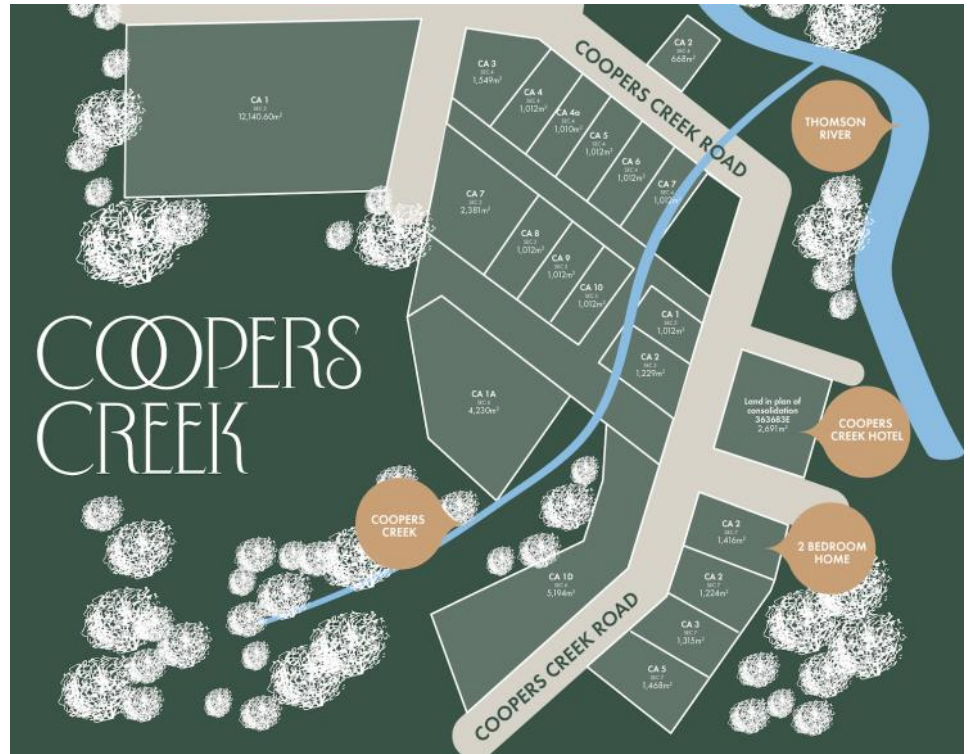
Today, it is a speck in the mountains near Walhalla but draws nature lovers, including bushwalkers, kayakers, off-road drivers, horse riders and skiers destined for Mount Baw Baw (for this purpose, Coopers Creek has a dedicated campsite).

The Holyoak family own the town, which they bought incrementally, starting in the 1960s, the listing agency said. The Holyoak patriarch fell in love with the area while visiting nearby Walhalla. The man and his wife were trying to find overnight accommodation when they met a lady from the Coopers Creek hotel who offered them a place to stay, according to family lore. "He woke up the next day and said: 'This was what I'm looking for and how I want to live my life'," Mr Mason said. The Holyoak entrepreneur spent the next four decades or so buying all the town's titles.

The man passed the property onto one of his sons who ended up running the hotel for several years. The pub burned down in 1999 but the son rebuilt a replica of the historic Copper Mine Hotel, complete with a pool room, dining area, stage, open fireplaces and commercial kitchen. The hotel closed to the public in 2007.

Since then, the family has leased Coopers Creek to music festival operators with up to 1000 visitors attending events onsite.

Mason White McDougall director Ian Mason is handling the sale, which is by expressions of interest. He said it was hard to put a finger on what an entire town should cost. The \$2.5 million to \$3 million asking range is less than half the median house price of Bellevue Hill in Syd-



ney, and is on par with the median house price in Sydney's Chatwood and Melbourne's Middle Park.

"If you have ever wanted to own your own town or be the mayor of your own domain, this is the place for you," Mr Mason said in a statement. "Whether it's setting up a tourism business or a desire to live off grid immersed in nature, Coopers Creek offers endless opportunities including a break from city life and a change of scenery in one of Victoria's most pristine natural environments.

