

LAND ROVER OWNERS' CLUB

OF GIPPSLAND
NOVEMBER 2022 NEWSLETTER



GIPPSLAND LAND ROVER

535 PRINCES HIGHWAY, TRARALGO5N (03) 51721100

GIPPSLAND'S HOME OF LAND ROVER

Proud sponsors of the Land Rover Owners Club of Gippsland



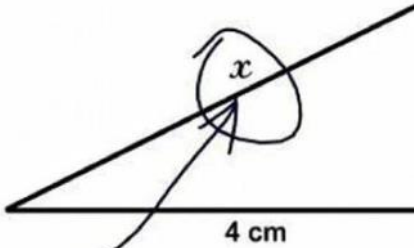


LAND ROVER OWNERS' CLUB OF GIPPSLAND

P.O. Box 554 Traralgon 3844 Telephone 03 51721100 Club website lrocg.jimdo.com

From Blakie's school book.....

3. Find x.



Here it is

I Tried Donating blood today. Never again. Too many stupid questions. Whose blood is it? Where did you get it from? Why is it in a bucket?



Why is it that when we talk to God we're said to be praying, but when God talks to us we're schizophrenic?

Some women hold up dresses that are so ugly and they always say the same thing, "This looks much better on." On what? On fire?

I have a great diet. You're allowed to eat anything you want, but you must eat it with naked fat people.

Those who live by the sword get shot by those who don't.

I just got lost in thought. It was unfamiliar territory. How did the telephone propose to its girlfriend? He gave her a ring.

Wife: Do you want dinner? Husband: Sure, what are my choices? Wife: Yes and no.



Gippsland Land Rover had a fellow come into their spare parts department asking if they sold longer dipsticks, because his doesn't reach the oil anymore.

This month's cover; John Kerr's Discovery at the Gungahlin River Camp Ground, on his way to Daveys Hut, while taking part in the Cup Week Trip.

Land Rover Owners Club of Gippsland 2022-- 2023 Committee

- President Alan Harlow 0419 530 117
- Vice President Neville Trimnell
- Minute Secretary Tonee Harlow
- Treasurer John Kerr
- Publicity Officer Charlie Calafiore 03 5172 1100
- Secretary Charlie Calafiore 03 5172 1100
- Events CoOrdinator Alan MacRae
- 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, Charlie Calafiore,



Wash asks; What is this ? And where is it ?
Email your guess to Alan Harlow, (there is no prize)

Charlie Calafiore awarded Life Membership of the Land Rover Owners Club of Gippsland

I first met Charlie Calafiore in 1993. I bought a new three door, diesel, Carrigarda green Discovery 1 from him. Little did I know what a long and rewarding association that would develop into.

Charlie has been a key member of the Land Rover Owners Club of Gippsland since its creation in 1994. During all those years, he has been on the committee as Publicity Officer and Public Officer, that makes him the longest running committee member. Charlie has probably attended more meetings than any other member.

Apart from his role in meetings, Charlie does an enormous amount of behind the scenes work that keeps the Club functioning. Organising to get the newsletters printed and posted, setting up for meetings, judging photo competitions, being the contact person for people enquiring about the Club, arranging access to the dealership so that meetings can be held even if he cannot attend are just a few of the things he does with great efficiency.

In the early years of the Club Charlie was a regular trip participant. Coming along on some "interesting" vehicle scratching trips in a shiny new demo Land Rover, usually a Discovery but occasionally a Defender. On one trip, in the foothills south of Dargo, Charlie nearly came to grief. Driving a new red Discovery, that was on loan from Land Rover, Charlie came sliding backwards down the slick yellow clay slope that was the steep section of Killeens Climb Track. With a drop on one side and a bank on the other, either by luck or skill, Charlie managed to bring the vehicle to a gentle halt nudging the bank. Fortunately, the only damage was a dislodged mud flap and the Discovery, along with six other vehicles, was winched past the clay section. Charlie was never so precious about the vehicles that he wouldn't take them into the hills.

The many and legendary Dinner Plain weekends were a Charlie speciality. With fantastic catering, great accommodation and driving two of the most iconic 4x4 tracks in Victoria, Blue Rag Range Track and King Spur Track into Mayford, the weekends were sensational and a result of Charlies fine organis-



The LROCG President, Alan Harlow, presents Charlie Calafiore with a plaque to recognise his Life Membership

ing skills.

Charlie has been a welcoming host for meetings. With a philosophy that the most important part of the evening was the post meeting socialising, he must have made thousands of cups of coffee for members over the years. Charlie also organised gifts for guest speakers and visitors to the meetings and prizes for Club competitions. The task Charlie hated the most was taking the minutes at the Annual General Meeting.

Charlie has been a great supporter of the Club's involvement at many Land Rover Owners' Club of Victoria's Field Days, now called the Victorian 4x4 Show. The latest model Land Rover products were always made available for Club members to take to the event and put on display. That made our exhibit interesting for attendees with an interest in Land Rover product. I doubt that Charlie made many sales from the displayed vehicles, but his support was long lived and generous.

Charlie oversaw the transition of the Land Rover Owners Club of Gippsland from support by Ray Massaro and

Massaro Motors, to the current Gippsland Land Rover support. During that transition he made sure that the Club still had full use of dealership facilities for meetings.

The dealership support, driven by Charlie, makes the Club unique and has provided members with superb opportunities to inspect and when possible, drive, the latest models of the brand. Charlie has also involved the Club in special events like model launches, Land Rover Roadshow and opening of the new dealership.

There used to be an annual award for the Club member who did something that they should not have done while driving a Land Rover. Charlie was the first "winner" of the award, appropriately called "The Charlie Award". I will not embarrass him by recounting what he did. Maybe he will tell the tale, but you'll be sworn to secrecy if he does.

Charlie, you are a very worthy recipient of Life Membership of the Land Rover Owners Club of Gippsland.

Greg Rose.

His Majesty, King Charles III

"The Queen is dead. God save the King"





'We're selling every single car we can get!'

Land Rover not fazed by hybrid rivals eating its lunch or Volvo going electric by 2026 in Australia.

Land Rover is currently in the process of launching its most significant new-generation models to market in Australia, the Range Rover Sport and full-size Range Rover, but one thing still missing from the picture is the brand's first fully electric model.

Not only do its German rivals, BMW and Mercedes-Benz already each have a range of fully electric vehicles on sale in Australia, but Volvo has notably jumped out of the luxury car crowd by announcing it will go all-electric early in Australia.

Speaking to *CarsGuide* at the local unveiling of the new Range Rover Sport, which will initially arrive in straight-six petrol and diesel forms, Land Rover's Australian communications boss, James Scrimshaw, said the British marque's local division was not fazed by the major electric changes in its competitor lineups.

"It doesn't affect our strategy. Land Rover has announced there will be reimagined electric variants of all its products by 2030, the Range Rover and Range Rover Sport will have electric variants by 2024, and Jaguar will be all-EV from 2025. We haven't revealed those cars yet, but you will see them in due time," he said.

The Range Rover Sport, which currently starts from \$139,160 before on-road costs for a base D250 SE sits on Land Rover's latest MLA platform shared with the full-size Range Rover. The fully electric version is expected to be revealed imminently, and could be on sale in Australia by 2024.

Meanwhile, a plug-in hybrid version with an unusually long 125km driving

range on a single charge is expected to arrive before the end of 2023. While all variants can be ordered now, *CarsGuide* understands that aside from an initial shipment of petrol straight-six models, the stock arriving for the majority of 2023 will be diesel only.

"We take more diesel than other markets, and Range Rover Sport has always sold a high percentage in diesel in Australia, so we're not worried about the stock coming in," Mr Scrimshaw said.

He added that it was "too early to tell" whether customer demand would be driven toward the plug-in hybrid variants in the range, as only a limited number of Range Rover Evoques had arrived in the country in hybrid form. Although early orders for cars like the Range Rover Sport tended to head toward highly-specified Autobiography and First Editions in the first year of sale.

And no, diesel isn't going to exit the Land Rover line-up any time soon, as it has done for many of its notable rivals, according to Mr Scrimshaw.

"We'll still continue with diesel," he said. "We still want to offer customers

that alternative, it will suit some markets better than others, but we're excited to see it here in Australia."

Is the brand worried about increased competition to the Range Rover line-up, particularly at the large SUV end with cars like the Audi Q8, BMW X7, and Mercedes-Benz GLS? It's a resounding "no", according to Mr Scrimshaw.

"We market our products on their own strengths and don't worry about the competition. Range Rover in particular has a high percentage of buyers who will only consider a Range Rover and won't cross shop at all between other products," he said.

Nor is the brand concerned about the amount of competition in the hybrid space, particularly from the likes of Lexus.

"We keep an eye on the market, and if we had stock sitting around, we might start to think about that, but right now we're selling every single car we can get into the country - there just isn't the stock sitting around which people can shop between," he said.

The Range Rover Sport can be ordered now, but delivery time will depend on variant and individual dealers.



Jaguar Land Rover reducing its production at UK factories until spring

Jaguar Land Rover is cutting production at its UK factories until the spring in a sign of its continued struggle to source semiconductors amid the global shortage.

The carmaker, whose chief executive, Thierry Bolloré, last week announced his resignation, has decided to cut production at factories in Solihull and Halewood between January and the end of

March as it tries to prioritise its most profitable models, said industry sources.

JLR and other carmakers have been plagued by shortages of semiconductors since early 2021. Many carmakers cut their orders for the computer chips at the start of the coronavirus pandemic, only to find themselves at the back of the queue when demand roared back.

UK car production in October was only just over half the pre-pandemic level of 2019, according to data published on Friday by the Society of Motor Manufacturers and Traders, a lobby group.

The industry in the UK produced 69,524 cars, down 48% compared with 2019, although it was an improvement of 7% on last year.

JLR, the UK's biggest carmaker, this

November reported a record order book of more than 205,000 cars, but the chip shortage has complicated its efforts to ramp up production of new versions of its Range Rover and Range Rover Sport, which are both made in Solihull, and its Defender, which is made in Slovakia.

The Solihull factory, in the West Midlands, will move from two shifts to one in the parts of the factory that produce the lower-price Range Rover Velar and the Jaguar F-Pace, while adding an extra shift to produce Range Rover body panels. The Halewood plant, in Merseyside, will also drop to one shift. The factory produces the Discovery Sport and the smaller Range Rover Evoque.

The further disruption comes as JLR's Indian owner, Tata, searches for a new chief executive for the business, following the surprise announcement of the resignation of Bolloré for "personal reasons". The departure has raised questions over JLR's future strategy, and particularly its approach to electrifying its product line-up – although the company insists the strategy will remain unchanged.

In the shorter term carmakers are also likely to face lower demand as the UK goes through an expected long recession and falling living standards.

JLR has been lossmaking for the past 18 months, but at the company's presentation of the most recent financial results this November Bolloré said he believed that semiconductor supply would improve in the coming months. He said: "We expect to continue to improve our performance in the second half of the year, as new agreements with semiconductor partners take effect, enabling us to build and deliver more vehicles to our clients."

JLR has not yet planned for reduced shifts after the end of March, and it has been working to secure its longer-term supply of semiconductors. Last month it

announced a deal with Wolfspeed, in the US, to supply silicon carbide semiconductors.

A spokeswoman for JLR said: "We continue to actively manage the operational patterns of our manufacturing plants whilst the industry experiences ongoing global semi-conductor supply chain disruption.

"Demand for our vehicles remains strong. We expect our performance to continue improving in the second half of the year as new agreements with semiconductor partners take effect, enabling us to build and deliver more vehicles to our clients."



Jaguar Land Rover chief to step down after string of losses

Thierry Bolloré will step down from Jaguar Land Rover after just two years in the role and a run of losses at the Tata-owned luxury car maker. Bolloré, the former Renault boss who joined in September 2020, will leave "for personal reasons" at the end of the year, Tata Motors said on Wednesday.

JLR has notched up pre-tax losses for the past six consecutive quarters, at a time when arch rivals including Mercedes-Benz and Porsche were recording record profits. The company blamed the global shortage of semiconductors, leading to factory outages and production delays when it posted last week a £178mn loss for July to September on sales of £5.3bn. In the same three months, Mercedes posted a profit of €4bn on €38bn of revenue. JLR chief financial officer officer Adrian Mardell, who takes over as chief executive for the time being, said last week that the

company was "behind the clock" on dealing with the chip problem. He said JLR was "working tirelessly" to resolve its supply problems.

It has also started prioritising parts for its new Range Rover and Range Rover Sport models, which are newer models and will help the business's profitability, he added. "All other [carmakers] have been doing that over the last 12 months, we've been in project change-over over the last 12 months," he said. A search for a full-time replacement for Bolloré has already begun and is being run by Tata in India, according to two people. Bolloré rose within the ranks of Renault under Carlos Ghosn before becoming chief executive of the French group. He was ousted in 2019. He joined JLR when it was behind rivals on electric vehicles, and set the company's strategy to push into battery models and move further upmarket early last year. Since then, the company has

made few public announcements on its progress, and is yet to name a long-term battery partner for its electric vehicles. Part of the delay has come from owner Tata, which is involved with the battery sourcing decision and has been in talks with Britishvolt, the UK start-up that requires rescue funding, according to three people.

"I am immensely proud of what we have achieved together at Jaguar Land Rover over the last two years," Bolloré said on Wednesday. "The company's transformation and acceleration towards a sustainable, profitable future as a modern luxury business is underway at great pace." Natarajan Chandrasekaran, chair of Tata Sons, Tata Motors and Jaguar Land Rover, thanked Bolloré. "The foundations for a successful transformation have been laid, leaving the company well poised for the future," he said.

Electric cars....will they really cut our CO2 emissions or is there an alternative?

By Mark Hayward

From the AOMC News, September 2022. However, this article first appeared in the Aston Martin UK club newsletter number 234 and has been reproduced with the kind permission of Mark Hayward and the Aston Martin Owners Club (UK).

Along with a number of people I have been looking to replace my ageing RS6 which was 17 years old, had done 230,000 miles and was still going strong, but unfortunately my garage could no longer get the spares from Audi. I have continually rationalised that spending £5000 a year on parts and servicing was better than buying a new car and losing £20,000+ in depreciation in the first year. I do short journeys locally or long journeys on holiday but do need a car to tow a trailer to VSCC events and abroad. One gets used to having 500bhp and lots of grunt so I bit the bullet and bought a new RS6, which is actually homologated for towing but it is just like driving a fast computer. Everything is touch screen or push button. The only vintage homage is having 22-inch wheels which are an inch bigger than my 1928 FWD Alvis, although the width of one wheel is about the same as four Alvis wheels. Electric did not meet my towing requirements but the search led me to investigate the pros and cons of Electric Vehicles [EV] more thoroughly. Using the internet and 'The Rare Metals War' by G Pitron, I discovered some astonishing facts about where we are headed. With the Government pledge to ban the sale of new petrol and diesel cars by 2030 and JLR and Ford announcing they will only produce electric from 2025, and even Bentley now going electric, it is obvious the whole motor industry is also going down this road. So, let's look at the pros and cons of not only manufacturing EVs for mainstream use, but also on running them.

According to Strathclyde University, to power these vehicles, heat our homes and supply industry by 2040, we will need to increase power generation capacity in the UK by 26%. Currently, less than 25% of our electricity is generated by renewables, we are decommissioning fossil fuel stations (42%) and no one is investing in nuclear (14%). It has taken us 20 years to generate less than



25% of our current needs from wind and solar, despite the Chancellor pledging £20m to off shore wind. How are we going to generate 66% or more of our needs from renewables in the next 20 years, assuming fossil fuels are zero? This requirement is the equivalent of building 6-8 Sizewell Nuclear stations. To manufacture the world demand for wind turbines, up to 2050, will require 3200m tonnes of steel (70% of the current world steel production) plus 310m tonnes of aluminium and 40m tonnes of copper. In addition, erecting them takes 15 x the concrete, 90 x the aluminium and 50 x the copper that would be used in the equivalent fossil or nuclear plants. Either there will not be enough steel to make high rise buildings, or bridges or cars or ships for that matter or the lights will go out, our electric car batteries will be flat or our home heating won't come on!

Electric Vehicles

Some interesting facts based on the UK model:

- The production of an EV requires more energy than a conventional car, its industrialisation is 3-4 times more energy intensive than a conventional car
- In its manufacture, assuming the same power generation split as above, an EV will generate 32 tonnes of CO2 versus 60 tonnes for a conventional car. For EVs with longer range (500 miles) they will generate 100 tonnes because the batteries are built in China which uses mainly coal power generation.
- The energy consumption of an EV over its lifetime is equivalent to an efficient internal combustion (IC) car. True they do not produce exhaust CO2 but

unless the power is generated 100% renewably then on total CO2 emissions, they balance out IC v EV.

- 40% of the cost of an EV is its batteries and account for 25% of its weight
- The effective life of an EV is 1/2 that of a conventional car because the batteries degrade. Replacements will be over £10,000.
- Currently there is no recycling facility for these batteries, nor is there yet a mass production facility outside China, where 80-90% of demand is produced.
- So, if an EV still generates around 30 tonnes of CO2 but lasts 1/2 of the life of a conventional car, we would have had to buy 2 EVs for every conventional car. No wonder the car manufacturers are all going electric!
- Importantly EVs contain 10Kg of rare earth metals which is twice the amount used in conventional cars

Rare Earth Metals

Our modern digital age demands enormous amounts of data to be processed on smaller and smaller devices at greater speed. Whether it be mobile phones, iPads, lap tops, watches, cars, electric car batteries, energy efficient light bulbs, networks, TVs, solar panels or wind generators they all rely on minute quantities of rare earth metals to make them work. In fact, without them we could not have wind turbines as the motor weight would be too great. The irony is that extracting these metals is anything but green and their extraction is highly polluting. Once used in products their amounts are so small that recycling is difficult and uneconomic. In consequence we are on a path of continual rare metals extraction with its

associated pollution. The worst thing is they are called rare because they appear in very small quantities. The best analogy is in baking a large loaf, the pinch of salt used is the equivalent to all the rare earth metals found in a loaf of ore. In general, it takes 50 tonnes of rock to release 1 kilo of rare earths. So, 500 tonnes for each EV. Then this ore has to be processed, all taking energy to extract these quantities. Often these metals are found closely related to Uranium and radio-active metals, so their extraction can be hazardous. In addition, copious amounts of water (purifying one tonne of rare earths ore requires 200cu m water) along with sulphuric, nitric and hydrochloric acids are required to separate the metals from the ore. This makes the industry one of the most toxic in the world. These acids are either poured into the ground or held in large lakes. Most of this takes place in China where there is little regard for human working conditions, pollution control or dumped waste. The western world has taken the decision not to be involved in this 'dirty' rare earth extraction but export the problem to China who has positioned itself as the major world supplier. It sits on 40% of the World's rare earth metals; the rest are mainly in Vietnam, India, Brazil and Russia. The legacy for China is obvious; it is the biggest world emitter of green-house gases, 10% of its arable land is contaminated by heavy metals and 80% of its ground water is unfit for consumption. Other less developed countries in Asia, Africa and South America want to get on the rare earth

gravy train, and are vying to exploit the associated economic boom. With the world going 'green' rare earth production needs to double every 15 years, meaning that over the next 30 years we will extract more minerals from the earth than the human race has done in 70,000 years.

Green Energy

Not only do wind turbines require rare earths (an off shore wind turbine uses 2 tonnes of Neodymium in its generator) but solar panels do as well; each panel generates 70Kg of CO2 in manufacture. World demand will require an increase in production of 23% over the next few years so that 10Gw of panel power can be produced each year. This will generate 2.7bn tonnes of CO2, the equivalent of 600,000 conventional vehicles.

Li-Ion Batteries

The battery is the heart of any EV, but its Achilles heel; 80% Nickle, 15% cobalt plus a small amount of lithium. In a Tesla S the battery accounts for 25% of the weight of the car and 40% of the cost. They degrade over time, and more so if fast charging is employed. Currently 70% of cobalt comes from the Congo, mined by hand using 19th century techniques and there is no effective Li-Ion battery recycling available. Just meeting the UK's projected demand for EVs by 2050 will use 1.5% of global lithium reserves.

Second-Hand Car Markets

If one assumes that the life of a modern car is up to 20 years then by 2050 all 40 million cars in Britain should have been replaced by electric, apart from a few

classic and historic vehicles. On average 2 million new cars are sold every year in the UK, but about 8 million second hand cars are sold, so the second-hand market is 4 times that of the new. The majority of these traded cars are 9+ years old which means the average price paid is around £6700. This is in line with the depreciation estimate of a car being worth only 20% of its new value after 10 years. The reason is probably obvious; not everyone can afford a new car. EVs are more expensive when new but the batteries may only last about 8-10 years so, by the time they would come within the reach of a second-hand buyer they could be poor value. Depending on what you read, motor manufacturers think batteries could last 20 years but others think 8-12 as their capacity degrades. The longest warranty EV manufacturers offer is 8 years and 70% capacity. Buying a second-hand EV could be difficult as buyers may be misled regarding useable battery capacity and left with a hefty bill of £000's to replace them; effectively such an EV would be a write off. According to the British Independent Motor Traders Association, around 20% of used cars are exported from the UK to developing countries which will give the UK the opportunity to export the battery recycling problem, as it has the battery production problem. The chances of replacing all conventional cars with electric is therefore a political pipe-dream as it is most likely the public will struggle on with their conventional cars, unless electric cars become cheaper, last longer or can be easily recycled. Strathclyde

VARIOUS RARE EARTH ELEMENTS AND THEIR APPLICATION IN ELECTRIC VEHICLES



University predict that HMG will have to recover the loss in Fuel Duty with the EV revolution by surcharging domestic charging points by at least 30p/kWh; legislation comes into effect in June 2022 to enable this. Charging a Tesla S at home may cost £130+, depending on what we will have to pay for electricity in the future. No longer cheap motoring as currently advertised!

An alternative

We don't really need driverless cars, or ever more complicated cars which tell us we have drifted over the white line,

are WIFI enabled, have cameras in every corner and sensors in every orifice. My wife's 1952 Morris Minor is on its 3rd engine, has recycled seats from a Metro, disc brakes and steers where you want it to go. It is a recycled car with little rust because it has been looked after (it was Viscount Lindley's first car). It gets us from A-B maybe a little longer than a modern vehicle, but it is easy to fix, and has not a computer or any electronics in sight. Her DB6 does the same job but quicker. We should stop building all these electronically controlled, unsustainable modern

boxes on wheels and concentrate on making spares for cars 20 years + old so we can keep them on the road. Cuba managed! These vehicles generated their CO2 in production 20+ years ago. Let's find some technology to capture their exhaust emissions, or use hydrogen powering existing IC engines rather than raping and polluting the earth still more in the name of 'Going Green'. In the words of David Attenborough 'we should not waste a thing', but the so-called green policies of our government are flying in the face of this advice.

The myths and facts about electric vehicles

In the September AOMC newsletter, we published an article asking if electric vehicles will really cut our CO2 emissions. This article created some feedback, and questioning of some of the assertions. This month we are reproducing information from reports done by RACV and NRMA into some of the facts and misconceptions around electric vehicles.

Electric vehicles have charged ahead in 2022. With increasing numbers of car manufacturers launching electric models and the European Union looking to phase out new internal combustion - powered vehicles by 2035, what was seen as a niche market for the rich and environmentally obsessed is suddenly a very real consideration for many of us. In fact, a 2020 RACV survey found that 47 per cent of members would consider an electric vehicle when buying a new car, while eight per cent of respondents were actively looking at buying an electric vehicle. Our options are expanding, too. There are now around 30 electric vehicle models to choose from, with more due in the next 12 months.

EVs are more environmentally friendly

That depends where and how you recharge them. Use renewable electricity – such as solar from your rooftop, or from any power point in Tasmania (which uses renewable and hydro power) – and there are no carbon dioxide (CO2) emissions. In Victoria, about 71 per cent of electricity is generated from CO2-intensive sources such as coal and gas. According to the The Department of Environment, Land, Water and Planning that amounts to 1.13 kg of CO2 per kilowatt hour. In an EV with

an 80kWh battery that amounts to 90.4kg of CO2. Allowing for an energy use of 16kWh over 100km, a typical mid-sized EV will travel around 500km. To get a similar 500-kilometre driving range from a similar petrol-powered car, such as a Kia Sportage or Mazda CX-5, you would need about 40 litres of fuel, which emits 92kg of CO2. So the electric car is just ahead. There's also a broader debate about the environmental cost of sourcing materials, shipping vehicles and recycling older cars.

That's cracking the proverbial can of worms, albeit one many car makers are addressing, with plans to be CO2 neutral within decades.

2. EV batteries last longer

Like all batteries, those used in electric vehicles degrade over time, reducing their ability to hold charge. However, they're designed to last much longer than those in your smartphone or laptop. EVs also don't use the entire capacity of the battery – again to extend its life. Most car makers back their batteries for seven or eight years and guarantee the capacity won't drop below 70 or 80 per cent of its original capacity.

3. EVs are cheaper to run than petrol cars

Electricity typically costs about 30 cents per kilowatt-hour, depending on what deal you've sourced and where you live (country areas can cost more). On a small EV such as the Hyundai Kona Electric that translates to \$19.20 for a full charge claimed to take you 450 kilometres. Away from the laboratory the range may be closer to 400km, so around \$5 per 100km. Assuming an average petrol price of \$1.80 each 100km in the petrol version of the Kona (claimed consumption of 6.7L/100km

for the 1.6 turbo engine) will cost more than \$12 per 100km if we make the same assumptions that the official fuel figures are optimistic. Those figures suggesting EVs cost about half as much to power as petrol cars are in keeping with comparisons on other models.

4. You can charge it at home with a normal power point

Yes, but very slowly. A household power point puts out 2.4kW of power, which for an 80kWh battery, such as you'd find in a Tesla, means 33 hours of charging. A 40 to 65kWh battery, like the Kona's, would take about 15 to 24 hours to charge. Fitting a 15-amp outlet would bring the time down to around 11 to 17 hours. Smaller batteries, such as those used in PHEVs (with, say, a 12kWh battery) can be charged in about five hours, although the electric-only driving range may only be about 30 kilometres. Wallbox chargers priced from \$2000 typically provide between 7.5 and 22kW of power, significantly reducing that charge time and making overnight charges feasible.

5. You can't drive as far between charges

As with petrol-powered cars, that depends on the size of the car, the capacity of the battery (or fuel tank) and how you drive it. Most full EVs are targeting a range of at least 400km, although those figures are derived from government standards that usually aren't representative of what you'll achieve in the real world; you can usually knock about 10 to 15 per cent off the claims. That said, some EVs claim a range of more than 500km and each new generation of battery has increased capacity, which improves travelling distance. The outside temperature can also reduce

the driving range because electricity is used to heat or cool the batteries, in turn sapping energy that would otherwise have been used to power the car.

6. An EV last longer than a petrol car and need fewer repairs

Electric motors don't usually require regular maintenance and should easily outlast other components of the car. But items such as the batteries will degrade over time, potentially leading to big replacement bills – although that's likely to be at least a decade or more into the car's life. Other wearing items such as windscreen wiper blades, tyres, brakes and suspension components will also need checking and replacing periodically.

7. They hold their value longer than petrol cars

No, at least not according to Ross Booth, general manager of valuations experts Redbook.com.au. He says for the vast majority of models, EVs hold their value worse than petrol, diesel and hybrid - powered cars in the Australian market. He blames this on various factors, including the low demand for EVs, something that flows through to the

used-car market. And the fact most people won't pay a premium for an EV also affects what most will pay in the used market. "EVs are really seen as a technology purchase today," he says, likening it to the desire by many to get the latest iPhone. The exception, he says, are Teslas, which have genuine appeal in the used market and hold their value well – thanks to limited supply controlled closely by factory-owned dealerships. Ross believes the resale value of other EVs will improve over time, in much the same way that second-hand hybrid vehicles now command similar prices to their petrol counterparts. But he says that could take as long as 10 or 15 years.

8. There aren't enough public chargers

Public charging stations are nowhere near as prolific as petrol stations, although there are more being opened every month. Governments, businesses and the RACV are installing charging networks on major routes, including the Hume Highway north of Melbourne. There are various websites and apps – including Plugshare – that provide regu-

larly updated information on charging locations.

9. They take a long time to charge

It depends on the power of the charging station, how much electricity the car can accept and the ambient temperature. Batteries don't like extreme heat or cold (20 to 25 degrees is considered ideal) so in certain circumstances the car's computer will reduce how much charge the car can accept. Further complicating things is the throttling back of charging power as the battery approaches its maximum levels, something controlled by software in order to prolong the life of the battery. That's why many brands quote charging times for an 80 per cent fast charge; that 80 per cent charge can often be done at full power, but beyond that it may take an hour or more to top up the last little bit. That said, most modern EVs can be charged up to 80 per cent within about 40 minutes, provided you're using a DC charger that delivers the car's maximum charging capacity. AC chargers used at home are much slower than you'll find at a charging station and will usually require a few hours or overnight.

The Scrunnel

By Greg Rose.

Maybe I'm getting old, but holding up a 20 litre jerry can to add fuel to the vehicle tank, trying to balance it and keep a funnel in place, is just hard work. I've tried the flexible nozzles that fit jerry cans, but they tend to leak and I've ended up with diesel splattered boots on more than one occasion.

I was watching the 4Xoverland (Andrew Saint Pierre White) YouTube series on his 2022 trip down the Canning Stock Route. One of the members of the expedition used a scrunnel to empty a jerry can into his fuel tank. I went online and investigated and ultimately bought one.

The scrunnel is a ridged plastic funnel that screws onto the thread in the fuel filler neck. If your vehicle has a screw on fuel cap it will fit. There is a locking ring to screw down which makes the whole assembly very secure. I gently support the jerry can lip on the scrunnel while pouring fuel in. It easily fits the fuel filler on my Land Cruiser and

even works on the filler on my Discovery 1, which, due to the angle, is difficult to fit a large funnel in.

I ordered the scrunnel, which comes in orange or yellow, from scrunnel.com.au. At the time of writing the cost was \$35. If you regularly fuel from jerry cans, as we do on remote trips, the scrunnel is a good, back and boot saving, investment.





KIERON'S SPECIAL DEFENDER

By Patrick Sutcliffe, (Patrick is a LROCV member)

A few weeks ago, Margaret and I were out walking our dog in the neighbourhood, when we spotted a very unusual Defender parked in the street. I took a couple of photos, but there was no-one around to ask. However, coincidentally, not two days later, we were walking past the house, and the owner was just driving in to his drive. Not one for holding back when it comes to Land Rovers, I approached the driver and, although he was in a hurry, did agree we could get together so that he could tell me all about it, and phone numbers were swapped.

A couple of weeks later, Kieron Fitzpatrick, for such is his name, took me for a morning drive and coffee and I was not only able to find out all about it, but was allowed to drive it!

In 2016, when the then current Defender's production ceased, Chelsea Truck Company in London purchased the last 25 "90s" and the last 25 "110s". Chelsea Truck Company was set up in 2010 by British Designer, Afzal Khan, following a successful career over two decades designing wheels, components and vehicles, becoming one of the most prominent automotive designers in Great Britain. He was at the helm of

Project Kahn when he decided to concentrate on the iconic off-road vehicles he so admired. Today he concentrates on three brands – Land Rover, an American one and a German one! His strategy was to release a couple of Defenders each year using the design facilities of Project Kahn based in Bradford, Yorkshire. Kieron's is Number 20 of what was called The End Edition. Kieron learnt all about Land Rovers when he was an Officer with the Gurkhas in Honk Kong before it was returned to the Chinese. As an Officer, he was not permitted to drive one, but as an Engineer, he was able to study them.

After leaving the Army, he went into commerce and at one stage, lived in Balmain for six years, before his wife, Mel, was offered a job impossible to refuse in Jersey. It was whilst living there that he acquired the Defender. In January, they moved back to Syd-

ney for good and shipped the Defender out here, but it took six months to arrive, spending some considerable time in the bowels of a ship moored off Singapore. Finally, it arrived in June, and Kieron is getting to know where suppliers and service centres are.

As you might imagine, a vehicle such as this wouldn't be cheap, but thanks to lower Jersey taxes was, as he says, "more affordable", and became simply too good to resist. Originally an XS spec, it has been almost completely stripped and rebuilt at some cost. So what did Kieron get for his money? One helluva Vehicle, let me tell you! A new owner gets to choose from a huge



range of options, both mechanical, electrical and cosmetic. So each one of the 25 is unique, meeting the desires of its owner.

The most obvious change as you approach it, are the wheel arches that give it a very rugged look. Then there's the very distinctive front grill and headlights, which together with the bash plate, further enhance that rugged look.

You then notice other things – the dual exhaust system and the large bespoke wheels, which fit snugly into the wheel arches due to the extra lift that has been fitted. And the special badge on the rear door denoting its number.

But it's when you open it, that you see the difference, starting with a beautiful, small Chelsea Truck Co steering wheel. Then the leather upholstery. Owners can choose from a huge range of colours (some of which a Land Rover owner would not aspire to!), from the same leathers that Bentley use. This extends to the dash, the centre console and the doors, including the rear door. There is also a lot of insulation on the floor and in the rear load space to help deaden the noise.

In addition, the engine has had an ECU upgrade that has taken the engine from 120 hp to 183 hp - some leap.

The dash has also had Apple Car Play system added, with Bose speakers, air-con, heated seats and an array of parking cameras and sensors.

Because of the raised suspension and the tight cabin, not helped by the wings on the seats, ingress is quite a challenge for someone 188 cms tall! But once the engine is turned on, it's immediately obvious that it is quieter than our 110 Defender. And much more comfortable in those beautiful leather seats. We headed off to a harbourside café for a coffee and croissant and to talk Land Rovers, before I was handed the keys and allowed to drive it home.

So, what's it like to drive?! At first there's nothing different – the stalks are all the same, as is the gear box. But when you put your foot down – wow! – what a difference! You could beat off just about anyone at the lights! This would be a great vehicle for the long distances across to Broken Hill or across the Nullarbor. I was very envious!

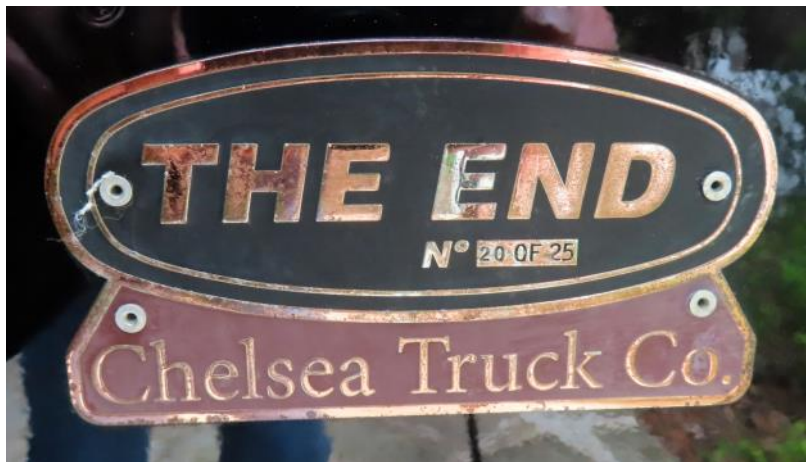
Would Kieron take it on a rough track? Basically, no. He does go camping and uses it to transport his and his son's bikes when they go for a ride somewhere, but there's no way he'd take it where there was a chance of damaging

it. Which brings us to insurance. It is, of course, irreplaceable. The only insurer he could find who would handle it, was the ever-reliable Shannons, but he is restricted to only using it four times a month. If it's a write-off, of course, there is no replacement.

Welcome back to Sydney, Kieron, and thanks for bringing such an interesting Land Rover. Kieron is a Land Rover enthusiast like all of us, and we look forward to seeing him and his unique vehicle at shows and events.

Patrick Sutcliffe

PS Chelsea Truck Co have recently opened up in Sydney, where you can design your own very special Defender.



Land Rover Owners' Club of Gippsland AGM– 2022

Minutes for AGM held on Monday 7th November 2022

Meeting held at Gippsland Land Rover, Traralgon.

Meeting started at 8:04 pm.

Welcome & thanks by President Alan Harlow.

Attending; Kel Robert Atkins, Ian Blake, Charlie Calafiore, Philip Croft, Christine Croft, Tonee Harlow, Alan Harlow, Terry Heskey, Sue Howell, Ross Howell, John Jennings, Brian Johnson, Heather Kerr, John Kerr, Alan MacRae, Helen MacRae, Liz Trimnell, Neville Trimnell,

Apologies; Ted Allchin, Shirley Allchin, Neville Prowse Brown, Ann Prowse-Brown, Annette Fleming, Bob McKee, Vivian Lee, Craig Murray, Colette Parniak, Jan Parniak, Lois Rose, Greg Rose, Eric Shingles, Jessica Walsh, Greg Walker.

Confirmation of December 2021 AGM Meeting Minutes printed in the LROCG Newsletter.

Motion; That the 2021 AGM minutes be accepted as true and correct: Moved by John Kerr. Seconded by Helen MacRae. Carried.

Business arising from the minutes of the previous meeting.

Nil

Treasurer's Annual Report: John Kerr

Questions of Treasurer. Nil

Motion, The Treasurer's report be received: Moved by John Kerr. Seconded by Alan MacRae. Carried.

A Motion Moved by John Kerr and Second by Neville Trimnell, that the fees for the 22/23 club year be set at \$65 and are due as of the 8th November 2022.

Amendment Moved by Phil Croft, Second by Jan Parniak, That the club keep it at \$75. Lost.

Motion put. Carried.

Motion Moved by John Kerr, Seconded by Sue Howell, The fees for the 23/24 Club year be based on two components, the first equal to the FWDV affiliation fee for the next financial year plus a LROCG component of \$25 both due as of the 1st July 2023. Carried.

Club Rule Changes.

Motion Moved by John Kerr. Seconded by Helen MacRae, The LROCG financial year to commence on 1st July and ends on the 30th June each year. Carried.

Motion Moved by Alan MacRae, Seconded by Neville Trimnell,

That the original purposes as follows be added to the model rules.

The purposes of the LROCG are—

1 To promote recreational activities for enthusiastic four wheel drive owners wishing to enjoy the environment and social life between members of the club and their friends.

2 To promote appreciation of unique Australian bushland and the environment by members and the public where possible.

3 To support conservation and the sensible management of bushland and the environment

4 To aid fellow members to understand and abilities and limitations of four wheel drive vehicles and where required assist members in improving their off road driving techniques.

5 To enlarge the involvement of the club and its members in the four wheel drive movement by association with other clubs and governing or advisory bodies where appropriate.

6 To promote "safety at the wheel" and "good driving techniques".

7 To comply with all rules, regulations and restrictions imposed by statutory bodies controlling bushland and the environment.

8 To respect private ownership of land and properties and to do all things reasonable to ensure goodwill to the club and its members.

9 To encourage membership of the club to persons sharing common interests, aims and objectives; but notwithstanding if necessary, and by the decision of the committee, to hold membership levels at that which is deemed to be in the best interests of the club and its members.

10 To promote family participation in all activities of the club, and to this objective "Family Membership" will be available.

Carried

Club By-Laws Creation

Motion Moved by Tonee Harlow, Seconded by Charlie Calafiore,

That the motions formed to create bylaws moved at the committee meeting on September 19th and modified at the October general meeting be confirmed as LROCG bylaws.

BL 1

Any change to the LROCG bylaws shall be done at a General Meeting by a special resolution passed by a minimum of three quarters of the members voting at the general meeting, whether in person or by proxy. Any special resolution to change a by-law shall require 21 day's notice.

BL 2

The LROCG membership year to commence on 1st July and ends on the 30th June.

BL 3

The LROCG has a Club policy of not providing monetary sponsorship. Any applicant requesting monetary sponsorship shall be advised the Club has a policy of not providing monetary sponsorship but will advise Club members of the request so individual Club members may sponsor the application if they feel so inclined. The club may provide sponsorship in the form of volunteer work/support.

BL 4

The LROCG shall adopt FWDV rules in relation to planning and conducting club trips. This shall include the severe weather policy.

BL 5

The LROCG committee shall be made up of those required in the model rules and the ordinary members completing the committee shall consist of the following.

a Minute Secretary; and
a Publicity Officer; and
an Equipment Officer; and
a Newsletter Editor; and
a FWDV delegate; and
an Events Coordinator; and
a Webmaster.

The Secretary shall be the Registrar (previously known as

the Public Officer) of the club.

The LROCG may from time to time change the makeup of the ordinary members with a special resolution at the AGM or special general meeting.

Carried

Motion Moved by Tonee Harlow, Seconded by Alan MacRae, BL6

The Club shall only collect the information about members required under the model rules.

Information collected shall not be shared with any party outside the Club other than FWDV which shall be limited to names and addresses only. Membership email address, phone numbers and residential address may only be used by financial members to communicate Club related information. All email communication shall not disclose other members email address by using a blind address format.

Carried

President's Report: Alan Harlow.

On looking back over the year just past, it's good to see we are able to meet as a Club and enjoy each other's company once again. The Club took part in camp hosting once again with the Harlows and Parniaks travelling to Wyperfeld for the Easter break. We also were able to conduct the navigation trial once more with those taking part having a great day out based on the feedback I had. The Melbourne Cup trip was once again conducted with a trip to Jindabyne and several day trips from our base camp, great happy hours and a cup day feast.

Two other trips were organized, one to Cheynes Bridge for a two night stay and drives planned on the Burgoyne Track but the wet weather caused it's cancellation and our PV volunteer days in November 2021 also being cancelled due to the large volume of rain in the high country. Let's hope next week PV volunteer days can be completed. I would like to thank Greg for the work over the last 10 years as the coordinator of our PV volunteer work. He has provided so many good times and great memories, not to mention the work he has been able to have completed by the Club.

The Club provided sponsorship this year to Cord Blood Research and Jack Howell. It was great to listen to Jack Howell explain his sport and his plan to qualify for the Paris Para Olympics. He is a very focused young man who I have no doubt will get to the games. You may recall he was hoping to go to Abu Dhabi to the world championships to compete... well he is! so I'm sure Sue will keep us up to date with his achievements.

The year has been an interesting one in terms of bringing our Club rules up to date and I am pleased to have provided the input and energy to see this completed. I did work the committee hard this year with the rules and I have appreciated their support and input in coming up with solutions which I believe will make our Club better governed.

Our Club newsletter has been an important element in keeping our Club members informed and amused. Eric has once again been a true believer in our Club and his work with the newsletter is unparalleled.

Jan's organizing of our coffee meetings provided some much-needed fellowship, helping to keep members in touch while enjoying some coffee and cake, always a pleasant pastime. Bob has also been a consistent organizer with the booking of our pre dinner meal, which is an important part of our club

providing the opportunity to talk and relax over a meal and our favourite drink.

Always in the background but looking after our Club you will find Charlie, his consistent assistance means we have a meeting place set up and waiting for us, and a cup of coffee to your liking. The dealerships sponsorship is very much appreciated by our Club and Charlie is the key to its continuation.

No matter what I do I can always depend on Tonee to support me and as such we are a team which has tried to provide a service to the Club which I hope is appreciated.

To all who have contributed to the Club whether in a small way or large, or just supported it by being in attendance, thank you. Without your support and involvement the Club would not exist.

Alan Harlow, President LROCG.

Life Membership

I have one more duty to perform before stepping down as President and that is to present a life membership to Charlie Calafiore. Charlie has been a member of this club since its formation in 1994. His commitment to the Club has been unflinching and he has promoted the club for 28 years. This support for our activities has always been positive and while I am a relative newcomer to the club, I had heard about Charlie's Dinner Plain trips and I was lucky to do the trip twice. Charlie organized every detail from accommodation, morning tea, lunch, afternoon tea, dinner and drinks and two off road trips. He always has a friendly greeting and is always happy to have a talk. I asked Greg Rose to put some words together as he has known Charlie since the formation of the Club which Tonee will now read out, and can now be found on our website.

Alan presented Charlie with a life membership plaque.

Election of Committee

Alan Harlow declared all positions vacant and asked the new life member Charlie Calafiore to chair the election of the 22/23 office bearers.

The chair called for nominations for the following positions.

President:	Alan Harlow
Vice President:	Neville Trimnell
Treasurer:	John Kerr
Secretary/Registrar	Charlie Calafiore
Minute Secretary:	Tonee Harlow
Publicity Officer:	Charlie Calafiore.
Events Co-Ordinator:	Alan MacRae
Property Office:	Ross Howell
FWDV Delegate:	Neville Trimnell
Editor:	Eric Shingles.
Web master	Alan Harlow.

Motion

That the nominations received for the committee of LROCG be confirmed:-

Moved by Heather Kerr, Seconded by Helen MacRae. Carried.

Alan Harlow resumed the chair.

Charlie thanked Alan for his efforts this past year.

No further business was raised and the AGM was closed at 9:15 pm.

Land Rover Owners' Club of Gippsland Ordinary Meeting

Minutes for meeting held on Monday 7th November 2022.

Meeting held at Gippsland Land Rover, Traralgon.

Meeting started at 9:16pm

Alan welcomed everyone and thanked them for their attendance.

Attending; Kel Robert Atkins, Ian Blake, Charlie Calafiore, Philip Croft, Christine Croft, Tonee Harlow, Alan Harlow, Terry Heskey, Sue Howell, Ross Howell, John Jennings, Brian Johnson, Heather Kerr, John Kerr, Alan MacRae, Helen MacRae, Liz Trimmell, Neville Trimmell,

Apologies; Ted Allchin, Shirley Allchin, Neville Prowse Brown, Ann Prowse-Brown, Annette Fleming, Bob McKee, Vivian Lee, Craig Murray, Colette Parniak, Jan Parniak, Lois Rose, Greg Rose, Eric Shingles, Jessica Walsh, Greg Walker.

Confirmation of October Meeting Minutes:

Motion, That the October club minutes be accepted as true and correct: Moved by Sue Howell, Seconded by Jan Parniak, Carried.

Business arising from the minutes of the previous meeting.
Nil

Correspondence:

In:

Various emails from FWDV.

Email from Greg Rose re November Volunteers day & WWC.

Out:

All emails received have been sent onto members.

Reminders of Club meeting.

Treasurer's Report: John Kerr

Questions of Treasure, Nil

Motion, The Treasurer's report be received and approved,

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

Publicity Officer's Report: Charlie Calafiore.

Technicians are trained on electric vehicles already as Jaguar have had EV for some time.

No plans to replace current Discovery.

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.

The changes to the club model rules and by-laws will be updated on the web site.

	May	June	July	August	Sept	Oct
Visitors	9	10	3	3	11	12
Pages	23	43	5	13	34	56

FWDV Delegate's Report: Neville Trimmell

No meetings to report on. Will attend AGM on the 14th November at Manningham with Alan Harlow.

FWDVP Regional Representatives; Greg Rose

Nil to report. Greg will continue in this role.

PV LROCG Co-ordinator; Greg Rose

After just over a decade of organising joint Land Rover Owners Club of Gippsland / Parks Victoria volunteer activities I

have decided it is time to retire from the role. The upcoming November days at Howitt Hut will be my last as volunteer leader for the Club. Some words and photos from Greg will be on the web site by the end of the week.

I, as have many others, thanked Greg for his contribution to our Club in this role, which has been significant to the well being of this Club.

Craig Murray has volunteered to take on the role and both Greg and Alan have spoken to Craig and he looks forward to working with PV and co-ordinating our future activities with PV.

Property officer Report; Ross Howell

The LROCG has equipment that can be borrowed by Club members. The equipment is stored at Gippsland Land Rover and Charlie looks after the Items for us. To borrow any of the equipment see Charlie and sign the book with your name date and phone number. Thank you Charlie for keeping an eye on everything for us, also Ian for looking after the Club tent, which is kept at his place.

LROCG Equipment List.

12x12 Tent

Display boards with stands

Sandwich board

Rollout Club banner

DEFIBRILLATOR – Battery expires 2027

2 x Snake-bit kits

SEC first aid kit

20 chairs

Hand tuffer winch

Snatch strap

Tree trunk protector strap

High lift jack

Ground anchor

Events Coordinator's Report: Alan MacRae

Past Events.

* October Coffee Get Together, Friday 10th of October
Jan Parniak reported that this was held at Turn Back Time in George St Moe. Great attendance with Rod and Loris attending which was great to see.

* November Melbourne Cup trip. 27/10/22-3/11/22 7

Helen MacRae is coordinating reports which will appear in the newsletter and on the web. In short it was a great trip.

Please send photos to Alan Harlow.



Future Events.

* November Coffee Get Together

Time 10am Friday 18th November. Has been deferred due to clash with PV event.

* Howitt Hut Volunteering PV 16th, 17th & 18th November.

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

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.

Currently 11 members listed as attending.

Accommodation is now at Surveyors Hut but trip cannot be confirmed until Friday 11th as road is impassable but PV is trying to repair it in time for trip.

Technical Matters:

Nil

General Business.

* Request to share our Club newsletter with the Range Rover Club of Victoria? Club recommends RRCV down loads a copy from the web site.

* Christmas picnic/December meeting

Motion, The club provide BBQ meat (sausages and rissoles) for the Christmas meeting lunch.

Moved by Heather Kerr, Seconded by Ian Blake. Carried.

* Club calendars

Motion, The club have a 2023 calendar printed in double A4 at \$15 each,(20 of).

Moved John Kerr, Seconded Neville Trimnell. Carried.

* Club Photo comp

Motion, The Club has a Photo comp for Christmas meeting with a prize for the winner of free membership for the 23/24 year.

Moved Liz Trimnell, Seconded Jan Parniak. Carried.

Meeting closed at 9.55 pm and members were invited to share in a supper.

Next Meeting:

Christmas meeting Sunday 4th December at 11am at the Erica Reserve Picnic Pavilion followed by a BBQ lunch.

Howitt Hut Volunteer Activity Postponed

Unfortunately, the decision has been taken to postpone the planned volunteer activity. Wayne Foon, Parks Victoria Ranger Foothills and Southern Alps Team, and I had a long discussion regarding this last night. It was a difficult decision to make and I thank Wayne for carefully discussing all possibilities with me.

There were several factors to consider. The state of the roads and access tracks to selected work sites. The Howitt Road, for example, even after work this week, is regarded as being suitable only for four-wheel drive vehicles with self-recovery gear. Hors-

eyards, which we considered as an alternative work area, has similar issues. We discussed several other options, however they all had issues related to the wet season we have had.

Our convoy of vehicles would add to the damage on the fragile road surfaces.

The ground at all nominated and alternative worksites is very wet and slippery. There was concern that this could be potentially dangerous when working with heavy tools.

The grass we were going to cut is long and very wet meaning that mowers and brush cutters would quickly become clogged.

The original idea of camping at Howitt Hut is not practical and although Surveyors Creek Camp could have been a possible alternative, it will have another group in residence there, which could complicate our use of the facilities.

From a "work outcomes" perspective, Wayne felt that our volunteer time would be much more productive when the conditions were better.

Looking at the detailed forecast for the higher elevations over the coming weekend, there is the potential for some heavy rainfall. Difficult to predict but it could make the already poor work conditions even worse.

Considering volunteer safety, there are concerns about work site injury and possible vehicle issues on the slippery, damaged high-altitude roads.

Wayne Foon will contact Craig and Vivian, who are taking over my role as volunteer activity organiser for the club. Wayne's thinking is that a suitable set of dates should be found in March 2023. I, personally, am disappointed to conclude my time as organiser with a cancelled event but see the merit in postponing until conditions are more favourable and our work more productive and safer.

Thanks to all of you who volunteered.

Regards,

Greg Rose.

PS; Here is a photo showing the conditions near where the LROCG/PV working bee would have been. This photo was taken on the Wednesday, the first day we would have been there. Just snow and mud.

It graphically shows the wisdom of postponing the event!



LROCG CUP WEEK AT JINDABYNE

Compiled by Helen MacRae



Jindabyne 2022

Getting there... by Alan Harlow Wednesday 26 October

The Harlow's, Parniaks and MacRaes met at Flynn at 10am to travel in convoy to Jindabyne. The Howells were 30 minutes behind. We stopped at the Stratford bakery for morning coffee and Greg and Lois joined us, during which time the Howells passed us with their new van. After fueling the body, we took off to Bruthen Brewery for lunch. The Howells joined us for lunch, which was a leisurely time as we only had an hour to travel to our first night stop, which was at the Murrungowar Rest Area about 18km past Orbost. This was our 2nd choice as the Cann River camp site was closed due to the wet weather.

The Kerr's left the day before and stayed in Bairnsdale with friends. Their plan was to travel to Bombala and stay at the caravan park, but they received a phone call from the park manager advising the park was closed due to possible flooding and they were moved to the showgrounds. John checked the Cann River camp on the way through and confirmed the camp was closed.

The first group arrived at Murrungowar around 3pm, and before we could decide on where to park Wash pulled in with us. So, we had 4 vans: the Harlows, Parns, Howells and Wash, with the MacRaes traveling onto Ben Boyd van park in NSW.

The weather was, to say the least, variable but we set up the fire pit and Alan was able to burn wood he has been carrying around since coming back from Queensland. The drinks were opened, and the umbrellas were put up. At one stage the ladies found the rain too heavy so retired to the Harlow's van for a cup of tea, though as it turned out, the tea came in the form of a red wine which was revealed when the rain stopped, and they returned to the warmth of the fire.

The bit by Graham "Wash" Shaw

For me it was a drive straight to the Murrungowar Rest Area 17kms east of Orbost arriving just after the rest of the motley crew had stopped and were considering parking options for



the night.

Thursday 27 October

Adventure abounds for the short 260km trip to Jindabyne.

We set off with Alan leading, followed by Jan, then myself with Ross being Tail-end Charlie, which was fine, except Ross decided he had a couple of last-minute things to do before leaving.

We covered the 60kms to Cann River at a reasonable pace, and here was me preparing to turn left at the roundabout when Alan decided to turn right, with Jan following. I felt sorry for the poor fellow behind me as I had put on my blinker to turn left before deciding to follow Alan and Jan to the service station to fill up.

Ross had not caught up with us by this time, but we pushed on as he knew where we were heading. The Monaro Highway that follows the Cann River, had developed quite a few potholes following the recent weather making it a bit of a dodgem trip to Bombala. We parked down near the Bombala River and walked up to the Bakery for a bit of morning tea and to wait for Ross to catch up with us. Pies, cakes and coffee were going down well when Ross and Sue finally arrived. A bit of a slow eat and then it was time to continue on. Not far out of Bombala, we turned off to follow The Snowy River Way where we once again slalomed around potholes. A pleasant drive heading towards a ridge with more than 50 Wind Turbines in sight. And then it was a steepish climb to the top of the ridge and a short time later we reached Dalgety.

About 10kms further on, we once more came to a steep section and I took it easy, travelling in 2nd high at a reasonable pace. Suddenly Jan was coming to a halt in front of me and I quickly slowed almost to a stop on this very steep section of road. Jan moved on and I struggled in 1st gear to keep moving only to almost hit Jan's caravan again. Allegedly, Colette was having kittens knowing how close I had come to the back of the van. If I had stopped, I would have needed low range just to get moving. We finally made it to the top of the 300 metre climb over something like 2kms. It turned out that Jan had been fiddling with the gears and had chosen higher gears instead of lower gears. Ross said later he travelled in 1st gear most of the way up.

It was an easier drive once up the top, and a short time later, we were booking into the NRMA Jindabyne Holiday Park. The Kerrs and MacRaes, who had come via Cooma, were on site and setting up camp, with the Trimnells looking on, as they had arrived earlier coming down from a lovely NP called Denison Camping Ground located above Lake Eucumbene. We all had great water views of the exceptionally full lake.

It was an easier drive once up the top, and a short time later, we were booking into the NRMA Jindabyne Holiday Park. The Kerrs and MacRaes, who had come via Cooma, were on site and setting up camp, with the Trimnells looking on, as they had arrived earlier coming down from a lovely NP called Denison Camping Ground located above Lake Eucumbene. We all had great water views of the exceptionally full lake.

Friday 28th October, By Liz and Neville Trimnell

Our convoy of 4 cars departed for the Yarrangobilly Caves as per schedule at 9.15am.

Morning coffee stop was at the bakery in Adaminaby, which was very nice.

We drove in and out at Providence Point, then Denison Camp Ground where Neville & Liz had spent the night of the 26/10. Coming back to the highway, we were pleased that Alan H in the lead car, chose to give way to a very big green crane truck. Quote from Alan H, "missed him by that much". It was a careful and successful turn for us all.

Next was the Rest House Sawyers Hill for a quick



photo stop, then back on the road before the very big green truck caught up.

Nobody chose to pan for gold as we went over the Eucumbene Creek.

We stopped at Pollock's Creek to read the sign and view the ruins. We were back on the road about 12 noon, where we had a good sighting of a mob of brumbies.

We had lunch at Yarrangobilly watched by lots of kangaroos. Still very cold although the sun came out as we finished lunch.

We paid our cave fee at the visitors centre. After some confusion about which caves to visit, we found our way to the spectacular North & South Glory Caves. The 200 steps out of the caves actually turned out to be 202 steps. Another Alan H quote, "Follow me you won't get lost". Yeah, right!

Our final stop on our way back was Kiandra Courthouse & Chalet which is under restoration, but we only stayed a few minutes as it was very cold & windy again.

Back at camp we enjoyed happy hour & briefing for the next day in the lovely warm recreation room. It didn't take long for all to turn in for an early night.

As we arrived back in camp, we saw Ian Blake erecting his tent right next to the lake, which later in our stay would prove to be a courageous place to camp. Having left home early in the morning he had made good time.

Overall, a great day.





Saturday 29th. October, By Sue and Ross Howell

On a cool, sunny morning, at 8.30am, all 14 of us walked up to the village to the Parc Café. We walked to the front of the Caravan Park and crossed the highway. A very hearty breakfast was had by all.

Following a late lunch, we set off at 2pm for a lovely drive to Davies Hut situated in the hills above the Gungarlin River.

We travelled out from Jindabyne where we turned onto Nimmo Rd, and followed along undulating country, passing farms, until we came to the powerlines. The road narrowed and we continued through a cleared area into the hills, eventually travelling through natural forest, and ending at a camping area on the Gungarlin River. Most of us walked over a bridge crossing the river, and onto a walking track which was about 3kms to Davies hut. The hut was in the open, below the hills, and originally occupied by a pioneering farming family. They endured 3 very cold winters, which made it impossible for them to be successful or happy.

For dinner that evening we walked to the Lake Jindabyne Hotel. This is a very large hotel situated right on the lake with magnificent views through large windows.

Sunday, 30 October 2022, Charlotte Pass via Smiggin Holes and Perisher Village, By Alan MacRae

Sunday was a fine sunny day which had been a rarity on the trip so far. Since it was fine and sunny, what better idea than to go looking for snow?

So, we did! – three Discovery 4's set off with a total of 11 Passengers - Alan M and Helen together with Wash and Ian, Alan H and Tonee together with Jan and Collette and Neville and Liz together with Sue.

I had arranged this trip for two reasons – My originally

planned trip to the Geehi Huts and Major Clewes Hut was cancelled due to maintenance on the Geehi Hut Area, in conjunction with track closures due to the condition of the Track and the depth of the river crossings and the corresponding Parks Track closure.

I had always wanted to have a look at Charlotte Pass and what better time.

Charlotte Pass is a snow resort in the Kosciuszko National Park. It is the closest village to Mt Kosciuszko and is nestled in a valley at an elevation of 1,755 metres. It is Australia's only snow bound resort and claims to have no cars, crowds or long lift queues. Charlotte Pass is named after Charlotte Adams who, in 1881 became the first European woman to Climb Mt Kosciuszko. In the off season, you can drive to the resort but the road terminates on a saddle above the village.

So off we went, directly to Charlotte Pass, having paid our Park's Pass and therefore only pausing at the Parks Roadblock to get checked out. We did, however, slow down to revel in the sight of a number of superbly presented Morris Minis sitting in a parking bay with the owners and passengers taking the mandatory groups photos.

It was fine and sunny at Charlotte Pass but also windy. The temperature registered in the Discovery was 4 degrees, which was at least 10 degrees cooler than at Jindabyne. The village was devoid of snow and looked desolate so, no crowds, no long lift queues but plenty of cars at the turn around bay. Heaps of snow there extending into the distance. Since none of us were snow bunnies, it didn't take us long to take in the view and take our mandatory group photo and decamp back to the cars. Well, most of us did so we waited in a huddle as best we could out of the wind until the full pack had assembled.



So, down to the village. It looked abandoned with snow vehicles and various other vehicles and snow making equipment littering the area. No sign of anything open even though there was a sign at the turnoff promising the availability of food and drinks. Really, no sign of anything that looked welcoming, but I guess it is a ski resort and in the off season, with no snow around it there was nothing to recommend it.

So, off to find a place to have morning tea/lunch. We got as far as Perisher Valley and parked in an enormous carpark that contained only three other vehicles, which we decided were derelict. Again, nothing obviously open except a couple of well-hidden toilets and no snow. Again, heaps of management vehicles, snow handling equipment and other out of season vehicles littered the place. With the cars circled as a wind break (as best you can with only three), we downed our vittles and took off down the mountain to warmer climes. Having seen little sign of life at the larger villages, we didn't bother stopping in Smiggin Holes, but we did stop at the Jindabyne Surge Tank/Tower and Lookout, marveling at the view – Lake Jindabyne and, for the engineer among us, the exposed water conduit. There is a pumping station on the shore of Lake Jindabyne which pumps against a head of 231.6m, the two pumps each consume 25.4MW with two lower booster pumps each consuming a further 6.7MW. The water flows 1 km up a 3m diameter steel pipeline into the Jindabyne - Island Bend Tunnel and the pipeline from there to the start of the tunnel is underneath this tower. The tower absorbs the kinetic energy of the flowing water as it stops flowing.

Since the whole trip up to this point had only occupied about two and a half hours, we decided to visit the Jindabyne Brewery on the way home. Whilst there, we enjoyed a glass or two of their brewed liquids and sampled their food. Both were pretty good!



Monday, 31st October, By Helen MacRae

Lake Jindabyne had white capped waves breaking onto the shore, and the wind had blown with great gusto all through the night. We had had our one and only sunny afternoon the day before. Looking out of the caravan window I could see a beautiful double rainbow, and Ian's tent flat as a pancake! Fortunately, he was not inside it when it collapsed, but he did have to endure the howling wind, and the splashing of the waves during the night. Later in the morning he shifted further into the caravan park, where he was more sheltered. As it was a free day Wash went to visit a cousin a couple of hours away, and the Harlows, Parns and MacRaes went to Canberra to meet up with friends from Canberra. The remainder of the group cruised the Jindabyne shops, fished, and spent time playing games in the recreation room. During happy hour final plans were made for Cup Day activities. Unlike any other year, we were unable to put out our awnings for any length of time, nor sit outside for most of our relaxation activities. We were very fortunate that we had access to the camp kitchen and the recreation room in the park.



Tuesday November 1st, By Heather and John Kerr

The freezing day started with John collecting the chickens from Woolies early in the morning. Then, it was off to the camp kitchen where caterers Heather and Colette were organising food preparations for our Cup luncheon. Many hands made light work with a number of fellow campers coming in to assist. A great team effort and the food was ready. Alan H proudly showed us a nice sized brown trout he had caught before we all went to the camp recreation room for the all-important Cup horse draw. Alan H was the master extractor of money from the eager crowd ably assisted by Tonee who gladly accepted the money. The horse auction drew many bids with Ross bidding (\$59) to draw the favourite and Colette bidding (\$45) to draw the second favourite. The next 6 choices were auctioned and Alan H (\$55), Neville (\$50), John (\$40), Heather (\$30), Jan (\$30) and Colette (\$25) drawing the next 6 horses. The other 14 horses were then drawn and distributed amongst the 14 attendees. Then it was off to the camp kitchen for a wonderful lunch including chicken, corned beef, various salads and desserts.... yummy!



It was then back to the recreation room where we all watched the Melbourne Cup. It was Ross's lucky day when his horse Gold Trip passed the post first. Ross took a cool \$200 for 1st place, Helen \$100 for second, Jan \$75 for 3rd and Alan H \$30 for 4th. Wash kindly donated a bottle of wine for last place which Alan H won.

John then conducted a quiz of three rounds of 20 questions. Three teams of 4 competed and in the end the CANT team (Colette, Alan Mac, Neville and Tonee) won and were presented with a box of chocolates.

Back to the camp kitchen for a hearty tea followed by a tired crew going to bed after an eventful day. Neville and Liz were



rewarded for their best dressed efforts with a small chocolate. A fun day had come to an end. Thanks to Heather and Colette for organising the catering. Alan H and Tonee for organising the sweep and John for organising the quiz.

Wednesday November 2nd, By Collette and Jan Parniak

Our Wednesday trip was planned by Ross and Sue, up into the Kosciuszko National Park.

For this trip we had 9 takers and 3 vehicles, 1 Defender belonging to Sue and Ross and 2 Discovery's with Wash hitching a ride with Nev and Liz. Tail-end Charlie were the Parnz with Harlows as passengers. We expected 4 seasons on this day trip; lucky enough most of it wasn't too severe although quiet cold.

We left the caravan park at 9am and got onto the Barry Way route heading to the Kosciuszko National Park. We travelled for quiet some distance and, then our leader (Ross), shouted over the airways that is the end of the black stuff. The road ahead was now gravel, but it was as good as the bitumen. I'm not sure how far we had travelled but it led to Wallace Craigie Lookout, our first stop. We saw some magnificent views of the mountains, valleys, and the winding road ahead dropping some 1,000 meters give or take a few.

At the bottom of the descent, we saw the Jacob's River which was flowing at a great pace, and soon after the Jacob's River was to merge with the Great Snowy River. This view was to die for. It was awesome, with the torrent flowing swiftly, and seeing the vast flooding of the banks into





the surrounding low countryside. At approx. 10.30 we stopped at Pinch River camp site for morning tea. After a refreshing stop, the convoy headed to Jacks Lookout, again looking at the magnificent valleys and the Snowy River. Leaving there, our next stop was at Running Water Campsite. This time we viewed the surrounds at river level. Our next stop was at the Surveyors' Plaque that indicated the border between N.S.W and Victoria. This Plaque is the point that draws a straight line between the two states to the ocean. By this time, we had a few showers, sunshine and cold winds blowing so we decided to head home stopping for lunch at Pinch Creek. Heading back to Pinch Creek Ross decided we needed some excitement. Consequently, he led us through a river crossing instead of going over the quaint old bridge which we had done on the way to the border.



Wildlife on the trip: We saw 2 emus, wallabies, a snake and lots of birds. No fish as the water was too murky. Stopping again at Wallace Craigie Lookout for one final look, one could see Ross's face glowing for he knew the trip was a great success. We arrive back at the park at around 4.00pm.

Thursday November 3rd

Ian had left on Wednesday and the remainder of us left on Thursday. Some travelled home in the one day, some did an overnight trip and Liz and Neville went to the coast for a few days before stopping off at the LROCG meeting on their way home.

Land Rover History



Researched by Eric Shingles

The British Trans-Americas Expedition

It is 50 years since the British Trans-Americas expedition was completed.

Beginning in Anchorage, in Alaska, the British Trans-Americas expeditions two Range Rovers started out on the 3rd of December, 1971, and finished at Terra del Fuego, the southernmost tip in Southern America on the 10th of June 1972. The leader of the expedition was Major John Blashford-Snell, who had a crew of men from the 17th/21st Lancers. The expedition was supported by extra men from the British Army, the Governments of Panama and Colombia, the Natural History Museum, the Scientific Exploration Society, as well as scientists to study flora and fauna.

The planned route was along the 18,000 mile long Pan-American Highway, which included the 250 mile long Darien Gap, or El Tapon – ‘The Stopper’. The Darien Gap is a rain-forest swamp, where there are no roads or bridges.

The left hand drive Range Rovers were basically standard production vehicles. They had been flown out from RAF Lyneham to Anchorage via Greenland. Extras fitted included heavy duty towing eyes, special bush bars made from 2 front bumpers, a petrol tank guard, Fairey engine driven capstan winch, extra halogen spot lights, screen pillar swivel lamps, a split charge 2 battery system, a roof rack and a roll over bar. They drove the Alaskan Highway from Anchorage into the Yukon via Whitehorse and Dawson. The average distance travelled each day was 500 miles on roads covered, in parts, with ice and snow.

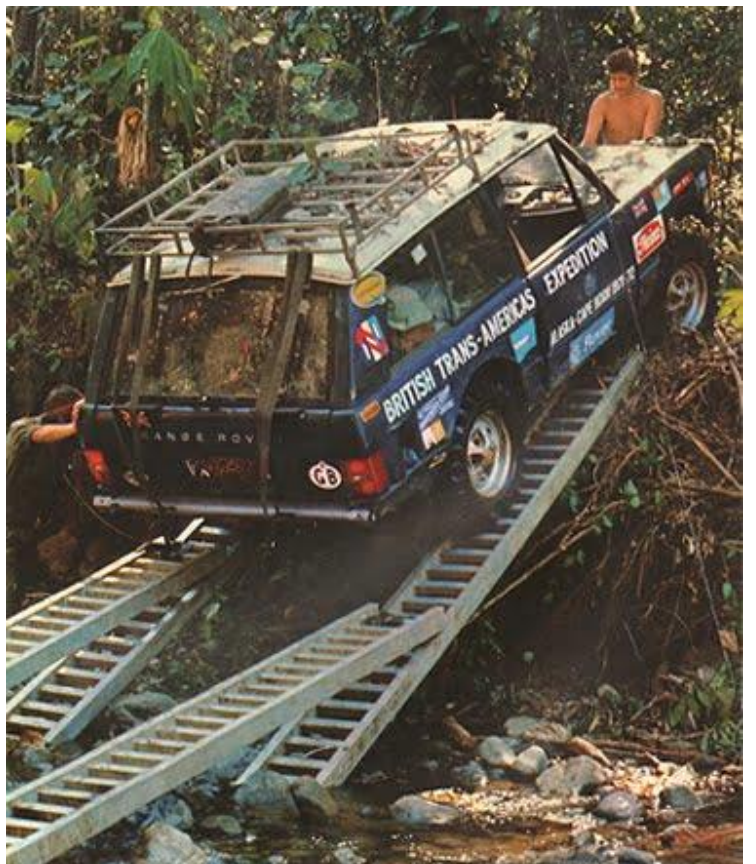
One of the Range Rovers was damaged in Canada when it crashed into a stranded truck on a slippery section of road. No one was injured, but the Range Rover needed to be repaired. The damaged Range Rover was towed, by the other Range Rover via an A-bar, to the local Leyland dealer in Vancouver. Some parts had to be sent out from England to repair the Range Rover, causing an extra week of delay. Back on the road, they had reached San Francisco by December the 23rd and Los Angeles on the 24th. On through Mexico, reaching Panama City by January the 12th. This particular year, the rainy season had been five weeks



longer than normal, leaving any land covered with thick black gooey mud.

The Range Rovers entered the jungle on January the 19th. Progress was slow, some days only a mile was covered, if they were lucky.

There was a reconnaissance team who decided the best possible route. This was followed by the main team who cleared a path through the jungle for the Range Rovers. Eight Royal Engineers walked with each Range Rover. They were responsible for the digging, the laying of ladders, cutting trees, winching etc. to keep the Range Rover's moving through the jungle. The engineers were armed with



Land Rover History



machetes and power saws.

The Range Rovers carried solid aluminium ladders which could carry the whole weight of the fully laden Range Rover, but weighed only 100 lb each. They were invaluable as bridges in crossing the different obstacles like gullies, ditches, slopes, trees etc. The ladders were also used as platforms on the inflatable rafts to cross rivers and other water obstacles.

The Army Air Corps had a Beaver aircraft for supply of petrol, mail, and other items that were needed in the jungle. The goods were dropped with parachutes from the plane at places marked by smoke signals, flares or balloons in the forest. The expedition had radio contact with two bases outside of the Darien Gap.

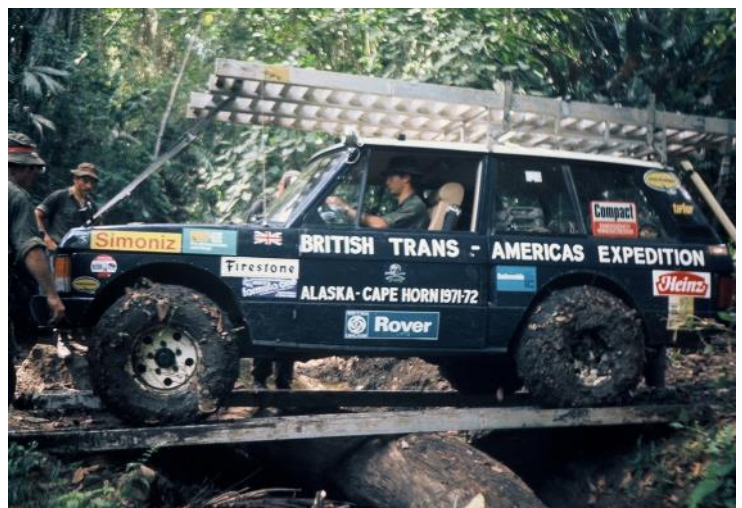
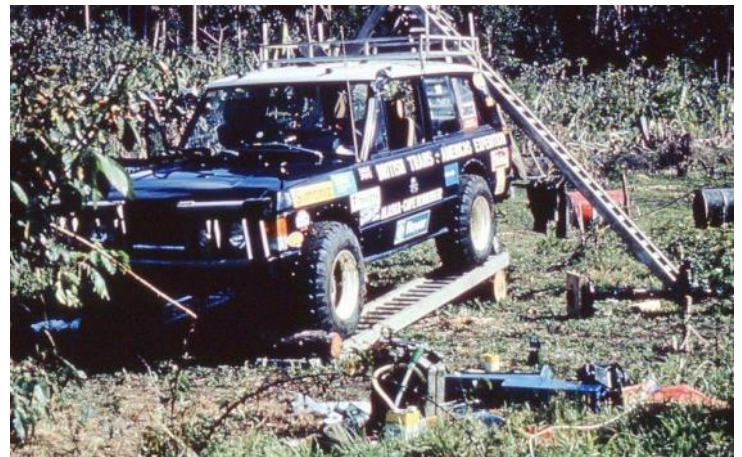
The overall fuel consumption was approximately 1 mpg and the average distance travelled a day through the Darien Gap was only 2.5 miles.

The Range Rovers suffered extreme wear of the rear axle's differential, because of the heavy loads and nearly 45 degrees of slopes, as well as the impact of the oversized swamp tyres. Much of the heavy load was on the roof, the 2 spare tyres, ladders, rafts and associated equipment, this put even more strain on the rear axle.

The centre differential could be locked, but with loss of sufficient grip, one axle's wheel would spin fast until grip was obtained, which resulted in even higher stress loads on the rear axle differential. Big swamp tyres had been used from the beginning, but in the deep mud this selection proved to be a

mistake. Masses of mud clung to the wheels, with more wheel spin as a result. This led to an even bigger impact on the stressed axles and differentials. After 35 miles into the soggy, steamy jungle a rear differential broke, and with all the power on the front axle, this unit broke as well. Compounding the problem, the wrong hypoid gear oil had been used in the axles, which resulted in even higher wear and excessive temperature build-up, which contributed to even faster differential failures. With one Range Rover immobile, they tried to tow it with the other Range Rover. However, this resulted in it suffering a broken differential as well.

Contact was made with Land-Rover's transmission expert Geoff Miller to explain how the differential breakage had



Land Rover History



happened to the Range Rovers. At Solihull in UK, the transmission team built a Range Rover with the same swamp tyres and weight as had been encountered in the Darien jungle and drove it around and round the Jungle Track at Solihull, until the differential broke.

The conclusion was that there was too much weight for the differential to cope with when the big tyres had wheel spin in the mud. Geoff Miller, along with new differentials, were flown into the Darien jungle. He replaced the broken axles and reduced the total weight per vehicle, as well as redistributed the weight balance. Off went the swamp tyres and on with the normal cross country ones. For the rest of the expedition there were no more differential problems. The differential problems had delayed the expedition 26 days.

During the time lost because of the diff problems, a second-hand Land-Rover Series II SWB had been purchased in Panama. This was used as a 'pathfinder' for tracks through the jungle. When the Range Rover's were back to normal, they pressed on even harder, putting in very long days to try and make up some of the lost time.

When the expedition reached the Devil's Switchback, where the terrain looked like a saw tooth, with very steep ascents and descents, the Land-Rover fell in a ravine when two of the invaluable aluminium ladders broke. The misrouting in the severe terrain delayed them another 10 days.

On April 9th, a special event occurred when the expedition arrived at the Colombian border, it was here that they found the wrecks of the Chevrolet Corvairs from the American expedition of 1962. The Chevrolet-led expedition, named "Daring the Darien", was to drive 3 Corvairs to the border of South America. The border between Panama and Colombia marks the beginning of South America.

The enormous Great Atrato Swamp and river was the last part of the Darien Gap obstacle to overcome. This is nearly 60 miles wide. This part was mainly crossed by rafts. The Atrato swamp was weed-choked and machetes and grapnels failed to work. The solution was to use the chain saws and a lot of dynamite to blast a way through the weeds and obstructions.

By April the 23rd, the expedition had reached the river bank, which resembled big sponge-like-islands of floating vegetation, rather than terra-firma. The soft ground was only just able to support the weight of the Range Rovers. It was here that the next part of the Pan-American Highway began again. After 96 unforgettable days in the 250 mile jungle of the Darien Gap, the British Army and three Rover

vehicles had conquered "El Tapon".

Following some rough and dirty roads they drove down to Medellin. At the British Leyland agent in Bogota, the Range Rover's got some much needed attention and were fully serviced.

After the Range Rovers were serviced, the expedition



Land Rover History



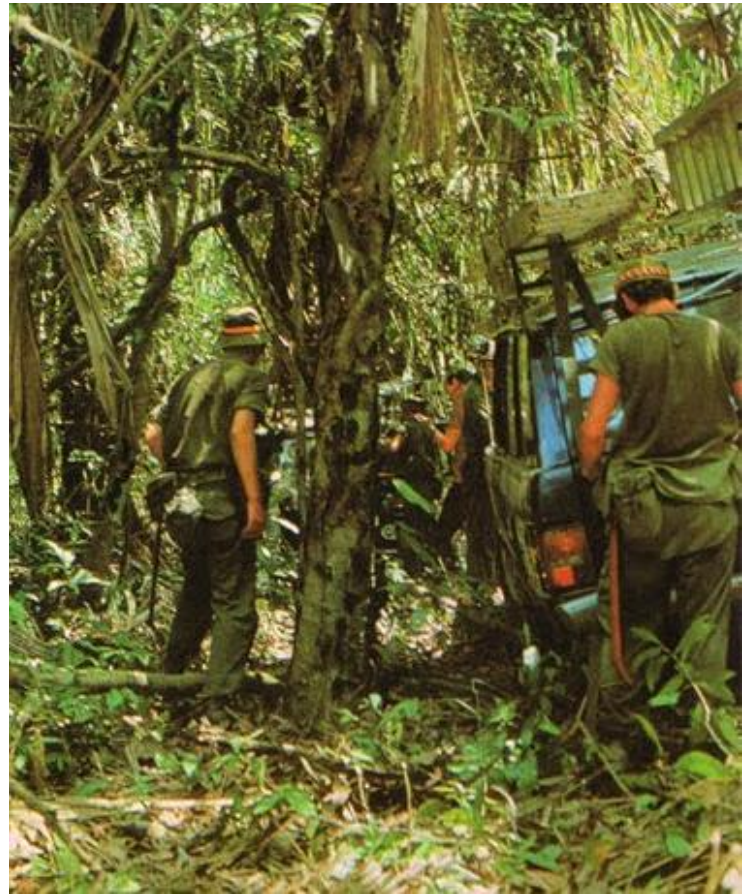
headed further south. Most of the expedition crew had now gone home to the UK.

Compared to the severe obstacle of the Darien Gap, the roads to the Terra del Fuego were more uneventful. In Ecuador and Peru, there were stops to maintain and service the Range Rovers. On the fast desert roads in Chile, they were able to hold a speed of 90-100 mph and covered 800 miles in a single day. In four days in Chile, the Range Rover's covered 2375 miles. Compare that to the speed in the Darien Gap jungle of just 2.5 miles a day.

The expedition had started in wintery conditions in Alaska, and was now hitting winter again. Snow drifts blocked the planned road in Patagonia, so another route via bad roads had to be done. The expedition hit their end at Ushuaia Cape Horn on June the 10th.

The mission of The British Trans-Americas Expedition was completed.

The two Range Rovers used still exist. VXC 765K belongs to the Dunsfold Land Rover collection in Surrey, UK and VXC 868K is at the Gaydon Motor Museum, in Warwickshire, in the UK.



From James Taylor's Roverphile on facebook

Found by Patrick Sutcliffe (LROCV)

Hands up those who guessed what I'd be looking into this week. Last week, I looked into Rover's car-derived vans, and this week I decided to follow up with a look at some Land Rover vans. However, if you include the later Commercial derivatives of Range Rover, Discovery and Freelander, there are loads of them. So I've decided to cut this week's Great Thoughts short at the end of Series I production.

Series I Vans

The original soft top on the 80-inch was an important element in its versatility. It provided a modicum of protection against inclement weather, and it could easily be removed to provide easier access to the load area. However, its big drawback was that it was not at all secure. It was easy for light-fingered types to filch anything left in the vehicle when it was parked.

There were probably a few home-made "hardtop" or van bodies produced before the Rover Company got the message and introduced a Metal Detachable Top (as they called it) in or about April 1951. "The metal top is strongly built and fits closely to the top of the body into the sockets provided for the framework of the fabric hood," said the sales leaflet. "The method of fixing is by bolts and wing nuts, and when in position provides an all enclosed weather-proof body."

Despite the illustration on the leaflet showing a hardtop that matched the green body of the Land Rover, a note made clear that it was available only in Cream. Interestingly, that leaflet actually shows a window hardtop, which rather suggests that the idea of creating an enclosed passenger-carrier was also a factor in the introduction of this new extra for the 80-inch.

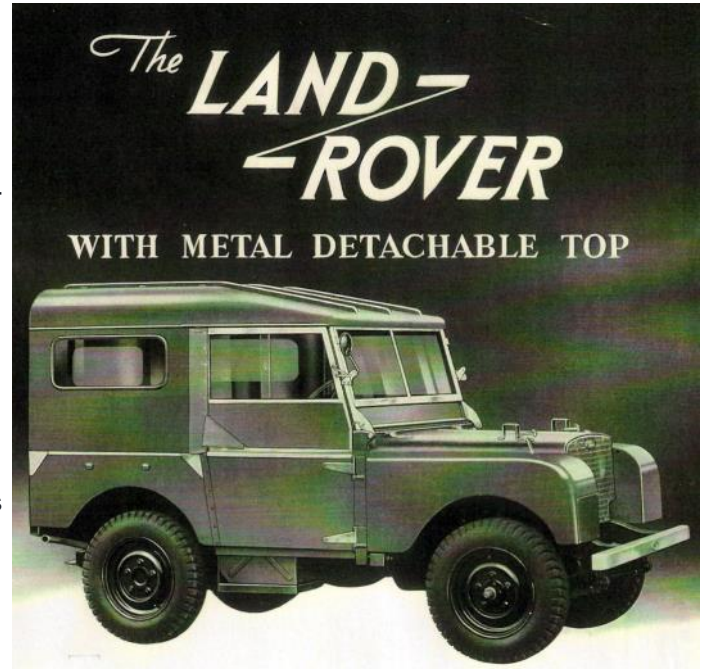
One early customer in Britain for the hardtop was the Post Office Telephones division. Its engineers needed a vehicle that could get to inaccessible places, and they also needed to carry a fair amount of quite valuable equipment that was potentially vulnerable to theft. The 80-inch hardtop did the job. Not that the body was totally secure: the lock on the "cat flap" above the tailgate wasn't much of a deterrent, but it did at least discourage and delay the casual

thief.

The AA became another keen user of hardtops, and when the 86-inch came on-stream many of its new deliveries were so equipped. These were used by the road patrols, and when equipped with two-way radio control had an illuminated panel above the windscreen to advertise the fact. However, as far as I can see, hardtops were never particularly common on privately-owned vehicles. So saying, a particularly nice 88 hardtop turned up a few years ago in Lincolnshire where, I believe, it had been in the ownership of a farmer. There's a picture of XAH 105 (thank you, Stuart Gibbard) among the ones below.

Perhaps this relatively low take-up rate was the reason why no factory hardtop was ever catalogued for the long-wheelbase models. Aftermarket suppliers filled the gap with some attractive options, and I have pictures of a few of them. One was made by Jensen, presumably for their own use, and had a roll-up canvas back "door". A second was a more elaborate affair made by Frank Grounds Ltd, a commercial body builder in Aston near Birmingham. This one had a neat pair of hinged flaps with windows above the standard tailgate, and it was illustrated in the April 2022 issue of the LRSOC's Legend magazine. A third was probably built in Switzerland for a 107 owned by a Volvo dealership in that country.

Nevertheless, there certainly were some factory-made hardtops for the long-wheelbase Series Is, and several pictures of them exist. They appear to have been made to special order only. The 107s used by the Mobile Service School (I assume there was more than one) had a hardtop with its own tropical roof panel, and as early as October 1955 a factory-registered 107 sported a hardtop that was taller than the cab roof, in much the same way as the later 109 tilt. When Laurens Van der Post went off in search of the Kalahari Bushmen in 1957, he took a factory-



registered 107 with a "tall" hardtop that also had side windows, although whether the factory had built that hardtop is not clear.

