

LAND ROVER OWNERS' CLUB

OF GIPPSLAND

NOVEMBER/DECEMBER 2023 NEWSLETTER



MERRY CHRISTMAS
& A HAPPY NEW YEAR



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LAND ROVER OWNERS' CLUB OF GIPPSLAND

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

Due to current economic conditions the light at the end of the tunnel has been turned off.

While many complain about life in general and the cost of living, etc. I am sitting on a sofa that costs \$3,500, lovely and cool in front of an air-con unit costing \$2,300, watching the latest film on a 70" smart TV that costs \$4,000.

Right now, I'm so happy, with no worries and not a care in the world. Not even the staff at The Good Guys, who keep asking me to leave, can spoil my day.

Just fired myself from doing housework ... I didn't like my attitude and I was bad at my job.

After I was born I didn't talk to my parents for two years.

I realised the salesman was a ghost the moment he walked through the door.

I named my dog ten miles so that I can tell people that I walk ten miles every day.

I'm looking to buy a 2nd hand light house, nothing too flashy.

There are so many scams on the internet nowadays. Send me \$19.95 and I will tell you how to avoid them.

Here's a question for all the mind readers out there.

I accidentally took my cat's medicine tonight...don't ask meow.

Noah was a brave man to sail in a wooden boat with two termites.

What if the only reason dogs lick you is because they know there are bones under your skin?

electrician with no eyebrows.

Fish bite twice a day ... before you get there and after you leave.

A wombat is not a bat.



Never trust an



This month's cover; 1984 Range Rover



From a Twitter account where a woman posts illustrations from Ladybird books, this one was posted the other day. 'The Shepherd' from The Story of the Motor Car. Published in 1962 Artist: Robert Ayton

Land Rover Owners Club of Gippsland 2023-- 2024 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	Jan Parniak	
4WD Vic Delegate	Neville Trimnell	
Webmaster	Alan Harlow	0419 530 117

Life Member's Ray Massaro, Greg & Lois Rose, Charlie Calafiore,

Can't wait for a Toyota Land Cruiser or Nissan Patrol? Have you considered.....

You'll likely be waiting several months for a new Toyota Land Cruiser 300 Series or Nissan Patrol, so what else could you look at?

Toyota has had some of the longest waiting times in the industry as it has grappled with COVID-19-related shortages and semiconductor chip supply issues, and the Land Cruiser 300 Series hasn't been immune from this.

The good news? Average national wait times for the flagship SUV have come down. The bad news? They're still at around nine months.

So, what do you do if you want to get a new, full-sized SUV? Perhaps you go to a Nissan showroom and look at the Land Cruiser's arch rival, the V8-powered Patrol.

Wait times are shorter, but our data shows that on average you're still looking at a 3-6 month wait to take delivery of a new Patrol.

What are some alternatives if you want something sooner, or if you've decided a Land Cruiser or Patrol simply isn't your cup of tea?

Right then (in a very sturdy Yorkshire accent), I'm going to go quite bonkers as some go you might think, and suggest the far more comfortable Range Rover Sport.

Some might think in jest, but believe you me, I've driven across flowing rivers (The Tweed on the Scottish Border Lands), and up almost-vertical river banks made entirely of mud in the previous Sport with complete and utter confidence. It's astonishing just how capable this luxury SUV is – and it does it all so effortlessly. That's what blows you away more than its off-road abilities.

Moreover, the Sport can tow up to 3500kg, with 350kg max tow-ball weight.

The Toyota LandCruiser 300 is immensely capable, but it's a bit... boring.

That's not an accusation you could ever level at the Land

Rover Defender. It's excellent to look at, has a thoroughly modern interior, and is brilliant to drive on or off the road. As we discovered during our 4WD Mega Test earlier this year, it's also able to do pretty much everything well. It excelled in our towing test, was a weapon off road, and proved surprisingly fast in a straight line during our drag race.

Although the supercharged V8 is tempting, realistically the diesel inline-six is all the car you'd ever need.

Given the 300 Series is as much focused on comfort and luxury as it is on go-anywhere 4x4 ability, the Land Rover Discovery is my pick.

Like the Land Cruiser, the Discovery name is synonymous with adventurous capability and luxurious comfort. Furthermore, the Disco has long offered better seating for seven than the 300 Series (or its predecessors) could dream of. It's easier to drive in town, offers better performance and efficiency, can tow 3.5 tonnes, and offers a heap of Land Rover's well-honed 4x4 tech and features to get you where you want to go.

Perceived reliability niggles aside, the Discovery 5 is a left-field choice that arguably deserves to do better in 2023-24. It's no secret Land Rover doesn't have quite the same vaunted reputation for reliability as Toyota, but its vehicles typically offer an impressive combination of competent on-road dynamics, off-road capability, and some lovely power-trains.

The Discovery and Defender 130 are both a bit goofy-looking in different ways, but offer greater third-row comfort than a Land Cruiser. JLR's ridiculously long option lists also mean you can customise them both to your heart's content, including specifying equipment to improve their off-road ability. Both can also be had with a lovely turbo-diesel inline-six. In the end, I'll give the nod to the underdog Discovery as it's a little bit more my style.

2024 Land Rover Defender Pacific Blue Edition inspired by Australia

Order book opens but just 15 examples of Aussie-themed special-edition Defender heading Down Under.

Land Rover fans looking for something a bit more exclusive than the mainstream line-up can rejoice because a new Australian-inspired special-edition Land Rover Defender 90 is now available – and limited to just 15 cars.

Priced from \$129,976 plus on-road costs and due Down Under in May, the 2024 Land Rover Defender Pacific Blue Edition is said to celebrate Australia's Pacific coastline and our surf culture, as evidenced by the stunning Pacific Blue matte body colour, white roof and sliding glass panoramic roof. The roof is paired with a set of white 18-inch steel wheels (wrapped in all-terrain tyres), white grille highlights and white door handles. The theme continues in the cabin with a white steering wheel and door trim inserts, along with a white powder-coated brushed-finish cross-beam dashboard. Other special appointments include 12-way grained Ebony leather seats (heated), a Meridian sound system, a

unique Defender-branded surfboard, black side-mounted gear carrier, fixed side steps, an Aqua Sports Carrier, portable rinse system, tow hitch receiver and locking wheel nuts. Lurking under the bonnet is the 183kW/550Nm 'D250' 2.0-litre twin-turbocharged Ingenium six-cylinder diesel engine, while electronic air suspension is also included.



Kate Middleton dons camouflage gear to drive an armoured vehicle around Norfolk barracks

The Princess of Wales donned combat gear to observe and take part in military drills with the regiment of the Queen's Dragoon Guards this morning - and she even took a seven-tonne armoured vehicle for a spin.

Kate, 41, arrived at Robertson Barracks in the village of Swanton Morley in Norfolk where the Regiment is stationed to meet troops, learn more about their operations and deliver medals to long serving officers.

Looking chic in a black blazer layered over a black polo neck and trousers, she shared an in-depth chat with another mother from one of the families involved in the regiment. She wore her thick brunette locks in a straight style, hanging down her shoulders.

However it wasn't long before she swapped her sleek outfit for a camouflage jacket and vest, plus a helmet, to observe military drills and drive a Jackal 2 tank - and officers described her as a 'natural' behind the wheel.

Kate, 41, exclaimed 'it's really great' after bringing the Jackal 2 vehicle to a stop, adding: 'It's very responsive actually, given the size of the thing.'

Corporal Darreyl Tukana, a driving instructor, sat beside Kate in the Jackal 2 on Wednesday. He drove her to a troop hide, then let her take the controls to drive them back to where they started.

He said afterwards: 'She was a natural. She drives a Land Rover back at home - I told her it's exactly the same, just take it slowly and go back to where we started off from.'

'She was enjoying every bit of the journey itself. It's different

from what she's driving, it's a bigger vehicle.'

Asked if he had to teach her much, he said: 'Not really, I just needed to switch on a few toggle switches before start-up, because it's different from a car. He said the vehicles weigh about seven tonnes and can reach 70mph.



Range Rover Electric nears Australian launch

JLR has opened up the wait list for its new Range Rover Electric as it confirms the final prototype testing phase has begun.

The announcement coincides with the release of a first batch of teaser images from the Indian-owned British car-maker - although the gallery reveals little new apart from a charging port, partially closed grille design and EV-badged wheels.

JLR has previously confirmed the Range Rover Electric will utilise an 800V architecture, allowing it to charge faster and consume less energy.

"Created in the heart of the United Kingdom, the Range Rover Electric will slot into the range alongside its mild hybrid [MHEV] and plug-in electric hybrid [PHEV] siblings, offering a breadth of options to meet our clients' needs," JLR engineering boss Thomas Müller said.

Little else has been revealed about the Range Rover Electric, however, with no details available on battery capacity, outputs, or driving range.

But, given its mammoth dimensions, buyers can likely expect a battery pack larger than the BMW i7's 101.7kWh, with a claimed driving range upwards of 550 kilometres.

The company has at least confirmed the big new electric SUV's batteries and motors will be assembled at its new Electric Propulsion Manufacturing Centre in Wolverhampton, United Kingdom.

JLR isn't making any promises on debut or delivery timing for the Range Rover Electric, given it is still in the prototyping phase.

Speaking with Wheels today, JLR Australia communications boss James Scrimshaw said: "As we start the physical testing phase, it is too early to make a commitment to specific client delivery dates, which will of course vary globally.

"However, by signing up to the waiting list, clients will have the opportunity to be among the first to place a pre-order."



Jaguar Land Rover to help study electric vehicles use as chargers

Jaguar Land Rover will supply cars for tests on the viability of using electric vehicles to charge each other or even send power back to the grid.

Unveiling over £5 million of public funding on Wednesday, the government backed four schemes looking at how electric vehicles could be used as sources of power.

Just over £1 million was granted to a scheme looking how such cars can be used to charge each other, with Jaguar Land Rover providing vehicles for testing after Hyundai, Kia and MG models have been found compatible.

British firms, led by renewable energy firm 3ti, will also study how electric vehicles could offer a solution to mitigate low supply from UK power stations.

Through the 'V2X FastHub' demonstration, itself backed by £1.3 million in public funding, the companies will aim to prove electric vehicles worth as assets for the energy grid.

"Connected vehicles will be teamed together to act as virtual power and energy storage facilities," 3ti chief technical officer explained, "with each car releasing and replenishing its stored energy according to user preferences and grid demand". "This generates income and cost savings, which can be passed on to our customers."

2023 Range Rover and Range Rover Sport recalled due to engine fire risk

Jaguar Land Rover Australia has recalled 18 examples of its 2023 Range Rover and Range Rover Sport, due to a common fault between the vehicles' engine oil coolers which can lead to a fire.

The affected Range Rover and Range Rover Sports were sold in Australia throughout 2023, though a list of vehicle identification numbers for the vehicles in the recall shows only variants powered by a twin-turbo 4.4-litre V8 petrol engine are included.

The recall notice, lodged with the Department of Infrastructure, says: "Due to a manufacturing defect, the threaded nut securing the engine oil cooler hose may not have been tightened sufficiently. As a result, the cooler hose could become loose and detach. "If this occurs, engine oil could leak into the engine bay and accumulate in the presence of an ignition source resulting in a vehicle fire. "A vehicle fire could increase the risk of injury or death to vehicle occupants, other road users and bystanders, and/or damage to property." Jaguar Land Rover Australia advises owners to contact their preferred authorised dealer to have the engine oil cooler hose fixings inspected and replaced if required, free of charge.

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Exhibitors PLEASE NOTE: For public safety
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44th Victorian 4WD SHOW

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Sunday 18th February 2024
9am to 3pm - LARDNER PARK

LOCATION: Entry gate 155 Burnt Store Rd, Lardner Victoria
ENTRY: Adult \$18 - Children under 16 free (payment online via website)
SORRY - no dogs allowed - except for bona-fide guide and assistance dogs

- 4WD Adventure Circuit
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- Demonstrations of 4WD techniques
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- Camping Gear
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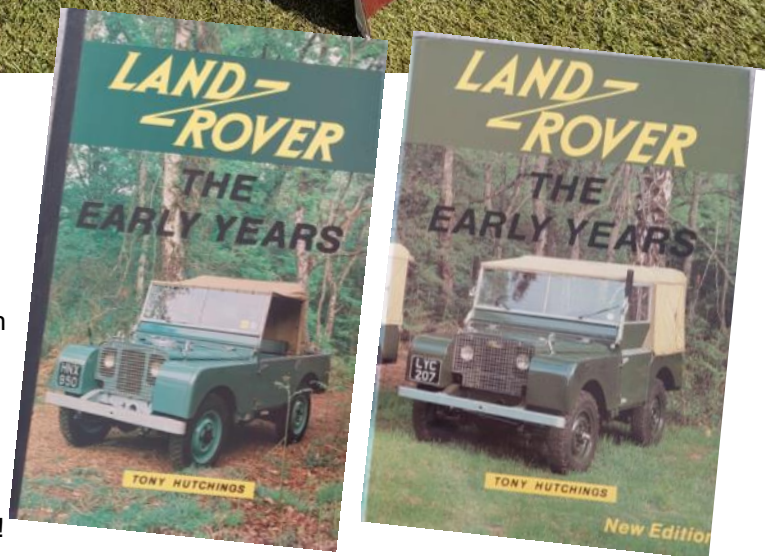
Tony Hutchings Obituary

By Rob Weigl (Rob is a LROCV member)

Tony Hutchings, the founder of the Land Rover Register 1947 – 1951, and author of the seminal book: *Land Rover – The Early Years*, died in July, he was 89 years old.

His introduction to Land Rovers started in the mid-60s when he bought an 88" Series II to tow his vintage Austin Seven motor cars. He later described the Land Rover as "very much a tool... excellent at what it did, but I wasn't particularly enthusiastic about it at first." When in 1970 he ordered a new long-wheelbase model to replace his shorty, he was told by the dealer he'd be getting one of the new Series III models, with more car-like interior features. Incensed at this proposition, he insisted he would be delivered a Series II, or nothing! Some months later he was pleased when he was told his Series II was ready, albeit fitted with a six-cylinder engine instead of the four-cylinder he had ordered. At one point he needed a new windscreen wiper and was told by the dealer they needed the chassis number as Land Rover used several suppliers and wanted to be sure to order the right part. It was at this point he discovered to his surprise that his Land Rover was a Series III chassis with a Series II body! "I knew that before the [second world] war it was fairly common for car manufacturers to use stocks of older parts when they introduced new models, but I was astounded to discover that Land Rover seemed to be doing the same thing in the 1970s."

This experience generated an interest in Land Rovers, and specifically by 1974 into the very earliest ones made. He read in a Rover Owners' Association newsletter that "number



14" was for sale. Asking lots of questions of the seller and knowing that Rover used pre-fixes in the chassis number to identify the year of production, he passed up the opportunity as it seemed to have many non-standard production items fitted with an unconventional frame number. This was the first time a pre-production prototype had been rediscovered. A few months later an advertisement appeared in the car sales newspaper, *Exchange and Mart*, for Land Rover number 29, one of the batch of 48 pre-production Land Rovers made in late 1947/early 1948. He bought this sight unseen for a small sum to trailer it back home. The original registration logbook that came with it detailed that it was a "1948 demonstration vehicle used on trade plates prior to registration", which became JRW 67 in 1949.

As he dismantled R29 (right-hand drive, number 29), he



noted many non-production parts. Letters of enquiry were exchanged with British Leyland UK, but it soon became apparent they knew nothing of these early pilot-build vehicles. Restoration continued throughout 1975, with the chassis regalvanised, as the original vehicle was. The engine and axles were overhauled by a mechanic who served his apprenticeship on Land Rovers – he was astounded at the quality of the drivetrain, as many components were cast in solid bronze. The heavy gauge Birmabright panels needed a lot of filler to hide 26 years of a hard-working life.

R29 was shown in public for the first time in 1976 at the National Land Rover Rally at Eastnor Castle, and later at the opening of the Leyland Historic Vehicles Collection at Donington (the forerunner to the British Motor Museum). This allowed many enthusiasts to point out small details that were not quite right on the restoration, beginning a helpful discussion on the unique aspects of the 48 pre-production vehicles. As Land Rover were celebrating the 1,000,000th production vehicle in 1976, it seemed a fitting time for Tony to produce a newsletter that might help answer some questions that were being asked about the first batch of vehicles and find the rest of the missing ones. By this time three additional pre-production vehicles came to light: R01, L03 & L24. While the last two were in dismantled form, R01, better known as Huey, had been erroneously restored years earlier to production specification by Rover themselves. Following on from an article in the motoring press the whereabouts of R04 became known – astonishingly it was discovered only 30 kms from where Tony lived. Years later this was restored to concours condition by him and now resides in the National Motor Museum at Beaulieu (UK).

The periodic newsletter had brought about many requests to form a proper register of sorts. After careful deliberation an inclusive date of 1947 – 1951 was chosen. Encompassing all

the 1.6 L 80" models, some 41,000 cars, the Land Rover Register 1947 – 1951 began in 1976. This was later expanded up until 1953 covering all the years of 80" production. In early 1981 Tony contributed to the authoritative US publication *Automobile Quarterly* a piece titled "Early Workhorse – The Story of the First Land-Rovers". The following year he self-published a limited edition (1000 copies) book called "Land Rover – The Early Years". This covered in detail the development in 1940 of the Bantam Reconnaissance Car, which led to 600,000 Ford and Willys Jeeps being built during World War II, which after the war gave inspiration for the Rover company to make a prototype Centre Steer Land-Rover and ultimately the 48 pilot build models before full production began in July 1948. All 48 pre-production Land Rovers are detailed with information known at the time. A revised second edition came out in 1986 as more missing pre-production vehicles began to be rediscovered. Later in 2005 the Land Rover Register produced a limited 150-print run spiral bound reprint all signed by the author himself.

Long out of print now, copies of the second edition go for upwards of \$480 – good luck finding a first edition!

By the time Tony stood down in 1987 as editor of the Register's newsletter 18 pre-production Land Rovers were known in existence. In 1988 Tony was a guest of honour in Cooma for the 40th anniversary celebrations of the Land Rover run by the LROCV. He returned to Cooma in 1998 as an interested visitor admiring the display of many early Land Rovers either restored or patiently waiting their turn.

Tony's last appearance at a Land Rover event was at the Land Rover Legends show in the UK in June 2022 where he was collected in L03 by owner Time Dines. He will be remembered as the first person to restore a 1948 Land Rover back to original specification and the first person to form a dedicated club to a specific model.

Land Rover Owners Club of Gippsland Annual General Meeting

Minutes for LROCG AGM held on Monday 15th November 2023

Meeting held at Gippsland Land Rover, Traralgon.

Meeting started at: 8:10 pm

Welcome & thanks by President Alan Harlow. In particular to our life members, Ray, Greg, Lois and Charlie.

Attending; Graham Shaw-Wash, Gary Fouet, Ian Blake, Charlie Calafiore, Alan Harlow, Terry Heskey, Ross Howell, Sue Howell, Brian Johnson, John Kerr, Heather Kerr, Alan MacRae, Helen MacRae, Bob McKee, Ray Massaro, Craig Murray, Jan Parniak, Colette Parniak, Greg Rose, Lois Rose, Eric Shingles, Ian Webb, Neville Trimnell, Liz Trimnell,

Apologies; Rod Catchpole, Loris Catchpole, Tonee Harlow, Shaun Johnson, Siobahn Walker, Annette Fleming, Vivian Lee, Philip Croft, Christine Croft, Jessica Walsh, Les Warburton,

Confirmation of November 2022 AGM Meeting Minutes printed in the LROCG Newsletter.

Motion. That the 2022 AGM minutes be accepted as true and correct: Moved by Neville Trimnell, Seconded by Greg Rose, Carried.

Business arising from the minutes of the previous meeting. Nil

Treasurer's Annual Report: John Kerr

John Kerr presented the annual report to the meeting.

Questions of Treasurer, Nil

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

Motion. The fees for the 24/25 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 2024.

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

Club By-Laws Addition

Notice of motion. Moved by Bob McKee, Seconded by John Kerr,

Preamble:

The LROCG rules state "Association may determine that a lower annual subscription is payable by associate members". It has been identified that some members of the LROCG are also financial members of Melbourne based Clubs and as such are paying for the same insurance and other service twice. While other members of the LROCG no longer participate in trips or camps but maintain a local social connection with the club. To reduce the financial outlay to these members the Club is proposing an Associate Membership option be provided. This new membership would be available only to those who wish to utilize it and meet the requirements in the By-Law.

Motion 1

BL10

Any financial member of an affiliated club to FWDV may apply to the LROCG for an Associate Membership. The applicant shall provide verifiable proof of financial membership of another affiliated club to FWDV. The fee for Associate Membership shall be the difference between full membership to

LROCG and the affiliation fee to FWDV. An Associate Member shall have the same rights as a normal Member.

Carried.

Motion 2

BL11

Any individual who has been a financial member of the LROCG for 15 or more consecutive years and no longer intends to be involved in but not limited to community volunteer work, training days, four wheel drive trips, participation in trade shows or expos conducted by any affiliated Club to FWDV, but will attend LROCG association meetings and non trip social events may apply to the LROCG for an Associate Membership. The fee for Associate Membership shall be the difference between full membership to LROCG and the affiliation fee to FWDV. An Associate Member shall have the same rights as a normal Member but will not be insured under FWDV member insurance. Should an Associate Member request to be involved in any of the listed exclusions a temporary membership fee set by FWDV will be required to be paid in advance.

Amendment by Craig Murry to add Social to the Associate Member in BL11

Seconded by Graham Shaw. Amendment carried.

Amendment becomes the motion and carried.

Motion 3

BL12

LROCG Associate Member Definition. Is a financial member of the LROCG who is not registered as a member with FWDV by the LROCG.

Carried.

President's Report: Alan Harlow.

The club took part in many events in the past twelve months, they included;

Multiple coffee and dinner meetings.

The Cheynes Bridge 3 day camp with trips over the Burgoyne track.

The Parks Victoria 3 day working bee at Howitt Hut, Bryce Gorge and camp ground and McMichaels Hut.

Camp hosting over Easter at Murrindindi scenic reserve.

Land Rover 75th Anniversary in Cooma NSW.

Land Rover birthday gathering in Erica.

The overnight Pinnacles and Billy Goat tack trip.



The Jamieson 4 day trip.
The Winter Wonders trips to Walhalla and Noojee pub.
The Melbourne Cup 7 nights camp at Warrnambool.
To all those who organized the events and to those who participated thank you for your involvement.
Our club newsletter has once again been an important element in keeping our club members informed and amused.
Charlie's consistent assistance means we have a meeting place even when he is away, set up and waiting for us, and a cup of coffee to your liking. Gippsland Land Rover's sponsorship is very much appreciated by our Club, and Charlie is the key to its continuation.

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 support and involvement the club would not exist.

Alan Harlow
President LROCG.

Alan Harlow declared all positions vacant and asked for the confirmation for the election of the 23/24 office bearers based on the following nominations.

President: Alan Harlow
Vice President: Neville Trimnell

Land Rover Owners Club of Gippsland Ordinary Meeting

Minutes for meeting held on Monday 15th November 2023.
Meeting held at Gippsland Land Rover, Traralgon.
Meeting started at 8.40 pm

Welcome & thanks.

Alan welcomed everyone and thanked them for their attendance.

Attending; Graham Shaw-Wash, Gary Fouet, Ian Blake, Charlie Calafiore, Alan Harlow, Terry Heskey, Ross Howell, Sue Howell, Brian Johnson, John Kerr, Heather Kerr, Alan MacRae, Helen MacRae, Bob McKee, Ray Massaro, Craig Murray, Jan Parniak, Colette Parniak, Greg Rose, Lois Rose, Eric Shingles, Ian Webb, Neville Trimnell, Liz Trimnell,

Apologies; Rod Catchpole, Loris Catchpole, Tonee Harlow, Shaun Johnson, Siobahn Walker, Annette Fleming, Vivian Lee, Philip Croft, Christine Croft, Jessica Walsh, Les Warburton,

Confirmation of Meeting Minutes:

Motion; That the October Club minutes be accepted as true and correct. Moved by Heather Kerr, Seconded by Graham Shaw, Carried. Business arising from the minutes of the previous meeting. Nil.

Correspondence:

In:

Reminder notice of AGM for FWDV. 20th.

Out:

Relevant emails received have been sent onto members.

Reminders of Club meeting email and text.

Future events list email from Alan MacRae.

Treasurer's Report: John Kerr

Questions of Treasurer, Nil.

Motion; The Treasurer's report be received and approved, Moved by John Kerr, Seconded by Bob McKee, Carried.

Treasurer: John Kerr
Secretary/Registrar: Charlie Calafiore
Minute Secretary: Tonee Harlow
Publicity Officer: Charlie Calafiore
Events Co-Ordinator: Alan MacRae
Equipment Officer: Jan Parniak
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 Greg Rose,

Seconded by Ray Massaro,

Endorsed by Lois Rose and Charlie Calafiore.

Carried.

The role of PV LROCG Co-ordinator is not currently a LROCG committee position so we can not at this time vote for this role we can however appoint a member to the role and Craig Murray has indicated to me he willing to once again co-ordinate our activity with Parks Victoria. Craig accepted the appointment.

Meeting closed at 8:40pm.

Motion; The Melbourne Cup lunch account of \$206 to Heather Kerr be approved, Moved by John Kerr, Seconded by Sue Howell, Carried.

Publicity Officer's Report: Charlie Calafiore.

This month, a Defender demonstrator will be on the road. Melbourne football Club sponsorship terminated by Jaguar. By 2025 every Jaguar will be electric.

Editor's Report: Eric Shingles.

Hope you liked the Newsletter, always looking for more stuff. Thanks to those contributing.



The Year Santa Hired a Consultant

Webmaster's Report: Alan Harlow.

The web site is up to date.

External contact looking for email addresses declined.

	April	May	June	July	Aug	Sept	Oct
Visitors	16	8	3	5	11	16	11
Pages	65	12	5	37	17	75	32

FWDV Delegate's Report: Neville Trimnell

No meetings to report on.

FWDVP Regional Representatives; Greg Rose

Attended three meetings;

1 Covered a proposal to build a replica homestead at Wonnangatta as an interpretive centre. On-site meeting planned during February with Victorian High Country Huts to oversee as no government money to build; all community funded.

2 Joint management of Alpine National Park, Parks Victoria and Gunai Kurnai resulting in no change to park access.

3 Gate openings and track access, with Land Rover Owners Club of Gippsland opening Kelly's Lane this month and repairs to Zeka completed.

Equipment officer Report; Jan Parniak

No change.

Past Events.

* Coffee morning, Friday 13th October, at Eat, live fresh in Trafalgar, Jan Parniak, Enjoyable morning in pleasant venue.

* LROCG Melbourne Cup Trip – Warrnambool, Vic Surfside RV park, November 2 - November 9th, Great trip, see the full report in the newsletter or on our web site.

Events Coordinator's Report: Alan MacRae

Future Events.

* Coffee morning, Philip Croft

Friday 17th November, 10 am, at Frankie's in Warragul Cnr of Palmerston & Victoria Streets.

* Clean Up Days with Parks Victoria, Craig Murray

November 20-22, To meet at Kelly's Lane 10:00 AM on Monday. Our Club is catering for Monday main meal which is build your own ham/chicken burgers, bring sweets to share and nibbles. Parks Victoria providing Tuesday main meal.

Attendees: Bob & Annette, Greg & Lois, Craig & Vivian, Neville Trimnell, Gary Fouet

*Club Christmas Breakup.

December 3. Location Erica, Time 11am. Club to provide lunch. Numbers required.

* Club trip to Jericho. Craig Murray.

December 9th, Let Craig know if you wish to go.

* The Victorian 4WD Show

Feb 18th, The Victorian 4WD Show at Lardner Park was discussed but no decision was made to attend as a Club, a minimum requirement would be two members each day.

* Cheyne's Bridge & Pinnacles lookout, Alan Harlow February 25 to 27th, 2 night trip to Cheyne's Bridge & Pinnacles lookout.

Technical Matters:

Greg Rose spoke of a Defender that he encountered at Cameron's corner where the internal lock on the rear door had collapsed preventing access, everything was in behind the back seats with a cargo screen which was not removable, prevented access to all their equipment. Important to ensure rear cargo screens are removable from both sides.

General Business.

* That Consumer affairs payment be made by Alan Harlow and he be reimbursed. Moved John Kerr, Seconded by Bob McKee, Carried.

* Alan Harlow asked if a calendar was required for 2024 and on a confirmation will undertake to produce a calendar. Members to send photos.

* Neville is planning a trip to Cape York in 2024 between May and July and would welcome company on the Cape part of the trip.

Meeting closed at 9: 25pm.

Land Rover Owners Club of Gippsland Ordinary Meeting

Minutes for meeting held on Sunday 3rd December 2023.

Meeting held at Erica.

Meeting started at 11.07 am.

Welcome & thanks.

Alan welcomed everyone and thanked them for their attendance.

Ron and Dot Prince have decided to not renew their membership after 27 years.

Ron is almost 90. Due to their long term membership the Club newsletter will continue to be sent to them if there is no objection.

Alan and Charlie reviewed the mailing list for the news letter and removed those who are no longer a member. Alan MacRae confirmed John Jennings will not be re-joining.

Attending; Graham Shaw-Wash, Ian Blake, Alan Harlow, Toney Harlow, Terry Heskey, Barb Heskey, Ross Howell, Sue Howell, John Kerr, Heather Kerr, Alan MacRae, Helen MacRae, Bob McKee, Annette Fleming, Ken Markham, Sue Markham, Jan Parniak, Colette Parniak, Philip Croft, Christine Croft, Les Warburton

Apologies: Jill Blake, Charlie Calafiore, Lorella Calafiore, Rod Catchpole, Loris Catchpole, Shaun Johnson, Siobahn Walker, Craig Murray, Vivian Lee, Greg Rose, Lois Rose, Eric Shingles, Susan Shingles, Neville Trimnell, Liz Trimnell, Jessica Walsh,

Visitor; Saul Jenkins

Confirmation of Meeting Minutes:

Motion; That the November Club minutes be accepted as true and correct with the changes made by John Kerr.

I don't mean to be a Grinch, however..... To those of you who are placing Christmas lights/decorations in your yards, would you please avoid anything that has Red or Blue flashing lights together? Every time I come around the corner, I think it's the Police and I have a panic attack. I have to brake hard, toss my booze out the window, put on my seatbelt, throw my phone onto the floor, turn my radio down, and push the gun under the seat, all while I'm trying to drive. It's just too much drama, even for Christmas. Thank-you for your co-operation and understanding.

Moved by Sue Howell, Seconded by Heather Kerr, Carried.
Business arising from the minutes of the previous meeting.
Nil

Correspondence:

In:
West Gippsland AGM minutes.

Out:
Relevant emails received have been sent onto members.
Reminders of Club meeting email and text.
Future events list email from Alan MacRae.

Treasurer's Report: John Kerr

Questions of Treasurer, Nil
Motion; The Treasurer's report be received and approved,
Moved by John Kerr, Seconded by Helen MacRae, Carried.
Motion; The PV working bee meal account of \$53 payment
to Annette be approved and a \$61.65 donation from Greg
and Lois be gratefully accepted to cover the cost of the hap-
py hour eats be approved. Moved by John Kerr, Seconded
by Alan MacRae, Carried.

Motion; The account of \$47.70 be reimbursed to Alan Harlow
for the annual club registration with consumer affairs be ap-
proved. Moved by John Kerr, Seconded by Ken Markham,
Carried.

Motion; The account of \$73.75 be reimbursed to Alan Harlow
for the BBQ food be approved. Moved by John Kerr, Se-
conded by Bob MaKee, Carried.

Motion; The account of \$15.60 be reimbursed to Alan Harlow
for postage of calendars which will be recouped from recipi-
ents be approved. Moved by John Kerr, Seconded by Ross
Howell, Carried.

Publicity Officer's Report: Charlie Calafiore.
Nil, but Defender provided to test drive.

Editor's Report: Eric Shingles.
When you get your newsletter, hope you like it. Eric is al-
ways looking for more stuff. Thanks to those contributing.

Webmaster's Report: Alan Harlow.
The web site is up to date.

	Visitors	Pages
May	8	12
June	3	5
July	5	37
Aug	11	17
Sept	16	75
Oct	11	32
Nov	30	140

FWDV Delegate's Report: Neville Trimnell
Neville attended FWDV AGM.
Affiliation fee yearly increase to be based on the Dec CPI.
Board member replacement after early resignation has been
corrected to comply with rules to ensure ½ the board is
elected each year.

FWDVP Regional Representatives; Greg Rose
Nil

**Don't forget to get enough food for 30-40 days over
Christmas because the shops will be closed for 12 hours**

Equipment officer Report; Jan Parniak
No change. Ross and Jan to meet and review equipment.

Past Events.

* Coffee morning, Friday 17th Nov, Jan Parniak, was held at
Qbar in Morwell, Enjoyable morning in pleasant venue.
* PV Camps cleanup, November 20 - 22nd, Craig Murray.
Full report on web site and in next newsletter. Special thanks
to Annette and Lois for organizing the food on the first night
and to Craig for coordinating the trip. Alan and Bob gave
summary of what was a successful trip.

Events Coordinator's Report: Alan MacRae

Future Events.
* December 9th, Club trip to Jordan Valley Day Trip, Craig
Murray.

Details on this trip have been forwarded to you via email
from Alan.

* January 12th, Coffee morning, Jan Parniak
Location Erica café, Time 10am.

* February 25 to 27th
2 night trip to Butcher country & Pinnacles lookout. Alan Har-
low

Camping on the Wellington River at Muttonwood
campground. Suitable for caravans. Bitumen to camp ground
about 1 hour from Traralgon, Day trip to the Pinnacles. Day
trip to Butcher country and Caledonia River track.

* Thursday 28th March to 2nd April
Camp hosting, if you're interested talk to Alan Harlow.

* Neville's planning a trip to Cape York in 2024 between May
and July and would welcome company on the Cape part of
the trip.

* Thursday 31st Oct to Thursday 7th November Cup Week
trip away.

Technical Matters:
Nil

General Business.

* Discussion on who are West Gippsland group: which is
basically likeminded people who look after historical sites in
the area.

* Cooper Creek has sold and there is now a cost to camp in
their grounds.

Meeting closed at 11.49 am.

Next Meeting:

Monday February 5th at Gippsland Land Rover, with a pre
meeting dinner at the Morwell Italian Australia club at 6pm.
RSVP to Bob please.



Melbourne Cup - Week Trip



LROCG Melbourne Cup—Week Trip to Warrnambool

We had an enjoyable, but very busy week away. Lots of coffee, lots of conversation, and plenty of activities to keep us all busy. Thank you to everyone for their involvement. Reports compiled by Helen MacRae

Thursday November 2nd 2023

By Ross & Sue Howell

16 members of the LROCG set off from their homes and travelled to Warrnambool Surfside Caravan Park for the annual Melbourne Cup week away. It was a cool, cloudy day but pleasant for travelling. Alan & Tonee, Jan & Collette, Ross & Sue, Helen & Alan, Phil & Chrissy, Wash and Jessica left home between 8am & 9am and travelled independently via the M1 to Melbourne then to Warrnambool, stopping at various towns for lunch. Ross & Sue stopped at a big bakery in Camperdown. The luscious green grass of the dairy farms along the way was a beautiful sight to see.

Neville & Liz were already set up on their site as the rest of us arrived from approximately 3pm onwards. Alan & Helen travelled via the Hamilton highway and John & Heather travelled via Ararat. At the entrance gate there was a bit of confusion deciding which gate to use to enter the park via your code which we were all sent upon payment. The remainder of the afternoon was spent setting up.

At 4.30pm we had our 1st “happy hour” in the park camp kitchen with everyone bringing some nibbles to share plus their own drinks. A relaxing time was had by all. Alan H gave us a rundown on the various activities for the week. As it was getting quite late some of us walked to the Warrnambool RSL for dinner. It was a rather steep walking path to the top of the hill, but a rewardingly lovely view from the dining room of the RSL.

Friday 3rd November

Everyone up and ready at 9.45am to head to Koroit Bakehouse for morning tea, and very nice it was. Alan Harlow had arranged to meet a member of the local 4x4 club to discuss track options.

Alan H. was in fine form as lead car, and we stopped at a scenic lookout on our way to Tower Hill Park. There we encountered eager emus keen to share our lunch. They scored bits of fruit and Alan H's sandwich despite Heather's best efforts to deter them with a deft spray from her water bottle. The highlight for me was seeing several koalas, especially the mother and her baby munching on leaves in a nearby tree. We also had a close encounter with an echidna whilst on our walk. We all gathered back at camp for happy hour and daily briefing.

Overall, a very good start to the week.



Saturday 4th November 2023

We commenced our day by having an enjoyable breakfast at the Pavilion Cafe and Bar in Warrnambool. We had great views over to the breakwater and watched the racehorses exercising in the sea water, the icebreakers swimming and board sailors wrestling with the windy conditions to stay up-right.

Wash and Alan MacRae joined the local Park Run walking 5 kms whilst the rest of us had our breakfast.

We then formed a convoy and travelled to Lismore to view



an interesting display of Land Rovers from the 1940s and 1950s which showed how these vehicles were so versatile and capable in farming. With various attachments they aided farm production by winching, cutting wood, picking up square hay bales for stacking in haystacks, and grinding wheat for feeding dairy cows during milking and feeding pigs.

We then left the field day and went to a local park for lunch. After lunch we went back to the field day which was conducted by the Lismore Club and to which many members from the Land Rover Owners Club of Victoria attended.

Several of our members participated in the obstacle course which included various rough surfaces, water crossings, hill climbs and descents, and mud slicks. There was also a 'see-saw' crossing (our vehicles' wheelbases were too wide) but we marvelled at how some of the Series 1 and 2 Land Rovers were able to cross over.

Jessica was the star driver in the course, not only in her Defender, but she was also very competent in the Presidential Discovery 4, showing how to handle the hill climb in one go. Our group then travelled to Mortlake where we enjoyed afternoon tea at the Macs Hotel. Ross even had an early beer



tasting. We then returned to the caravan park after buying our tickets for the Flagstaff Hill night show for Monday night. We all then went to the Cally Hotel for an evening dinner, and it was particularly noisy with a group of netballers from South Australia enjoying an end of season trip. How appropriate was it that they were singing along to Jessie's Girl as we left. Maybe a few headaches the next day?

Sunday November 5th

By Jessica Walsh

The group was ready to head off at 0915 for our day of volcanoes. Well, most of us were ready. Trip leader Alan H had decided that was the perfect time to rewire his caravan. So shortly after 0915 we were ready to head off.

Our first stop was Mt Rouse which we got to in a round-about fashion through Warrnambool. The slight detour did take us past the 'Dirty Angel' which is a bit of a local landmark.

From the top of Mt Rouse we did manage our one and only group photograph, and then we headed down to Penshurst for morning tea. And as it turned out, lunch as well!



But I digress.

After morning tea and a bit of a wander around Peshurst, some of us visited the local Volcanoes Discovery Centre. (<https://volcanoesdiscoverycentre.com.au/>). This gave an interesting insight to how volcanoes are formed in different ways, and what is special about the volcanoes in the south-west of Victoria. This area was active only 30,000 years ago and is said to be overdue for some more activity.



We had lunch at the Peshurst Wetland Garden, and a bit more of a walk around. We finally left Peshurst and made our way to the base of Mt Napier - well sort of. We actually made it to the gates of the quarry at the base of Mt Napier. After backtracking a short way, we eventually made it to the base. As time was getting on, we chose to drive around the base of the mount instead of climbing it. The track narrowed and we had to dodge the odd obstacle, so we all enjoyed some four-wheel-driving, albeit short lived.

Once we made it back to the bitumen the Byaduk caves were only a short drive away. Even though the sun was beating down, everyone did the short walk to the caves. There were four to see, Harmons Cave 1 & 2, and Bridge Cave 1 & 2. The caves were part of a lava tube network with collapsed roofs giving them a sinkhole appearance.

Alan H, Ross and Jessica made the perilous walk down the narrow access track into Harmons 1. It was at least ten degrees cooler in the cave, and there was a small sign explaining that this was a habitat for the bent-wing bat during winter. There was no such access for the remaining three caves, so

we had to look at them from above. By 4pm we were back in our cars and heading for the campsite. It turned out to be the longest day in the saddle this trip, but very worthwhile.

And the comment of the day: A certain retired engineer peered into Jessica's new Defender and was heard to mutter "Where's the gear stick?!"

Monday November 6th

By Collette and Jan

During the morning a contingent of 14 went to the Phoenix Café Bar which was an old pub from years gone by. Some drove down, but the majority walked the approximate 11/2 kilometres. Arrangements were made with management for our group, so as we walked in, the tables were set for us to sit in a group and enjoy our morning coffee break. After about an hour we made our way back to the park, window shopping and admiring the old township buildings. The rest of the day was free.

That evening the group decided to go to the Flagstaff Hill Museum for the light show experience. At dusk, in the reception centre, we were given our passes. Those with pass number one walked to the theatre, and those with pass number two required transport. Those using the transport to the theatre arrived first and watched the walking group carrying lanterns to light up their way, walk down the hill passing the waterfront buildings, the bay of water and to their seats. When everyone was seated the show started with a massive bang (volcanic eruption). Simultaneously, our seats shook and rocked. It was a great experience. Next, a fine mist of spray exploded over the bay, and in the spray the projector revealed the Loch Ard merchant ship, its captain and the passengers who were migrating to Australia. Their hardships



The Fillies

were also shared. After about 11/4 hours we all went back to reception the same way we had come.

November 7th: CUP DAY 2023

By Tonee and Alan

The weather was looking promising for us, as, after a relaxed start to the day, we all gathered to our respective tasks... Heather and Colette organised the food and the troops into the kitchen around 9.30am and Alan Harlow began the rounds of collecting money for the cup sweep. By 11.30 we were all organised into the camp kitchen with table places set and food ready, glad rags on and fascinators in place, tv on and cash at the ready.

After lunch, Alan H auctioned off the favourites with some enthusiastic bidding taking place, and then the random sweep was drawn. A total of \$405.00 was available to be divided up amongst the lucky participants, so this year we decided to pay out on last place as well as a random placing, which we decided would be 10th place.

In keeping with what seems to be becoming 'tradition', new attendees took out the winnings with Phil Croft having the winner and Jessica Walsh having the second-place getter. Sue Howell had third and John and Heather Kerr each got a consolation prize for their horses.

During the afternoon some went off for a walk, and when we all were together again, Helen MacRae conducted the quiz. We broke into 3 teams of 5, and despite the very close scores, the Team of Alan Harlow, Colette Parniak, John Kerr, Chrissy Croft, and Wash won the day.

Thanks to Heather's great catering skills there was still plenty of food for us all to enjoy leftovers for dinner.

Another successful event, thanks to all those who participated.



The Colts

Wednesday November 8th

By Liz and Neville

The last full day of our Cup Day sojourn saw us stopping to view Hopkins Falls, claimed to be the widest in Victoria, before heading onto the township of Timboon to visit the Timboon Cheesery. It is an organic farm run by the third generation of the Schultz family who originally set up the farm and dairy.

On arriving we all enjoyed morning coffee with a wide selection of cakes and savouries to choose from followed by a very informative tour of the farm conducted by Darius, a young Indonesian farmer who was learning how the farm operated, and with plans to take his experience back to his farm in Indonesia. We heard how they milked their cows on the rotary dairy machine, with special attention given to how they segregated the cows to be milked for human consumption, those with underlying conditions where the milk could only be fed to poddy calves and, also the cows who were not to be milked. We saw how the milk was pumped from the dairy along to the factory where the milk was processed, cream separated, cheese made, and milk bottled. All this was followed by a milk and cheese tasting. Very tasty.

Ross noticed an old Chev truck that struck his interest and a new Land Rover Defender was noticed parked behind the café. We were told it belonged to the farm owner. Smart man!

After spending money in the shop, we made our way to the seaside town of Port Campbell where we enjoyed a lunch of fish and chips.

On the advice of some men from one of the 4WD groups we met earlier in the week, we planned to make our way to Princetown to visit the old cemetery there, stopping at Loch Ard Gorge, site of the famous shipwreck, along the way. The plan was to enjoy a bit of "off-roading" to reach the cemetery. Alas, this was not to be as we found the track a bit too sandy for one of the vehicles (no names).

By now it was time to make our way back to Warrnambool in time for Happy Hour. A long but enjoyable day was had.



Three Day Volunteer Work With Parks Victoria

By Greg Rose



The Land Rover Owners Club of Gippsland three day volunteer work with Parks Victoria was held November 20th to 22nd, 2023.

Attending.

Trip Leader / LROCG Parks Victoria Liaison, Craig Murray.
Parks Victoria Ranger, Wayne Foon.

Club Volunteers, Gary Fouet, Annette Fleming, Bob McKee, Neville Trimmell, Vivian Lee, Lois Rose, Greg Rose, Alan Harlow.

Thunder rumbled down the deep valley, echoing off the rocky walls, large raindrops splashed on the rocks and there were a few moments of hail. We were standing looking over the scene from Dimmicks Lookout off Howitt Road. Our group was halfway through a three day volunteer activity with Parks Victoria.

Our club has enjoyed a long and positive relationship with the Foothills and Southern Alps Team of Parks Victoria. On this occasion we were base camped at Thomastown, beside

the beautiful Shaw Creek. Craig and Vivian arrived about 30 seconds after Lois and I on Sunday afternoon and we selected the campsite. Most of the other Club members arriving early on the following day. There were six Club members' vehicles: Craig's ex-military Perentie, Greg's 200 series Land Cruiser and four Land Rover Discovery 4s. Our PV Ranger, Wayne Foon, has been with us on many of our adventures in the Alpine National Park. We could hear him well before he arrived, as the trailer he was towing bounced and rattled, on the rough Tamboritha Road. Our camping arrangements included a couple of camper trailers, some tents and one person sleeping comfortably in their wagon. We set up a small insect proof tent for food preparation and Wayne brought along a gazebo in case we had rain.

All our volunteers had been logged onto Parkweb prior to the activity and had the required Working With Children cards. On day one, after the necessary safety briefing, we went on to Kelly Lane. Wayne had all the equipment we needed plus any safety gear that members might not have. The track





would be opened early, from its extended Seasonal Closure once we had completed our work.

There is a large grassy camping area a short distance along the track. This was to be our first work area. Brush cutters and the mower were fuelled and we set to work. Many of us wore gaiters as it was the time of year when the creekside reptile population are out and about. Moving to McMichaels Hut, we had a short break for lunch, at the picnic table we had made on a previous volunteer activity. Then we mowed

and brush cut grass in readiness for visitors after the opening. The hut was cleaned and any rubbish in the area was collected. We moved to Kellys Hut. The same work was carried out at that location. It was pleasing to note that there was not much rubbish to be removed, just a few small bags. On our first Club volunteer run along Kelly Lane, with PV in November 2012, we filled a tandem trailer and 6x4 trailer with rubbish from in and around the two huts. On that occasion there were only three club members, Ian Blake, myself and Lois. We missed you on this year's activity Ian.

Back at camp we enjoyed pre dinner nibbles organised by Lois and then a delicious meal cooked on the campfire. Bob and Annette had gone to a lot of trouble organising the hamburgers with the lot. Annette had slaved over sweating down and caramelising 1.5kg of onions only to have a slight mishap with them as she carried them to the table. The ones that remained were superb. Alan and Bob fought with the





showed the enthusiasm of our volunteers that Neville, who couldn't make it to the first day, left home at 4:00 a.m. to be with us for the start of day two. The decision had been made to start at the northern end of the road as the weather was looking threatening and we could move our work sites south if the storm broke. When work completed there, we went to Howitt Hut and got out the brush cutters, mower and chain-saws and cleaned up that area.

It's interesting the people you meet in the Alps. At the top of Zeka Spur, on Howitt Road, I stopped to talk to a very adventurous gentleman who was riding the whole 5330km length of the National Trail, starting in Healesville and hoping to finish in Cooktown after eighteen months of continuous horseback travel. On the way to Howitt Hut, I also stopped to talk to two bush walkers and suggested that if they made it to the hut, I'd make them a real coffee. Sure enough they arrived and the coffee was made as promised and they enjoyed the hot brew as we worked around the hut.



overly hot barbeque plates with Alan suffering the indignity of burning his buns. We always invite the PV folk we work with to share the meal. Dessert was homemade apple slice and custard, supplemented by slices provided by Gary. Following some campfire chat and banter we all had a reasonably early night.

Some of us were up at six the next morning, enjoying the surrounds. Not so enjoyable was the wafting aroma of a dead dingo in the rocks near the creek. We all stayed well away from that and it was well away from our camp. Starting early, we headed up Howitt Road to the carpark at the trail-head of the walking track to Gantner Hut and beyond. It



PV Ranger Sam Bradley called in on his way to Wonnangatta to work with the Friends of Wonnangatta volunteers.

After the work at Howitt Hut and surrounds was completed, we headed to Guys Hut carpark. A team from Melbourne Zoo had just set up their tents as a base of operations for survey work. We carefully worked avoiding their camp as rain approached.

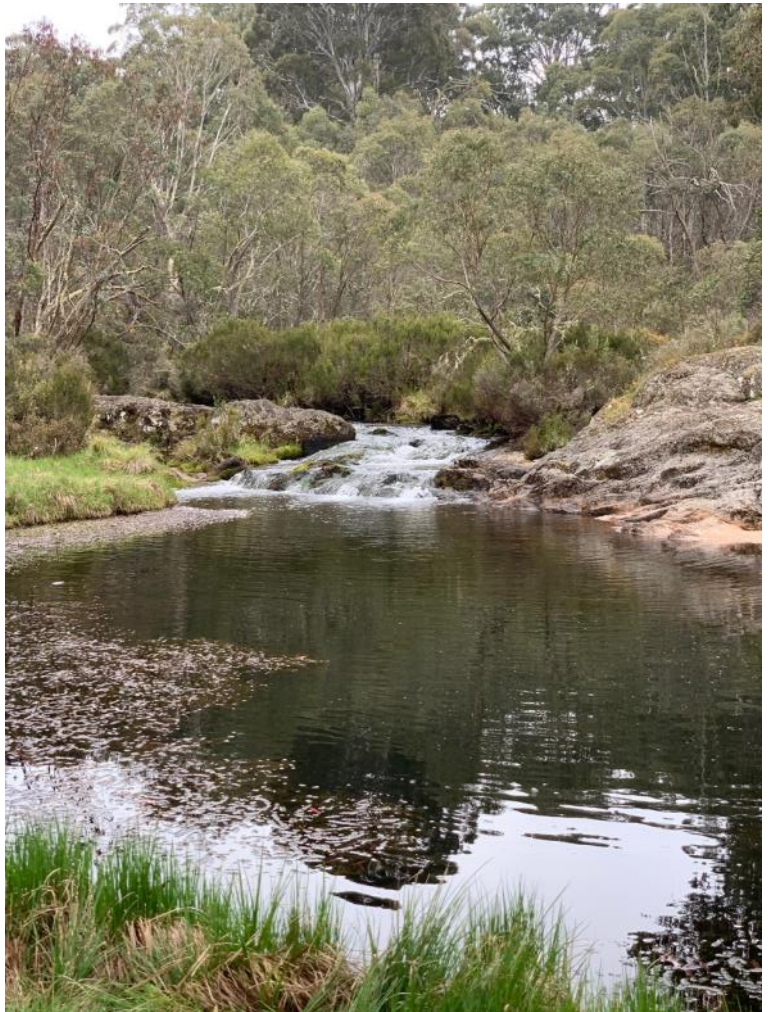
The next work site was to be Dimmicks Lookout where this story began. Safety concerns with working on wet ground and the threat of a severe electrical storm, caused Wayne to call the day's work to an end. The scene driving down Howitt Road was spectacular with dark black clouds in stark contrast to the white forms of dead trees. Wayne made the offer that if anyone would like to come with him to Surveyors Creek Deeca Work Camp there would be hot showers. Craig, Vivian, Lois and I took up the offer and enjoyed a steaming hot shower. Back at camp the area was dry. As is the Parks Victoria, Foothills and Southern Alps folks' tradition, as a thank-you to the Club volunteers, Wayne provided a barbeque dinner with a variety of salads that went down very well after all the work.

We didn't have overnight rain but Sam and the team at Wonnangatta had been hammered by heavy rain and thunderstorms. The weather in the Alps is quite erratic, they were probably no more than twenty kilometres from where we were camped.

On day three we concentrated our work efforts on Thomastown and the camping areas just over the Shaw Creek bridge. All tasks were completed before lunch in order for Melbourne based members to get home at a respectable time. The early finish also allowed Wayne to travel to the

work centre in Heyfield and clean the PV Ford Ranger, trailer and all the equipment. Bob, Annette, Lois and I stayed later and had lunch before Bob and Annette headed off. Lois and I left late in the afternoon. On the way down to Licola we stopped a few times to give water to riders on The Hunt 1000 bikepacking race. Some of the riders were struggling on the rough and dusty Tamboritha Road. The race on single track and four wheel drive tracks starts in Melbourne and travels 1000km through the Alps to Canberra. Riders are self-supporting but they can buy supplies at towns on the route.

It had been a fantastic activity. Everyone worked hard, but nobody over did it or had any injuries. The camaraderie was excellent and there was a great atmosphere around the campfire. It is gratifying for Club members to leave the Park in top condition for all users to enjoy. The spin off is that the volunteering leaves all participants feeling recharged after a few days in the bush.



Our volunteer hours will be submitted to Four Wheel Drive Victoria to add to the tally of good work done by so many Clubs throughout the state.

Craig Murray, our Club's liaison person with Parks Victoria planned the activity months in advance. Well done Craig. Thanks to Wayne Foon from Parks Victoria for keeping us safe and the equipment in top condition for the three days. The Club is also thankful to the whole Foothills and Southern Alps Team for the support they have given us over so many years.

Craig hopes to plan another volunteer event for the first quarter of 2024.

Greg Rose,
Land Rover Owners Club of Gippsland.
Four Wheel Drive Victoria Regional Representative, Southern Alpine National Park.



Corner Capers

By Greg Rose
Photos by Greg and Lois

When you look at a map, the state and territory borders with in Australia, look reasonably straight forward. The reality is that the precise location of the borders and the various corner points have been the subject of debate by geographers, historians and surveyors. There have even been decades long legal disputes between states.

Recently we took part in a trip, the highlight of which was following the New South Wales, South Australia border fence from Camerons Corner to as near as possible to the point where the border meets the Murray River. Logistically this is a difficult trip as much of the route is on private property and permission must be obtained in advance from station owners. Some of the route is easy gravel public roads and some of it sandy tracks over low red dunes, in places quite narrow with encroaching scrub. The tracks were easily negotiated in high clearance four wheel drives. Light truck construction all terrain tyres, deflated to around twenty-five p.s.i. (1.7 bar) coped well. Pulling off the track for a cuppa

and at camp spots had to be done with care to avoid sharp tyre piercing sticks.

Our campsites were in patches of clear land bordered by scrub. The main hazard was the millions of Bogan Flea (*Calotis hispidula*) burrs. These spikey little burrs stuck to everything and made packing up tents interesting. A good ground mat under the tent was essential, but not the mesh type that made burr extraction difficult. A thick tarp that could be brushed off worked best.

The border fence ranged from impressive well maintained sections to areas where the fence is either laying as a tangled mess of wire and posts or completely non-existent. Even where the fence is in good condition the wildlife doesn't seem too intimidated. Kangaroos and emus cleared it with ease and on several occasions startled feral pigs and goats simply crashed through the wire mesh.

At the end of our border run we came to Todd's Obelisk. The





stone structure is a fascinating location. Now sadly in a state of disrepair it was very important in the history of the state borders. The border between South Australia and New South Wales should be at the 141st meridian of longitude. If you remember your secondary school geography, the lines of longitude run from pole to pole, north to south. The border position was set by surveyors in 1839, but the plotting was out by 3.2 kilometres. Resurveyed, Charles Todd the South Australian Government Astronomer at the time, set up the stone obelisk to formally mark the border line. New South Wales and South Australia agreed with the corrected border however Victoria fought legal battles for decades to retain the land that should have been South Australian. Charles Todd had an illustrious career and is most known for conceiving the idea of the overland telegraph line. The Todd River in Alice Springs is named after Charles Todd.

MacCabe Corner is a difficult state corner to reach. MacCabe Corner is the South Australian, Victorian, New South Wales border meeting point. There is some debate about the



Todd's Obelisk - and the border dispute

This brick cairn was erected in 1868 by Charles Todd, South Australian Government Observer (astronomer) and Superintendent of Telegraphs, to mark the position of South Australia's border with New South Wales.

He set up a temporary observatory near here and, by astronomical observations and accurate time signals over the nearby telegraph line between Adelaide and Sydney, he calculated the position of the 141st Meridian of Longitude, the proclaimed boundary between the colonies of South Australia and New South Wales. An incorrect fixing of the meridian in 1839, confirmed in the 1847-1850 survey from the coast to the River Murray, had caused the border to be up to 3.2 kilometres west of the correct position.

Todd and the New South Wales Government Astronomer, George Smalley, met, accepted the determination, and had this obelisk erected beside the Wentworth Road to mark the boundary, later surveyed to the Queensland border. Todd's position is accurate to about 100 metres.

While this allowed the border with New South Wales to be more accurately determined, it also raised the issue of the strip of land (138 700 hectares) in Victoria which should have been part of South Australia. Over the next 43 years South Australia made various legal attempts to claim the land, but a High Court judgement in 1911 found in favour of the existing erroneous border.

An appeal to the Judicial Committee of the Privy Council was dismissed in 1914, and hence the dog leg in the South Australian border at the River Murray has remained to this day.

Born in London, Todd arrived in Adelaide in 1855. He was responsible for the electric telegraph lines connecting Adelaide to Melbourne (1858) and Adelaide to Sydney (1867) which provided the time signals for his survey, and for the Overland Telegraph Line (1872) between Adelaide and Darwin which connected Australia with England via a submarine cable to Java.

The marker is built of hand-made bricks, presumed to be from Wentworth, laid in a lime mortar and was described in Todd's report as... a brick pyramid, 13 feet 6 inches high and 5 feet 6 inches square at the base... having the words "PROVINCE BOUNDARY" on the north and south faces; "NSW G.E. Smalley" on the east face, and "SA Charles Todd" on the west face...

It was originally 4.1 metres high but the top section has been lost and the square base buried by sand build-up. The section now visible stands only 2.1 metres high but the base is in good condition below ground level.

Repairs were carried out in 1911 when the position of the border was checked by G.F. Dodswell (SA Government astronomer). An inscribed slate plaque dated 1911, on top of the obelisk, bears his name and those of Henry Jacob (surveyor) and F.J. Burgoyne (telegraph operator). Further repairs were undertaken in 1955 by J.B. Furwell.

In 1991, a marker post and plaque were erected on the site of Todd's temporary observatory beside the Old Coach Road. Todd's Obelisk is still in use as one of a high order network of survey markers throughout Australia using satellite technology. The obelisk was conserved and interpreted with a Commonwealth Government Grant in 1997.

accuracy of the border post but it would only be out by several metres.

We camped at Wompini Station, a beautiful spot on the New South Wales side of the Murray River. The station has friendly owners and you can camp beside the river. There is a shady decked area to relax watching the river. The amenities were clean and visited by large pale frogs that could startle you if you didn't check the toilet before sitting down. From Wompini we travelled downstream in the station's powerful and comfortable boat to MacCabe Corner. Arriving at our destination we scrambled up the low bank to the post. The actual corner post is in Murray Sunset National Park on





different experiences. At Camerons Corner it was hot and dusty, 38 degrees. A Defender on the trip suffered the misfortune of having the rear door lock collapse internally making the door impossible to open. The vehicle was fitted with a substantial cargo barrier that could only be removed from the side that couldn't be reached. Unfortunately the owner had all his food, tools, clothing, bedding, etc. in the cargo area. The fridge was in another cage in the cargo area. An attempt was made to free the door by crawling in through the sliding rear window but that was not successful. The gear that could be reached was dragged out and others on the trip helped with food, water and bedding.



In contrast, though still hot, Wompini Station beside the Murray for our journey to MacCabe Corner was a pleasant place to stay and the river trip a respite from another 38 degree day. And there were no Bogan Flea burrs!



the Victorian side of the river. There is no road access to the corner. The post itself is painted white with a plaque attached. Near the post there is an interpretive sign that explains the border. The return boat trip took an hour and a half. There's a lot of aboriginal and European history associated with that part of the river. For bird watchers there were plenty of waterbirds to see.

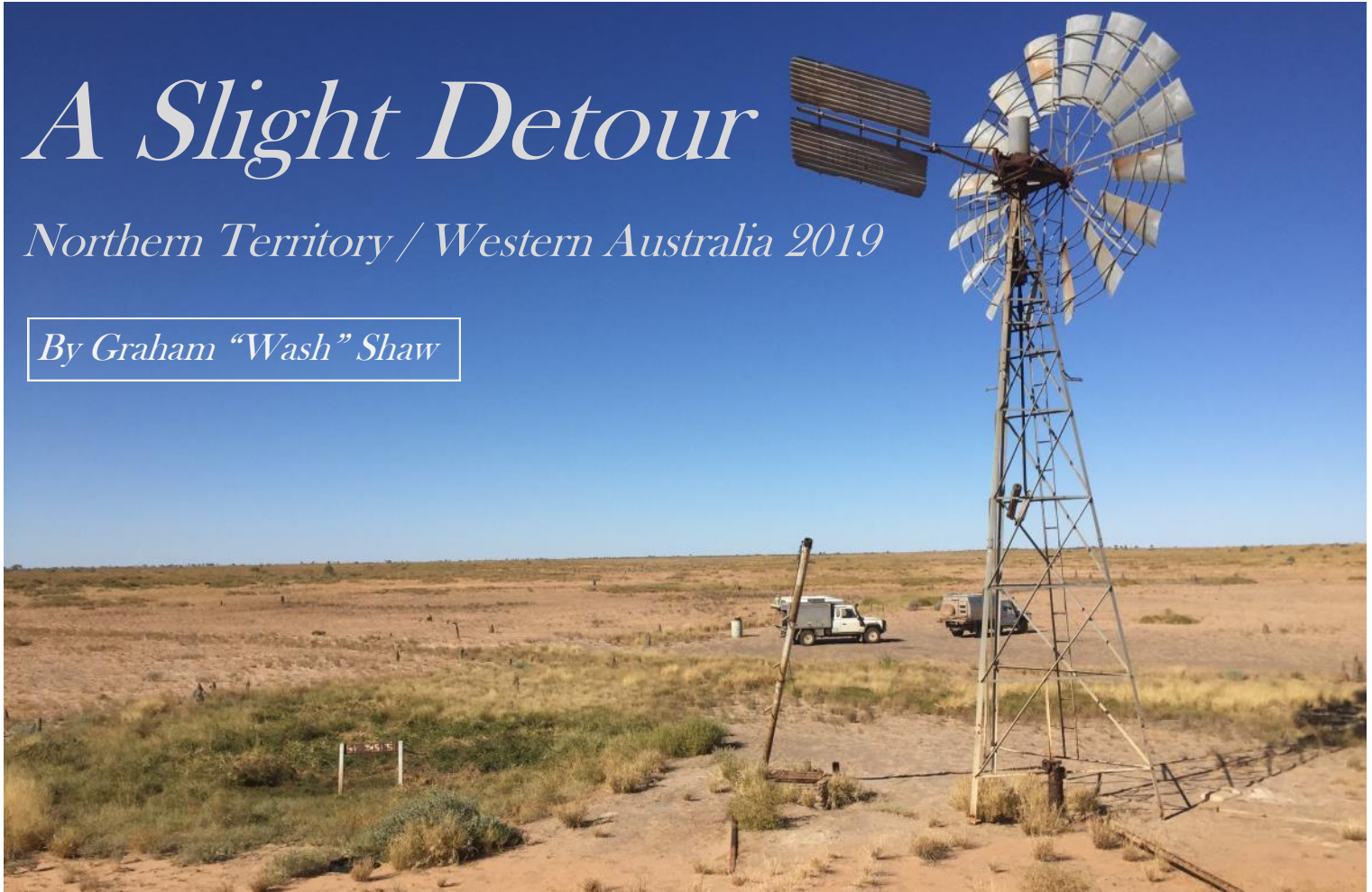


We had two corners on our trip and they were completely

A Slight Detour

Northern Territory / Western Australia 2019

By Graham "Wash" Shaw



Perry (2001 Defender 130) and I (2002 Defender 130) were heading to WA to do the Gibb River Road, and trying to see as much as possible. After a night at Big Horse Creek Campground, we backtracked towards Timber Creek turning off to visit the Nackerroo Memorial and lookout, it's well worth a visit, but it is up a very steep narrow sealed road.

We then followed the Victoria Highway towards WA but 20kms short of the border we headed south on Duncan Road. Perry had wanted to visit Purnululu NP and, because they were nearby, Wolfe Creek Meteorite Crater and Lake Gregory at the top of the Canning Stock Route. Well, this was one way of getting there without going up and down the same road. About halfway down, we camped for the night at Negri River.

Heading on, we pulled into Sawpit Gorge to camp for the night and well worth stopping. In two days we had travelled 600kms but this is typical of us even on these good roads. Sawpit Creek even has a drop toilet as well as water to cool off in.

For those with caravans, Palm Springs is not much further on and has a decent waterhole.



Sawpit Gorge near Old Halls Creek



Sawpit Creek drop toilet



Palm Springs near Old Halls Creek



China Walls near Halls Creek

From here, we stopped and had a quick look at Old Halls Creek (which technically is the top end of the Canning Stock Route) and then into the China Walls before heading into Halls Creek to get information about Lake Gregory Permits which we were told we could get at Billiluna. We headed off for Wolfe Creek Meteorite Crater and another one of those fantastic Bonnet Signs at the turnoff. We managed to arrive there with time to establish our camp before walking to the Crater before sundown.



The CSR varies from corrugations to severe corrugations and some easing off around the minor dune crossings.

We turned off the CSR and followed the Mulan~Lake Gregory Road which was a bit overgrown and difficult to see if there were any termite mounds in the middle of the track. Using Perry's Digital Mapping as we neared the Paruku Handover Site out of Mulan, we followed some dodgy tracks that were shown but not that much used. Eventually we found the site and what a great campground there is. We should not have relied on the digital mapping but stuck to the main track.



Headed into Billiluna and managed to acquire our Permits (\$30 per vehicle) for travelling around Lake Gregory (*Paruku* as locally known). We headed south on the Canning Stock Route (CSR) with the aim to stop at a couple of wells as we came to them



Just on the history: the Traditional Owners of the Lake (Tjarubalan people) were handed Native Title to their land on this site on 20 August 2001.

As we were packing the next morning, a ute came into the campground but continued on. We heard them using a chainsaw and next thing they came back and unloaded not far from us. After removing some sheets of corrugated iron, they dropped the firewood in and set alight a big fire. Turns out they were getting the firepit ready for a big event and feast later in the day.

We headed out and drove through Mulan and then north-west to Old Homestead Well where we decided to head east and northeast for a bit more of the Tanami Track rather than driving back to Billiluna. We then went into Halls Creek to spend the night in the caravan park for a well-earned shower, a beer at the hotel (\$9.60) and then a gigantic hamburger from the local takeaway.



Chungla Well Canning Stock Route. Main picture on previous page is Well 51 Werriado or Wirijara Canning Stock Route

Gippsland History



Historical ledger for Halfway Hotel on Victoria's Dargo High Plains reviving stories of travellers past

Now just a pile of black basalt among a thicket of gnarly elderberry trees, the ruins of Gow's Hotel on the Dargo High Plains lie in an alpine meadow, ringed by stunted snow gums.

It was also known as the Halfway Hotel, as it was equidistant between Harrietville, Victoria, on the north side of the Great Dividing Range and Dargo on the southern side, an arduous 20-kilometre journey in either direction.

In the warmer months, this outpost in the wilderness was a welcome halt for exhausted travellers. And in the snow-blanketed winters, it was often a lifesaving refuge for the famished and frostbitten.

A long-forgotten hotel

The hotel sprang up during a gold rush in the 1860s, dispensing dubious liquor and rudimentary meals to raucous diggers. One account describes a grimy shanty where pigs and chickens foraged at the feet of diners for fallen morsels. The Gow family took over the hotel in the 1890s and soon earned a fine reputation for their industry, resourcefulness and hospitality. They provided meals and lodging and ran a grocery store, supplying everything from mining equipment to horse feed.

The hotel's mainstay customers were goldminers until 1920. By then, mining had all but ended and the hotel closed its doors and quickly fell into disrepair.

Remembering the past

Last weekend in the crisp mountain air, the historical hotel site was again alive with people — descendants no less, of its publicans Richard and Martha Gow. They came to pay homage to the past, and to present a ledger from the hotel to a representative of the local Stratford Historical Society. The ledger provides a unique window into early European settlement and the lives of the people in this remote, tough part of Australia.

Martine Eames, whose grandmother Ivy was one of Richard and Martha's nine children, performed the handover. Ivy inherited the ledger and bequeathed it to Martine's mother Noel. "She [Noel] had kept it for some years and when she passed away in 2019, I had a discussion with my brother and we decided the significance of the ledger would benefit more people than just ourselves," Ms Eames said.

The contents of the ledger

The leather-bound book spans the years from 1897 to 1901 and has almost 500 pages of copperplate entries for dozens of customers. Among them were goldminers, some of whom paid their bills with gold, road contractors, stockmen, local residents and travellers.

Bill Jackson, a longtime local from nearby Maffra, said the Gows kept the hotel open 12 months of the year, "right through the winter snow season". "There's stories of mail



Martine Eames with the historic hotel ledger once owned by her great grandparents.

men getting lost in the snow ... getting frostbite and getting rescued, so a very tough environment," he said. Mr Jackson was thrilled to discover the existence of the ledger. "I was blown away by the information," he said.

The inventory provides clues to the everyday hardships of the age — meals of boiled beef, beef hearts, tails and kidneys — along with sales of liquor and food staples such as flour and salt.

Back then, the alpine road was barely fit for a buggy, so supplies were often lugged for many kilometres by packhorse. "There are so many names in it and it's lovely speaking to local people around this area who can recognise the names ... and can tell us more stories about other families," Ms Eames said.

Owen Cummins of Dargo appears in the ledger in 1898, paying for meals and a bed. A renowned horseman, some of his relatives believe Cummins was the inspiration for Banjo Paterson's famous Man From Snowy River poem. He was in the company of a local cattleman, Lew Reford, so it's likely they were droving cattle across the High Plains.

Stories of a simple life

Alpine mailman James Adam, who at the time delivered the mail from Harrietville to Dargo, is also mentioned. He carried the post on horseback until he encountered snow on the higher slopes — at which point he donned rudimentary snowshoes, gripped snow poles and slung on a backpack, for a three-day return journey in all weather, even blizzards. Hotel owner Richard "Dickie" Gow was familiar with such travails. He and other family members spent their boyhoods as alpine mailmen, as well as mustering cattle on their snow country lease. In 1876 young Dickie was delivering the mail to Omeo and Dargo when his horse kicked out, knocking him to the ground and breaking his leg in two places below the knee. Undeterred, the 13-year-old was determined to get the mail through. "I love the story that he crawled one mile or hopped one mile to catch the horse and extended the stirrup down so he could reach it and climb back on," Mr Jackson said. "That was written up in the national papers at the time." While the young boy's extraordinary courage was rightly

Gippsland History



praised, a few weeks later his father Donald wrote to the local paper respectfully asking that one crucial detail be corrected — his son had only hopped with his broken leg for half a mile.

It's just one story illustrating the fortitude of these alpine people.

From settlement to ghost town

In 1898, gold mining in the high country seemed set to again boom and the Gows opened a post office at the hotel, by then a cluster of buildings, including a store and a butcher's shop. Ultimately it came to little. The region's remoteness and confounding geology thwarted their valiant endeavours, and small alpine settlements such as Gow's became ghost towns.

Taking a Land Rover to Botswana

I keep getting questions from friends and relatives in Australia about the practicalities of bringing their machines to Africa for a holiday. Probably because I'm the only person they know who has actually done it! Something that Europeans are doing almost routinely these days. I meet Germans, Dutch and others every month who have shipped their vehicles south for a holiday. It's not hard to ship a vehicle from Melbourne so I thought these notes might be of interest to a few of your members. Something for your newsletter perhaps?

Kind regards,
Graeme Bremner

As a Land Rover enthusiast from Down Under, now resident in Botswana, I'm used to fielding questions from Australians and Kiwis thinking of coming here for a 4x4 holiday.

For a short holiday this is **very** straightforward.

Touring Botswana is no more difficult than touring Australia. The main roads are (mostly) excellent; English is one of the two official languages; the healthcare system and the police are routinely rated the best in Africa; and crime of any kind involving tourists is extremely rare. There are plenty of 4x4 tracks and the wildlife is amazing.

There are companies that will hire you a fully equipped Land Rovers, and others that will help out with organizing maps, itineraries, guide notes and everything else you might need whilst you are here. I help out at Self Drive Tours Botswana myself when they get too busy, so know at first hand the depth of assistance available.

But for a longer holiday there is something else to consider. Hiring a fully equipped Land Rover comes at a cost. There must be a crossover point at which it is cheaper to put your own vehicle on a ship rather than renting one whilst here. A Land Rover equipped for the Australian outback will be perfectly suitable for the conditions in Botswana and you probably own everything you might need already. And there is peace of mind in driving a vehicle you know well and already

The ledger will be professionally scanned and digitised by the neighbouring East Gippsland Historical Society so its precious contents can be made easily accessible to all.

After a weekend of sharing stories of pioneering days, Ms Eames and her wider family have a new appreciation of their hardy forebears. "I can't imagine what they went through and they're not just looking after themselves. They're looking after travellers coming through. Unbelievable!"

Read at; <https://www.msn.com/en-au/travel/news/historical-ledger-for-halfway-hotel-on-victoria-s-dargo-high-plains-reviving-stories-of-travellers-past/ar-AA1jCBwz?ocid=msedgdhp&pc=U531&cvid=0a1ae25c9b104a54b76d16c9851f2575&ei=37>



know how to fix.

Ocean cargo rates fluctuate widely through time but right now I think the crossover point is reached with a holiday of 7 to 8 weeks, so for a longer holiday or multiple visits this is something to think about.

I faced this issue myself when I couldn't bear to leave my Defender behind and sent it on to Botswana by sea. It's a 1985 110 V8.

Shipping a vehicle to Southern Africa is not as hard as many believe. Here are a few pointers based on my own experience.

In preparation

Hire an international freight firm to do all the hard work. I used Crown, because they operate in both countries. If something went wrong they couldn't pass the buck to a foreign partner. But nothing went wrong.

The simplest way to ship a vehicle is inside a container.

There will be some spare space, so don't hesitate to pack in a couple of kayaks or a small dinghy, and anything else you might want to bring for the journey. The boats can be slung in the container headspace: shipping containers have little

hooks for this purpose. You are paying for the space rather than for the weight.

If yours is a short wheelbase machine you might be able to share the container and obtain an LCL (Less than Container Load) rate. The consignments will be separated by a steel dividing wall, installed as the container is packed. Your stuff won't be admixed with other goods and will still be secure.

If there is spare space, a carton of old books or magazines will come in handy. Literacy rates in Botswana are very high but many, especially in rural areas, can't afford to buy anything to read. An old magazine to give away will make you a new friend wherever you go.

Make a list of everything you intend to send. The packers will make their own list as they pack. Comparing yours with theirs will alert you to anything that you've forgotten. You'll be following later by plane and the toolbox or the recovery boards are awkward cabin baggage.

Everything inside the vehicle needs to be lashed down securely before it is driven into the container: you don't want objects inside moving around freely in a heavy sea. The freight company will take responsibility for the lashing of all the items outside the vehicle, but securing everything on the inside is your responsibility.

Let the professionals pack the container for you. They will have all the gear, and equally importantly, the confidence of the insurers. You will end up with a great deal of bubble wrap and other packaging at the other end, but everything will come out of the container in pristine condition.

The paperwork

To get a vehicle into Botswana for temporary use you need a document called an *international carnet de passage en douane*, which is essentially a passport for the vehicle. You can obtain these in Australia. See <https://carnetdepassage.org/> for more information. You also need a police clearance from home to prove that the vehicle isn't stolen; certified copies of the original registration papers; and a letter from any owner of the vehicle that won't be physically present giving you permission to take it across the border.

To drive the vehicle once in Botswana an Australian driver's licence will be sufficient – you don't need an international driving permit.

You won't have to register the vehicle in Botswana, but you will have to pay a small cross border charge and a contribution to the Botswana Motor Vehicle Accident fund. This fund is effectively a no-fault accident compensation scheme, a little like the one in New Zealand but much less generous.



When they start talking about who gets your Land Rover

The premium is small and lasts until the end of December each year. If you cross the border into Namibia or Zambia you will have to make a contribution to their schemes also. Allow roughly AU\$30 for each country.

Strangely, the police will check your Australian registration sticker and complain if it expires whilst you are here

Biosecurity

The Botswana authorities are worried about aquatic pests and a permit is required to bring in a boat. But not for a vehicle. If it looks clean inside and out it will come through the border without comment.

But since part of Botswana is an endemic foot and mouth disease zone you can expect AQIS to insist that your vehicle is cleaned and disinfected very thoroughly on return !

The Ports

There is an 'inland port' at Gaborone. Having your container sent there means that it will stay sealed in the South African ports of first arrival. Durban in particular has a bad reputation for cargo pilfering. An alternative is Walvis Bay in Namibia. But the cheapest container rates are to Durban, Capetown and Maputo. I had my container sent through to Gaborone and everything arrived safely.

Spare parts

Land Rover has dealerships in Botswana, and there are also specialized Land Rover parts suppliers in the major centres. I've become friendly over the years with Ace at LRDirect in Gaborone. Any parts not available in Botswana, even for my old 110, can usually be obtained swiftly from South Africa.

Parking up

If you plan to continue your journeys in Southern Africa later there are companies operating large vehicle storage warehouses. They will put your vehicle on blocks and mothball it awaiting your return. This has been a popular option for European 4x4 enthusiasts for the last few years – the classic overland route from Europe to Capetown via the Middle East, Sudan and Ethiopia has been best avoided. Leaving a vehicle in southern Africa and flying back and forth for holidays has become more popular than driving back to Europe.

There is a lot of useful information on motor touring in Botswana on the company website:

www.selfdrivetoursbotswana.com

My Land Rover is still in Botswana. Seven years on, so am I. It's a great place to live as well as a great place to tour.

Plenty of off-roading, loads of interesting wildlife, and the nicest people you'll meet anywhere. So come on over and bring your favourite machine !

