



VEHICLE HAS NEVER BEEN IN AN ACCIDENT; AN INCREDIBLE ACHIEVEMENT CONSIDERING IT HAS ROAMED THE WORLD.

ALUMINIUM MESH SUNVISOR

WIND DEFLECTOR

AUSSIE STYLE BULL BUMPER; VERY SOLID.

THE REMOVEABLE POLYCARBONATE WINDSHIELD HAS SAVED THE ORIGINAL FROM REPLACEMENT MANY TIMES OVER. RUBBER SPACES KEEP THE TWO APART SO THEY DON'T ABRAISE EACH OTHER AND ALLOWS THE WIPERS TO OPERATE ON THE SAME CURVE AS THE ORIGINAL SCREEN. AT ONE POINT IN TIME, I HAD ENGINE HEAT PIPED BETWEEN THE TWO....GREAT DEMISTER!! WEATHERING HAS DETERIORATED THE POLYCARBONATE NOW.

KANGAROO BUMPER IS BOLTED TO THE CHASSIS AT THE SAME POINTS AS THE BUMPER ITSELF BOLTS TO THE CHASSIS.

DURING OUR TRAVELS, A REMOVEABLE, NYLON, INSECT SCREEN WAS ATTACHED TO THE BUMPER IN FRONT OF THE HEADLIGHTS TO PROTECT THEM FROM STONE DAMAGE.

ONE OF TWO KEYED ALARM SWITCHES WITH DUST COVER IN PLACE.

HI-BEAM SPOTS



BODY COLOR IS THE ORIGINAL. DARK GREEN TRIMS WERE LATER HANDPAINTED TO GIVE THE VEHICLE-ITS DISTINCTIVE APPEARANCE

FIBREGLOSS ROOF STEPS DOWN AT THE BACK TO ACCOMMODATE REAR ROOFRACK.

**AIR
SCOOPS**

**SLIDING
WINDOW**

THE BODY IS IN GOOD SHAPE FOR ITS AGE WITH VERY LITTLE FROM THE INSIDE OUT RUST BUT WITH SOME SUPERFICIAL EXTERIOR BECAUSE OF WEATHER EXPOSURE. NOT A DIFFICULT RESTORE.

ALUMINIUM PANELS OVER WINDOWS WERE INTRODUCED LATER TO PREVENT FORCED ENTRY AND ALSO KEEP THE VEHICLE WARMER IN WINTER.

GUTTER HOOKS WERE USED TO ATTACH A VINYL TARPAULIN THAT STRETCHED OVER THE VEHICLE FROM SIDE TO SIDE.

TARPAULIN WAS USED IN HEAVY SNOW CONDITIONS.

DARK GREEN IS WEATHERING OFF TO SHOW PRIMER UNDERNEATH.

ONE HALF OF THIS SIDE WINDOW IS PERMANENTLY DOUBLE GLAZED WITH POLY-CARBONATE; THE OTHER HALF IS ANOTHER CARBONATE PANEL THAT SLIDES IN FRONT OF THE OPEN WINDOW WITH AN OVERLAP SO THAT AIR STILL ENTERS BUT RAIN WILL NOT; MAINTAINS AIR SUPPLY IN HEAVY WEATHER.

AC POWER INLET

HINGED
COVER FOR
REFRIG,
GAS
BURNER
OUTLET.

TEMPORARY COVERPLATE OVER THE
REFRIGERATOR COOLING VENT PREVENTS
SNOW ENTRY IN WINTER.

PUSHBUTTON SWITCH

PORCH LIGHT

OPENING SIDE WINDOW IS ALSO GLAZED PRESENTLY COVERED IN PLASTIC TO PROTECT IT FROM SNOW/ICE MELT.

INTERCOM

TANK OVERFLOW

BREAK-IN ARTISTS OFTEN CARRIED A RING OF KEYS FOR THE TRANSPORTER, HENCE OUR DOUBLE LOCKING SYSTEMS AND MULTIPLE ALARMS.



THIS WINDOW IS DOUBLE GLAZED

MANY ATTEMPTS WERE MADE TO ENTER THIS VEHICLE; NONE WERE SUCCESSFUL.

THROUGH THE DOOR

Kosciuszko Hutchen Suller Buffalo Smiggins Fisher Falls Crk.	Yukon Crawling Tahiti Whitby Lake Orie Lorenson Circle Craigie Hill Falcon Hill Chesapeake Olympic Halt Kuzushu Ngauruhoe	Aspen Vail Purgatory Snowbird Sun Valley Taos Valley Mammoth Crystal Mt Or Baldy	Chatterbox Sedgwick Livigno Cervinia Cortina Sofia Chiesa Selva Zoss Hemlock Oppid Nurele Kangaroo	Cedars Madison Tannin Saraya Elindas V. Road Chamonix Falun V. d'Isere Predeal Sinaia Hampshire Vitosha	La Grullas Favos Grindelwald Kistler Ostsee L. Diablerets Wengen Vignin Gitzalp Arles Lark Sass Fee Zermatt St. Moritz St. Anton St. Christoph Zurs Lech Brand Kitzbuehel Alpbach Fieberbrunn Zell am See Tignes Sesfeld Mayrhofen Lorenz Licht Lermoos Zugspitze Mittenwald Carmisch-P Sugartee JINDORA Pis de la Casa L. 2 Alyes Alpe d'Huez Les Arret L. Plagne L. 3 Vallee
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LOWERED FLOOR JUST VISIBLE ABOVE.

THIS HOUSE TYPE, FRONT DOOR LOCK, (LEFT) AUTOMATICALLY LATCHES WHEN SLIDING DOOR IS PULLED CLOSED. THEREFORE, TWO KEYS ARE NEEDED TO ENTER.

SOME OF THE WELL KNOWN RESORTS THAT WE HAVE SKIED AT ARE LISTED ON THIS SIDE. THE NAMES ATTRACTED SKIERS TO US WHEREVER WE WENT IN THE WORLD. LIKE THE MAP ON THE OTHER SIDE, A GREAT WAY TO MEET PEOPLE!!

TIRES COVERED AGAINST SUN.

ALUMINIUM DEFLECTOR ALLOWED WINDOW TO STAY OPEN IN ADVERSE WEATHER CONDITIONS INCREASING INTERIOR AIRFLOW.

BECAUSE THE VEHICLE IS RIGHT HAND DRIVE, DOUBLE MIRROR SYSTEM WAS NECESSARY, ESPECIALLY WHEN OVERTAKING WHICH WAS RARE FOR THIS VEHICLE BECAUSE OF LACK OF POWER. VEHICLE IS HEAVY, STILL CRUISES AT 50-60 ON FLAT BUT WIND AND HILLS WILL SOON SLOW IT DOWN; DIDN'T WORRY US AS WE WERE NEVER IN A HURRY ANYWAY.

OIL PAINT HAS NOT STOOD UP WELL TO THE WEATHERING IN STORAGE; ORIGINAL BODY COLOR HAS DONE MUCH BETTER.

9FT
SIDE-
COWL
CAR
RADIO
AERIAL

ROADRANGER 2

"ROADRANGER 1" WAS AN ENGLISH COMMER MOTORHOME PURCHASED IN LONDON PRIOR TO 1970, (DIDN'T TAKE WELL TO ROUGH TERRAIN).

ri,
an,
ete,

THESE EASILY
REMOVED, HOME MADE
INSERTS WERE
INVALUABLE TO KEEP
DRIFTING SNOW OUT OF
THE ENGINE BUT MORE
SO, TO HASTEN ENGINE
WARMUP. THE BOTTOM
HALF HAS BEEN
PULLED OUT SLIGHTLY
TO SHOW HOW THE
INSERTS WERE CLIPPED
INTO PLACE. WITH
PRACTICE, YOU CAN
INSTALL & REMOVE IN
10 SECONDS. ONE
DRAWBACK HOWEVER;
REMEMBER TO KEEP
YOUR EYE ON THE OIL
TEMPERATURE GAUGE.

STAINLESS
AIR SCOOP.



WATER TANK (BEHIND HERE) WAS MOUNTED INSIDE OVER THE BED FOR TWO MAIN REASONS. (1) PREVENT FREEZING; (2) DO AWAY WITH ANY KIND OF MECHANICAL PUMP; GRAVITY FEED IS SIMPLICITY ITSELF.

BLACK SKIRT (ABOVE) KEEPS SNOW MELT FROM GETTING BEHIND THE TAILGATE.

NZ (NEW ZEALAND) PLATES ARE MOUNTED BEHIND THE CURRENT PLATES.



MY NOW WEATHER WORN AUSTRALIAS COMPLETE WITH "ROOS", DREW OTHER "OZZIES" TO OUR SIDE.

BOX MOUNTS X 2

SWING-OUT OR LIFT OFF BOX SERVED MANY PURPOSES. EXTRA FUEL CARRYING WHEN NEEDED OR WATER; STEPUP ACCESS TO UPPER ROOF RACK WHEN NEEDED; PREVENTED UNWANTED ACCESS TO ENGINE; MADE IT IMPOSSIBLE TO OPEN TAILGATE UNLESS IT WAS REMOVED.

BACKUP LIGHT
ON BOTH SIDES.



ONE OF TWO KEYED
ALARM SWITCHES
USED AFTER
LEAVING VEHICLE.



ADDITIONAL,
BRIGHTER, BRAKE
LIGHT X 2.



PADLOCK



PADLOCK



To travel is to adventure
from the shackles of habit
to avoid the ordinary
to make life a never ending
of discovery and new ideas



YEWIGEN

THIS BOX WAS USED AS A PLATFORM TO STAND ON WHEN REFILLING THE INTERIOR WATER TANK VIA A BRASS, THREADED CONNECTION MOUNTED IN THE FIBRE GLASS ROOF. THE ABOVE ROOFRACK (SEE LATER) HAD TO BE UNLOCKED TO ACCESS THE FILLING HOSE & THE ROOF CONNECTION.....IMPORTANT!!

AUSTRALIAN VISITORS

To travel is to adventure, to break free from the shackles of habit and custom. To avoid the ordinary and the mundane, is to make life a never ending journey of discovery and reward.

**OUR MOTTO ON THE ROAD;
STILL IS TODAY.**

TO ACCESS THE ENGINE, THE BOX HAD TO BE LIFTED UPWARDS 2 INCHES TO CLEAR THE LEFT MOUNTING SO THAT IT COULD THEN BE SWUNG OUT ON ITS RIGHT SIDE MOUNTING FAR ENOUGH TO ALLOW THE ENGINE COVER TO OPEN.

TELES-
COPING
SHORT-
WAVE
RADIO
AERIAL.

**PREFABRICATED STEEL LADDER
USED FOR MANY PURPOSES.**

MAGNETIC MOUNTED.CB RADIO AERIAL
FOLDED DOWN.

SPOTLIGHTS.

**SKYLIGHT IS COVERED WITH PLASTIC TO PREVENT
SNOW BUILDING UP ON IT. PLASTIC IS WEIGHTED
DOWN AGAINST THE WIND.**

HOME MADE RACK IS RUST SPOTTED
BUT NOT THROUGH THE METAL.
SANDING, PRIMING & NEW PAINT WILL
RESTORE IT.

ROOFRACK IS GALVANISED IRON AND WAS PAINTED BRIGHT SILVER BEFORE THE
WEATHER GOT AT IT; STILL SOLID THOUGH. THE RACK WAS MULTI PURPOSE BUT WAS AN
INVALUABLE COOLING ASSET TO THE INTERIOR IN DESERT HEAT CONDITIONS AND ALSO
KEPT THE SNOW OFF THE FIBREGLASS ROOF AREA IN WINTER, CUTTING BACK
CONDENSATION INSIDE AND KEEPING THE LIVING AREA MUCH WARMER.

**2 INCH GALVANISED WATER PIPES RUN THE FULL LENGTH
OF THE RACK AND ARE THE MAIN SUPPORTS FOR IT. THE
PIPES ARE BOLTED BACK TO THE BODY, THROUGH THE
FIBREGLASS ROOF, ON TO STEEL BRACKETS LOCATED
INSIDE THE LARGE FRONT AND REAR, INTERIOR STORAGE
CUPBOARDS.**

**RUBBER
CAPS OVER
THE PIPES
KEEP OUT
WATER.**

EXTERNAL LIGHTING SEPARATELY SWITCHED FROM THE INSIDE WAS AN INVALUABLE SECURITY TOOL AND ALSO GOOD FOR NIGHT TIME WILDLIFE VIEWING WHEN IN AFRICA. ALARM SWITCHES ALSO TURNED ON ALL SIXTEEN EXTERNAL LIGHTS AS WELL AS TWO TYPES OF SIRENS.

REMOVEABLE, ALUMINIUM, WINTER Baffles PREVENTED SNOW DRIFTING IN UNDER THE RACK AND ENTERING THE LIVING AREA VIA THE SKYLIGHT AIR HOLES MENTIONED IN THE TEXT BELOW..

COOLING AIR CIRCULATES BETWEEN THE ENTIRE ROOF RACK AND THE FIBREGLASS ROOF AND ALSO ENTERS THE LIVING AREA VIA HOLES SET INTO THE SKYLIGHT SYSTEM UNDER THE RACK ITSELF.

REAR RACK HAS GOOD WEIGHT CARRYING CAPACITY AS DID THE ENTIRE ROOF RACK ALL OF WHICH GET THEIR SUPPORT BY BEING BOLTED TO THE ORIGINAL BODY VIA WATER SEALED HOLES IN THE FIBREGLOSS CANOPY.

THIS ADDITIONAL RACK SWINGS UP AND AWAY TO ACCESS THE RACK CONTENTS UNDER. THIS RACK SUPPORTED THREE FULL JERRI CANS. IT ALSO PROTECTED THE UNDER RACK FROM PILFERING BY LOCKING DOWN.

**CLEAR-
ANCE
LIGHT
X 4**

VINYL CLIPON COVER NOW WEATHER PERISHED.

ONE OF THE MANY VW SPARE PART STORAGE AREAS THROUGHOUT THE VEHICLE IS LOCATED BEHIND THIS COVERPLATE AND UNDER THE CARRY RACK.

PS: THE TINY HAIL HOLES MENTIONED BELOW ARE SUPERFICIAL ONLY AND NOT THROUGH THE FIBREGLOSS ROOF ITSELF!

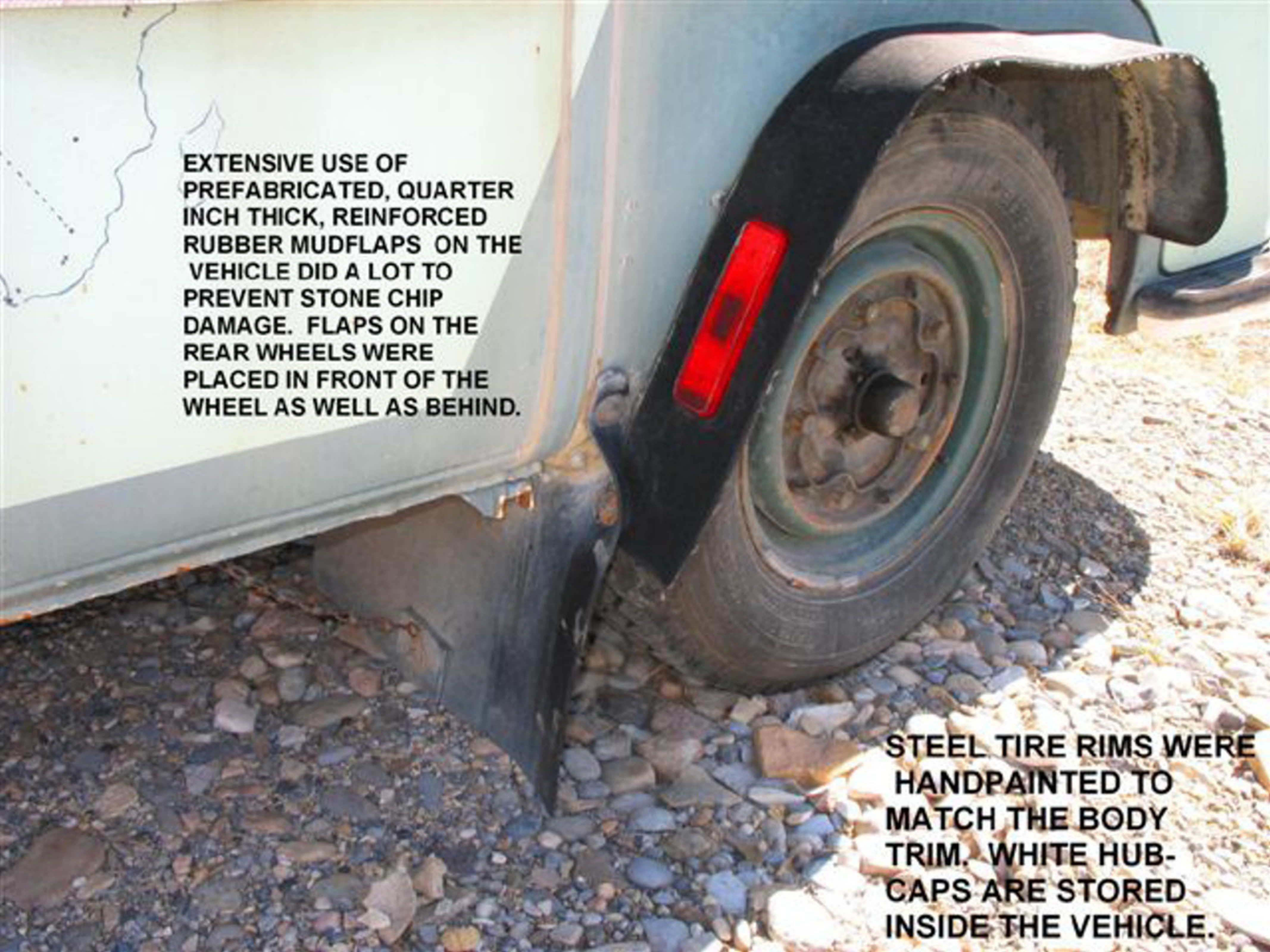
FIBREGLOSS ROOF FINISH IS WEATHERED BUT STILL IN GOOD SHAPE; WOULD SPRAY UP NICELY. THERE ARE A FEW TINY HOLES HERE AND THERE CAUSED BY HAIL IMPACT WHICH WOULD NEED FILLING BEFORE RESPRAYING. ROOF HAS NEVER BEEN DAMAGED BY OVERHEAD IMPACT SUCH AS DRIVING UNDER TREE ETC.

THESE HEAVY DUTY ALUMINIUM PANELS WERE A LOT OF WORK TO MAKE BUT WORTH THEIR WEIGHT IN GOLD FOR THE PROTECTION THEY HAVE GIVEN TO THE UNDERFLOOR. LIVING IN CAR PARKS LOCATED IN EUROPE, NEW ZEALAND, USA & AUSTRALIA THROUGHOUT ENTIRE SKI SEASONS, MAINTAINING AS MUCH WARMTH IN THE FLOOR AS POSSIBLE WAS ESSENTIAL.

DOUBLE FLOOR ALSO PROVIDED ADDITIONAL STORAGE FOR VW SPARE PARTS LARGE & SMALL.

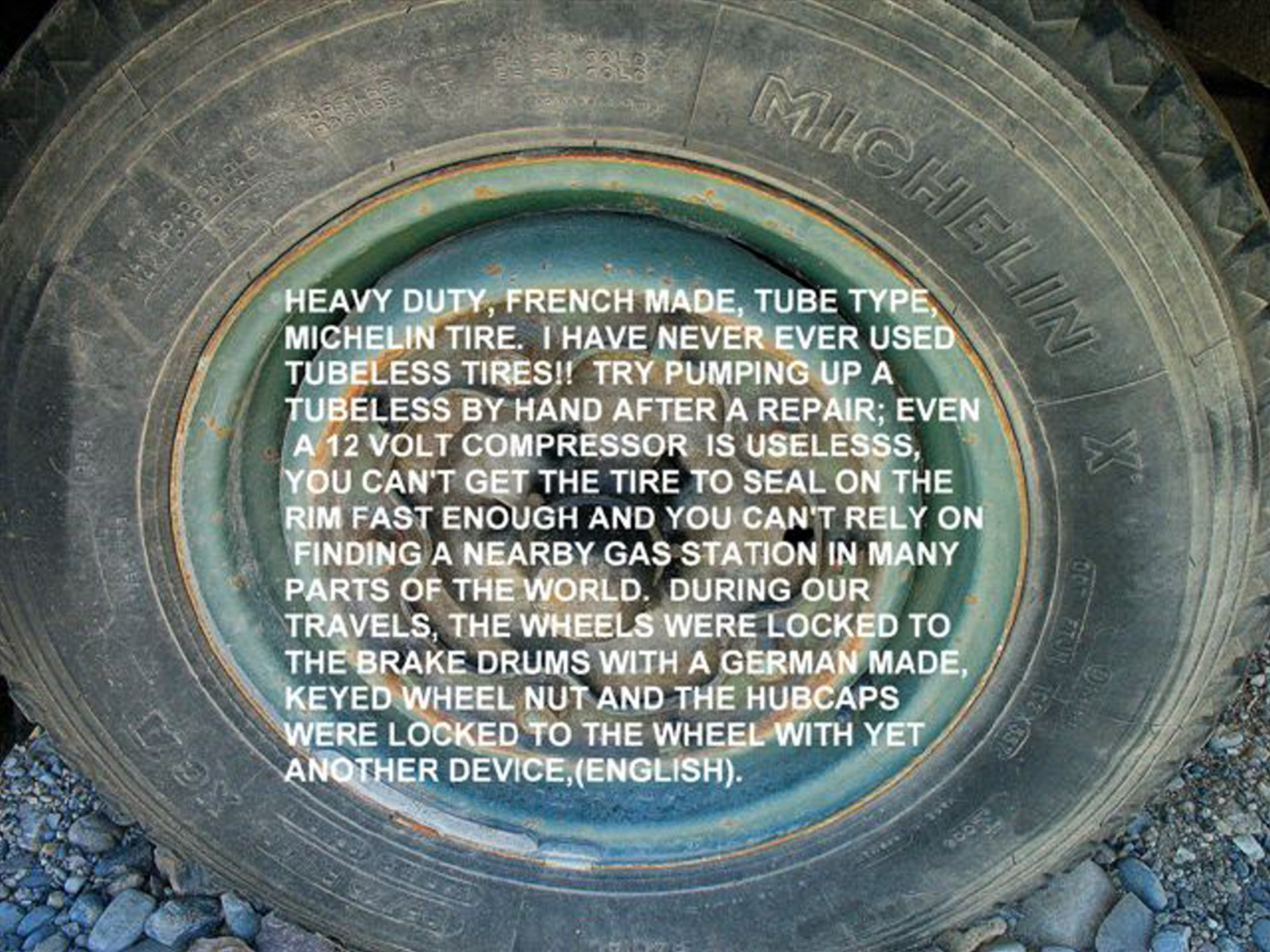
SHOWER WATER WAS Poured THROUGH HERE IN WINTER. YES, WE EVEN HAD AN INTERIOR SHOWER SYSTEM.

SHOULD THESE PANELS BE REMOVED, I WOULDN'T BE SURPRISED IF SOME SAHARAN SAND OR AUSTRALIAN BULLDUST IS STILL CAUGHT UP IN THERE SOMEWHERE; OR MAYBE EVEN A DEAD TSETSE FLY FROM BOTSWANA....WHO KNOWS!

A close-up photograph of the rear wheel and mudflap area of a light blue vehicle. The wheel is a steel rim with a white hubcap, mounted on a black tire. A black mudflap is attached to the wheel well, featuring a red reflective strip. The vehicle's body is light blue, and the ground is covered in gravel. The text is overlaid on the left side of the image.

**EXTENSIVE USE OF
PREFABRICATED, QUARTER
INCH THICK, REINFORCED
RUBBER MUDFLAPS ON THE
VEHICLE DID A LOT TO
PREVENT STONE CHIP
DAMAGE. FLAPS ON THE
REAR WHEELS WERE
PLACED IN FRONT OF THE
WHEEL AS WELL AS BEHIND.**

**STEEL TIRE RIMS WERE
HANDPAINTED TO
MATCH THE BODY
TRIM. WHITE HUB-
CAPS ARE STORED
INSIDE THE VEHICLE.**



HEAVY DUTY, FRENCH MADE, TUBE TYPE, MICHELIN TIRE. I HAVE NEVER EVER USED TUBELESS TIRES!! TRY PUMPING UP A TUBELESS BY HAND AFTER A REPAIR; EVEN A 12 VOLT COMPRESSOR IS USELESS, YOU CAN'T GET THE TIRE TO SEAL ON THE RIM FAST ENOUGH AND YOU CAN'T RELY ON FINDING A NEARBY GAS STATION IN MANY PARTS OF THE WORLD. DURING OUR TRAVELS, THE WHEELS WERE LOCKED TO THE BRAKE DRUMS WITH A GERMAN MADE, KEYED WHEEL NUT AND THE HUBCAPS WERE LOCKED TO THE WHEEL WITH YET ANOTHER DEVICE,(ENGLISH).