



Drone's eye view of our Dargo Campsite. More reports on page 15

Torque July - August 2018

Range Rover Torque is the official magazine of the Range Rover Club of Australia, Victoria Branch (Inc) and is generally published bi-monthly by the club for members. RRCV trips and events cater for a wide range of members' interests and we welcome ALL makes of 4WD, not just Range Rovers!

Front Cover: Funeral for a Fridge – Clean Up The Bush - page 18

We always welcome contributions for Torque. So please send material to: editors@rangeroverclub.org.au

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More on our Facebook page.....
www.facebook.com/RangeRoverClubVic

RENEWALS

If you haven't renewed your membership yet please remember to log in to the club website and do so – it's easy! If you don't have internet access, please contact Jo Thyer – Membership Secretary on 0411 028 090.



Hello All,

I'd like to introduce myself as the new Club Permit Coordinator for the RRCV and share a little about myself, as well as some details should you wish to get in-contact.

I have one or two old Range Rovers. From a 1970 2-door through to a 1974 2-door, 1986 Hi-Line, 1989 Vogue SE, 1990 Vogue, 1992 Vogue, 1993 Vogue SE and 1994 soft-dash and a couple of old buckets which are for parts only... In all fairness, not all the aforementioned actually run and drive, but that's something I'm working-on.

While it requires getting a roadworthy certificate, club registration is a fantastic thing, particularly if you have older cars which don't drive very far or very often.

If you have any questions with respect to putting your vehicle on club registration or renewing an existing permit, or just catching-up to talk about old Range Rovers, please feel free to get in-touch:

Mob: 0407 701 109

E-Mail: sammuston@yahoo.com.au

As time can be of the essence when organising club registration (your roadworthy expiring in 30 days) I'm flexible in organising times after-hours or on weekends to get things signed.

Regards,

Sam Muston.

Committee, Office Bearers, Supporters

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Meet your Committee - come along and say hello at a club meeting or join us on a trip



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Club information

Torque Content

Opinions expressed in Torque articles are those of the respective authors and not necessarily of the Editor or the Committee of the Range Rover Club of Australia, Victoria Branch (Inc). The Editor reserves the right to delete or modify any article which has been submitted for publication. Articles may be reprinted (unless otherwise indicated) provided Torque, the RRCV and the author are given proper acknowledgement.

Torque Contributions

It is your magazine and contributions are encouraged! Don't worry about layout and formatting of your article: all documents are converted into a publishing format so don't insert pictures into your documents as this makes them very difficult to use. Articles should be submitted as text documents in Word format, with images in high quality jpg or photo format sent separately. Indicate in the text where photos should go with a caption - please name each of the photo files with a description. Articles and/or photos can be emailed direct to the Editor at: editors@rangeroverclub.org.au or can be posted to the Club's PO Box or handed to any Committee member at a monthly Meeting.

Club Trip Participation Notice

Please note that the Range Rover Club of Australia, Victoria Branch (Inc) does not accept responsibility for any accident that you may have whilst driving your vehicle. Your safety is your responsibility. If you find yourself in difficulty, you must

stop and seek assistance. Trip leaders will assist in every regard that they reasonably can.

The trip notes should be taken as a guide to assist your trip planning and your subsequent enjoyment. Basic spares, tools, food & refreshments should be carried on all club trips. Consult the trip leader if in doubt.

Club Monthly Meetings

Club Meetings usually include a guest speaker or presentation, and unless otherwise stated are held on the first Tuesday of each month at 8pm, at East Malvern RSL, Stanley Grose Drive (off Winton Rd) East Malvern 3145. Melways Ref 60 A12 We welcome all visitors. If you wish to dine at the RSL before the meeting, please ensure you arrive by 6.30pm, so meals can be served in time as RRCV meals are served in the meeting room

Club Services

The Club has the following services and resources available as part of your club membership FWDV recognised 4WD driver training, Club equipment, Club library (books and DVDs)

Club Correspondence

Please send all postal correspondence (except Torque contributions) to: The Secretary Range Rover Club of Australia, Victoria Branch (Inc) PO Box 248 Deepdene Delivery Centre VIC 3103

Club Website, Facebook page

Don't forget about the club website, the best place to get the latest information and trip details: www.rangeroverclub.org.au The RRCV also has a Facebook page: facebook.com/RangeRoverClubVic

Club Membership

New membership enquiries or change of address or member details, contact the Membership Secretary at club meetings, by phone or email as below, or write to the club's postal address.

Membership Fees

2017-18 membership fees are:
Joining Fee: \$140
Full Membership: \$140
Senior Membership: \$96
(Aged over 65 years and with 15 years membership)

Club email communications

Are you receiving emails from the Club? We regularly send emails to members to inform you of upcoming trips and important news. If you are not receiving RRCV emails, maybe your email address is not up to date in our system. To make sure you get the latest news sent directly to your inbox please send an email with your correct email address to Jo Thyer at: memberships@rangeroverclub.org.au

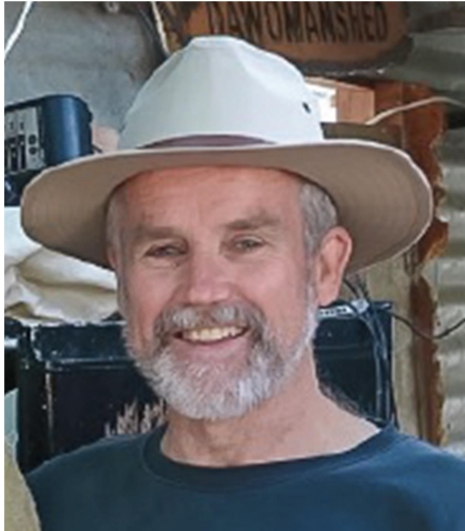
Member Name Badges

Need a new name badge? We all should wear our name badges at club meetings and on trips, so we can welcome new members and remember everybody's names. All members get a name badge when they join. But if you've lost yours or would like a badge for another child etc, they are available through Membership Secretary. Name tags cost \$15 each and can be ordered by email or at a club night. You can generally collect them the following month, or Jo can post but call for current cost
Contact: Jo Thyer 0411 028 090 or memberships@rangeroverclub.org.au

RRCV Calendar - 2018

Month	Date	Event	Event Type	Leader	Standard
Jul-18	25th June - 10th July	Canning Stock Route	16 days Halls Creek to Wiluna	M Bown	Meduim, Remote
	7th - 8th July	Bush Mechanics	Training	j. Kennedy	
	18th July and July 22nd	Driver training	Driver training	P.Collyer & S. Hollowood	
	29th July	Place holder for possible day trip			
Aug-18	15th Aug and 19th Aug	Driver training	Driver training	S. Hollowood	
	25th - 26th August	Mt Skene snow trip	Weekend trip	M . Bown	Med - Hard
	28th Aug - 13th September	Maralinga and Great Victoria Desert Trip (plus Gawler Ranges and WA's Goldfields)	Extended Out back trip	A. Hawkes	
	26th August	Lunchon at the Plough - Myrniong	Social event	C. Brown	
Sep-18	2nd September	Wallan Anderson Garden Strath Ck	Day trip	G Allen	Easy - Med
	12th Sept and 16th Sept	Driver training	Driver training	P.Collyer & S. Hollowood	Medium, Remote
	23rd September	TBA	Day trip	M. Ioannou	Easy - Med
Oct-18	3rd Oct and 7th Oct	Driver training	Driver training	P.Collyer & S. Hollowood	
	14th October	Wombat Day Trip	Day trip	M. Bown	Easy - Med
	26th - 29th October	Cruiserkhana	Weekend trip	K. Macleod	
Nov-18	3rd - 6th November	Licola to Hotham	4 day trip		Hard
	3rd - 6th November	Wonnangatta or ???	4 day trip	G. Carter	Hard

For more details of any trip and to book check out the Calendar in the Member's section the Club website for the latest information. If you find a trip is FULL on the website then be sure to add your name to the waitlist as vacancies do come up and the spots are filled from the waitlist.



President's Report

Dear Members

We are now half way through the year and look back on the many trips and activities the club has undertaken during that time. Apart from the outback trips that are underway or about to head off, the winter months are traditionally a quiet time for weekend and high- country trips due to the weather and track closures. However, it is a good time for our club to have day trips on all weather forest roads to points of interest as well as social events. The club would appreciate its members putting their hand up during this time, to organize such activities to allow our members to keep in touch with each other and our club.

In this regard we had an excellent panel presentation on trip leading at our May club meeting and thanks to Alan Hawkes, John Cunning and Graeme Carter for their presentations. A summary of their presentations will be appearing in the next Torque.

Sam Muston has taken over the role of Club Permit Scheme (Heritage Plates) Co-ordinator from Peter Wilson and we thank Peter for his work in that role. Sam will also be available as a back scrutineer to Ross Dean, if Ross is unavailable.

The club has recently purchased some equipment namely a set of tyre pliers for taking tyres off rims, a new 5W handheld radio, a Jimmy thunderbox so we can tread lightly within the bush and a new projector and larger screen. We used the new projector and screen at our June meeting and the improvement in the visual presentations was truly amazing !! Come to the next club meeting and see for yourself.

The committee has taken a policy decision to not allow dogs on club activities as a duty of care to its members.

There are moves afoot by another affiliated club of FWDV, to call a special meeting of FWDV to discuss the matter of membership by members of more than one club and the issue of paying multiple fees of \$50 each time to FWDV. I will advise further as this matter develops.

Thanks to Rod Baldock for editing this edition of Torque whilst Karen and Chris Brown are travelling.

Finally, membership renewals are due by 30 June. We have 223 members at present having seen a large influx of new members over the past 6 months, which is a reflection of the value of our club as most new members join through word of mouth. I encourage all members to re-join and continue to be part of a great 4WD club.

Look forward to seeing you at the next club meeting.

Graeme Allen

Trip Report - Dargo 2018 (continued from May – June edition)

Saturday – Gold Convoy – TL - Chris and Karen Brown

There were 6 cars in our group – we had the only Range Rover at Dargo (Guy and Kerri Stevens).

The day started out just after the 9am briefing, with the A team – Gold Team – led by the very able duo Chris and Karen Brown.

We had a sedate drive along the bitumen, tyre pressures down to 25psi, for the first 20+ km through Dargo and up to the Macmillan Road and our first stop was Grant Cemetery.

We were pleased to note that there hadn't been any additions since our last visit. We continued along from there to the site of the Grant township.

Grant was established in 1864 during the Crooked River reefing rush. It was the only township established away from the river.



'It boasted 18 hotels, 4 banks, 14 general stores, 2 cordial manufacturers, 9 stores, 3 wine and spirit dealers, 2 chemists, several barristers and solicitors, a post office, a great number of restaurants (including Australia's first beer garden "Muller's Cafe" where Italian diggers gathered to sing opera), a school, church, mining exchange, newspaper office, and government camp.

The cost of bringing food and other supplies in from Sale or Bairnsdale was crippling, and self-sufficiency was out of the question as the rugged land around Grant was scarcely suitable for growing crops.

In 1875 only 18 diggers remained at Grant, and 30 on the river. A visitor wrote: Grant is now a deserted village. A great number of houses are empty. The windows of most of them are boarded, and where not boarded they are broken; the once busy streets are now silent, and the pathways are thickly covered with broken bottles, rusted sardine tins, iron hoops, staves of casks and fragments of bush furniture.'

A very interesting place indeed.

Chris then took us on a little-known Track to show us a mine shaft that was well hidden and only the most courageous of explorers would have found this spot. It was still amazingly intact and not fenced off.

I questioned Chris on how he found the place and his reply was that Phill (Collyer) had shown him. So, I asked how Phill knew about it? and he said that someone had probably shown him (Bob Wagg showed Phill in 1994) and that is how information was passed on before FB and Instagram 😊. We stopped then for morning tea.

We then had a steep, steady descent to join the Crooked River Track.

The weather was glorious, and we meandered along the valley eating the dust of the vehicle in

front, challenged by boulders and river crossings and always the heat - and did I mention the dust?

Our first crossing was a challenge. We watched as a vehicle in front of us took a couple of attempts our illustrious leader noting where the obstacles were and devised a plan to get us all across safely, clearing some rocks and leading the way and then getting out to direct us on the best route to get across safely and more importantly without damaging our cars.

Kenny and Jo were in their most recent purchase – a LR Discovery - and were taking this opportunity to test all the buttons and levers and were quite chuffed with the fact that they had air con!!

Everyone was across safely, and we then made another 22 crossings without mishap and arrived safely and somewhat dusty at Talbotville for a lunch stop.

'Of the river towns, only Talbotville survived into the twentieth century. Unlike the others, it was not wholly dependent on mining. Situated on a large river flat, Talbotville was suitable for crop-growing, enabling its residents to rely on the land, rather than gold, for a living. At the turn of the century, the settlement still had its own pub and store, as well as numerous houses. Talbotville outlived even Grant, in the end. In 1946 there were still three houses, and the last family left in 1950.'

After lunch we made our 24th and final crossing and made our way up the Collingwood Spur Track. A challenging steep climb which claimed our first casualty.

We had pulled over to let a couple of cars through and heard on the radio – “white disco you are losing a lot of fluid”

Disaster in such an inhospitable location.

Kenny and Jo were in trouble.

Losing all their water they had no option but to stop.

It was hot. It was dusty. There was no room to move around and no easy way back to the road. BUT – we had a secret weapon! – Lucky Phil Dunn with tool kit!

2½ hours later, with all the group still together (All team members were loath to abandon Kenny and Jo) and a repair done, we were able to all make our way back to camp with the group still together and enjoy our evening drinks and nibbles with all of the club members.

A very enjoyable day.

Fran Pearson



Phil Dunn has also provided a report on the repair carried out:

I asked if Kenny would like me to have a look, and investigate the cause of the dilemma and a silent nod was to follow.

Later on I heard Jo comment that she was relieved to see me dissecting the engine.

After removing several components of the 4by, it was discovered that a cooling manifold within the front of the head valley had parted company with its mate.

I normally have several adhesives in my tool kit, but alas the two pack 5 minute epoxy was missing.

I asked Kenny if he had any, and he produced a 60 second epoxy pack. I thought to myself, only a minute to mix, apply and put into place. After two attempts with the minute glue thought this glue was inappropriate.

I did manage to find a rather old two pack exhaust, cooling and radiator repair pack, but, also alack was well and truly past its use by date.

I then asked Jo if she could put out a call for a 5 minute epoxy pack, and magically a new pack of epoxy putty surfaced, and was successfully applied. A binding of steel wire completed the repair. Filling the system, and bleeding air from the system revealed no leaks, and so we were back underway.

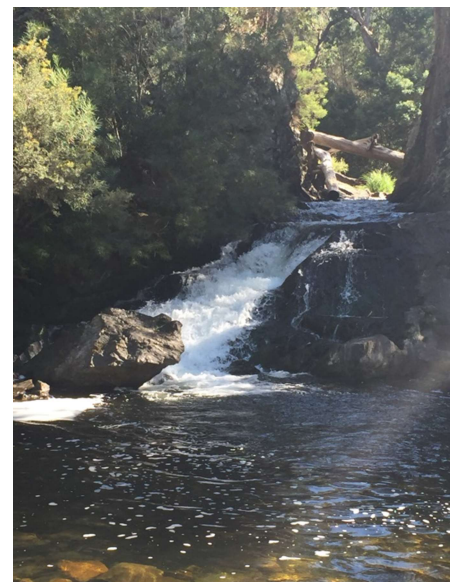
LESSONS TO LEARN. I normally carry water with me when offroad, not this time. I normally have a stock of various adhesives, tapes and cable ties. 1 was missing, the other was ineffective. And finally, when offroad, it is always wiser to travel with some friends, in case of injury, or breakdown.

Phil Dunn

Sunday – Red Convoy Tanya, Kay, Spencer, James, Niamh, Seamus Elliott (TL)

A small convoy of 3 headed out to Harrisons Cut for a half day adventure on the Sunday. We needed to get the kids back out 4WDing to prove the point that you can't get out of things just by whinging! But a full day would have been too much.

Heading along the Dargo River past some stunning camp sites certainly was a highlight and got me thinking of future camping trips. A short distance was covered in low range with a couple of challenging steep sections and we were there! It's a beautiful spot and quite amazing how the rock was cut out of the hill – such determination from the old miners. An extended



morning tea was had, tyres adjusted and home we came – again via the ice cream section of the Dargo General Store.

Tanya Elliot

Sunday – Purple Convoy – TL – Graeme Allen and David Chivers

The Sunday opened well, blue skies with the promise of a hot day ahead.

The Pinnacles were allocated Purple colours, and trip leader was Graeme, and Kenny followed up as tail end Charlie.

The trip proceeded rather uneventfully until mid-afternoon, but more on that later.

Stops for morning tea were in a shady grove of forest and the smell of eucalyptus both fresh and also with a faint wisp of smoke filled the air.

The participants of this group were very convivial (as are all RRCV members) and the trek progressed well, traversing some interesting and challenging tracks. There was one particular rock face that was probably the most difficult for the day, but no-one needed a winch up.

I had new tyres, and this was the first real test for their performance. They are Falken Wildtrek AT3 and I started the day at 18psi, following on from the previous day's trek along Crooked River. I must say, they were very comfortable at this pressure, the road surfaces were quite varied.

About midday we arrived at the Rangers fire observation Pinnacles lookout. The ranges to the west were rather smoky, from long term fires in the region.

A democratic vote was put to test after lunch, and TL took us to a fire vehicles track, which was very pleasant, along a dry (well mainly) track in a valley of ferns and cooler climate flora. There were a few bog holes, but nothing too deep.

This was only my second trip to Dargo, but hopefully will not be my last. I had been on both treks the previous year, but they were both different this time, due to lower water in creeks and the road surfaces were also different.

Thanks again for such a wonderful event, and to the TL's and TEC's who made the treks pleasant and fun.

Phil Dunn

(Well done Phil – travelling alone (as Diane was home on babysitting duties) and doing the report has its challenges)

Sunday – Gold Convoy – TL - Phill and Jane Collyer

Howard Filer is very good at volunteering, he volunteered to lead a Saturday trip, volunteered to be TEC for this trip and then volunteered me to do the trip report. Up to that point I had been blissfully (and ignorantly) following the crowd without a clue where we were going or how we got there.

So if you want facts it would be better to check the Saturday Crooked river report.

Being the “Gold” trip naturally we had Phill and Jane Collyer leading. As usual, their Teflon coated affable natures never faulted as they unerringly and cheerfully managed our troupe. Our thanks to both of you.

Leaving the dusty Mc Millans Road we wiggled down the dusty, sharp and twisty descent to reach Grant historic township for morning tea. Here we learnt about the history of the town and the art and skill of Dodge Ram left hand drive conversions. While leaving Phill saw a structure he hadn’t noticed before. So as to not hold the convoy up, he ran down and back to check it out. Naturally the rest of us ambled down to have a really good look.

After morning tea and a couple of easy Crooked River crossings we met our first challenge. We dropped tyre pressures to 20 psi. Phill succeeded after the first try, Harry our novice (Harry is yet to do driver training but handled everything presented) shot up out of the river first go. Then it was my turn. Earlier I was surprised the Patrol kept going around hair pin corners in one go, it never goes around in one go!

Yes, I forgot to put the hubs in and paid the price in front of a very large audience. It won’t happen again; I have mates in the club who have promised they won’t let me ever forget.

Harry who had never driven off road before had personalized tuition for the whole trip in their totally unmodified Isuzu MUX. Ground clearance appeared to be about 4 inches clearance right across the front axle. So very well done Harry.

If you want to see if you can still think, ask Harry about his research as an agricultural scientist. On the other hand, if you want to see if you can still run just try keeping up with Mariama on her crutches. (No surprises to hear her knee has an overuse injury).

Bill Rolfe adjusted nicely to his monster truck but Anne had a bit more trouble adjusting to its monster cabin.



We came across a convoy of 13 4x4ers who for some reason decided to stop bumper to bumper, leaving very little room for us to get past. Bill was right behind me so it was fun watching their pupils dilate as they hurriedly folded their mirrors in and admired Bill's Ram much more closely than they expected to. (I suspect they even know what brand of toothpaste Bill used!)

An enjoyable lunch was had at Talbotville camping area where we heard the latest buzz (Will's drone)

The way in had lots of sharp turns and dust, the way out just had dust!

Officially there are 24 crossings on Crooked River.

For once our old warhorse kept it's cool, it's charge and didn't blow up, getting us home safely (threats do work!)

Thanks to every one for making it a great trip.

Michael Howson

Sunday – Blue Convoy - Gavin Lilley & Rob Casey – Mitsubishi Pajero, Hashan de Silva – Nissan Patrol, Chris Brown –Toyota Prado (TEC)

Eaglevale and Harry Smith's Hut.

Another beautiful day with our small convoy lining up behind Rob's Pajero, set for some exploration of various tracks to the west of Dargo. Gavin Lilley was riding shotgun for Rob after his radiator problems sidelined the Landcruiser on Saturday.

I was looking forward to the day as in all the years I've been to Dargo I never been to Eaglevale or driven the tracks in that area. The fact that the club's Dargo weekend coincided with one of the few opening days for the historic Harry Smith's Hut at Eaglevale was a bonus.

First track of the day was the curiously named O'Grady's Creek Road. I have to say this so-called road was the most chopped up, loose and rocky as I have ever seen it and after completing the steep uphill section, we all agreed that is barely rated being called a track.

After that Gavin took us on a few navigation exercises around the confluence of Link, Mt Hurley and Hibernia Roads. That resolved, we headed off to Randalls Track where we had to negotiate some congested traffic and limited parking on one of the helipads before we could enjoy morning tea. Once again the roads seemed to be suffering from a lack of maintenance and perhaps the long dry period, with the descent to the intersection with Wonnangatta Road being exceptionally rough.

Gavin's mechanical skills were called on here as we came across a Mazda BT50 ute with a major oil leak. Gavin quickly climbed under the car and offered whatever advice he could - conclusion was an auto transmission leak but the owners needed to clean it up a bit so they could see where the problem was.

Quickly back into the steep stuff with a climb up Cynthia Spur Track – with a bit of oncoming traffic to negotiate – to the relatively easy going along the top of Cynthia Range. This track offers some fantastic views although we were starting to strike the blanket of haze coming from the fire over to the west near Licola.

After passing Station Track and the nearby helipad we were into new territory for me as we headed further west to the descent to Eaglevale. The intersection of Cynthia Range and Wombat Range Tracks is notated on the Rooftop Dargo map with the comment “good views”.

Maybe sometimes, but the smoke haze put paid to that for us. It must have been very hazy in the Wonnangatta Valley for the big gathering to mark the centenary of the unsolved murders at Wonnangatta Station in 1918.

So onto Eaglevale Track for the descent to the Wonnangatta River and the Eaglevale Camping area. Once again referring to the Rooftop map, the comment on this track is “steep”. Given the terrain these maps cover, when Mr Rooftop says ‘steep’ he really means it and so it was, with great views of the cleared farming land in the valley below. Not only was it steep but it was chopped up and rough – coming up would have been hard work.

The wide ford across the Wonnangatta was low so once I worked out where the exit was on the far bank it wasn’t a problem. The experience might be different in winter and spring! With the day being quite warm a paddle/swim in the river was being enjoyed by quite a few campers.

Eaglevale camping area had quite a few camps set up – the huge cleared area along the river bank giving everyone plenty of room.

Harry Smith’s Hut (c1870) is on private property further west along the valley and is looked after by a volunteer group. After falling into disrepair a major rebuilding program was completed in 1991. The continuing existence of the hut is certainly an interesting artefact of the history in the area – with Harry apparently discovering the disappearance of the manager and the cook at Wonnangatta on one of his regular trips in by horseback to deliver the mail etc.

While the hut is small and spartan it is easy to imagine how valued and welcoming it must have been to workers and travellers in the days before roads and powered vehicles.

Photos taken and visitor book signed it was into the cars for the long and dusty haul back to camp along Wonnangatta Rd.

Thanks for a great day Gavin & Rob

Chris Brown





Monday – TL - Mark Bown, Katherine, and Jai

With some initial inertia a ½ day trip was cobbled together with the assistance of Phill Collyer – a tour south out of Dargo along the river then bearing north along forestry track to head into Dargo from the north east with the option of picking up a view from a helicopter pad up a scratchy track.

In the end there were five of us headed off. We headed in towards Dargo before heading off east past the pub before turning south along the Lower Dargo Road along the Dargo River. The river was, as ever, attractive (and would have probably provided a day's fun trying to bother the fish). We crossed the river before climbing out of the valley up the Tabberabbera Track east to the junction with the Punchen Budwuid Track (PBT). We followed the PBT north onto Gidley Track where we took morning tea. The tracks are well graded forestry tracks which only in the odd place warranting 4WD. At the Jones Track junction we headed east and were making good progress back into Dargo before Graeme Carter reminded us that we could get good views into Dargo from the Mt Steve helipad (the one which Phill had told us was up an over grown scratchy track) – unfortunately we had passed the longer possibly scratchier entrance to it some kilometres back so we had to settle for the shorter route in from the north – this was not scratchy in the slightest and Mt Steve provided fine views. We all opted to do 52-point turns at the top rather than going down what *may* have been a long scratchier track (we'll never know). The trip back into Dargo along the Upper Dargo Road was a gentle ride for some who managed to get stuck behind some people who had apparently not figured how to get their nice shiny new 4WD out of low range 1st gear. A pleasant morning was had by all.

Mark Bown

Driver Training – Narbethong

Theory : Wednesday 18 April 2018

Practical : Sunday 22 April 2018

Attending:

Ian de Santos

Joan Connell

Ian McDonald

Harry Zhang

Garry Gobin

Simon van der Berg

Paul Crittenden

Matthew Egan

Phill and Steve took a group of new members through the practical session of the training course on Sunday 22 April 2018. There were nine drivers and 3 passengers, so it was a full contingent. The weather was glorious, and the ruts were boggy due to the rain of the previous week-end. Ideal conditions for learning the practical skills required to be a successful 4x4 driver.



The morning session saw everybody learn how to drive through the brakes and tackle the dirt in a convoy. The skills of marking the road and radio communications were practiced. The real test of skills occurred in the afternoon session. The dirt road we travelled on was dry with deep soft ruts full of water. With an exploratory prod with many sticks it was decided that Ian and Alice would take the less soggy rut. After a short distance the low ride of the Mercedes ML led to them being firmly stuck. Paul decided he would tackle the more difficult rut in his VW Amarok to enable him to pull Ian out forwards. Within a very short time we had two stuck cars.



The well-known advice of “know your vehicle before it is stuck” rang true. Locating the recovery points is very difficult when the car is in deep water. Phill stripped down to his underwear and paddled into the mud. Unable to locate the front point, he was able to locate one of the rear point

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and Ian's car was snatched out backwards then snatched Paul's car out forwards with his own trusty Disco. It was a great display of team work and "no member will be left behind". Videos of the action will be shown at the next meeting.

Once the track was cleared of bogged cars the rest of the training crew successfully got through the ruts. More were found further along the track and successful crossings were had by all. Ian and Alice decided on the chicken run for all other obstacles encountered and Ian finished the day wanting a 'real' 4x4. There was great learning by all the participants and gratitude for Phill and Steve in their shared knowledge and experience.



Smythsdale Clean up the Bush Community event 2016

Participants

Graeme Allen, Blair Barton, Mark and Sherry Bown, Graeme Carter, Gary Gobin, Lloyd Hetrick, Chris Pearson, Rod Vapp.

This is the first time for a while that the RRCV has been involved in a community service event so it was pleasing to see that 9 club members were involved and we were well represented amongst the 60 or so people that turned up to help out.

Chris Pearson, Graeme Allen and I met in Ballarat on Friday evening and travelled to the Gardens Caravan Park in Smythsdale which was to be the base camp for the weekend. We setup our tents before heading to the Courthouse hotel in town to meet Mark Bown and Sherry Mayo for a counter tea. Returning to the caravan park, we chatted for a while, but it was a cool night so warm sleeping bags beckoned.

Saturday morning after a briefing by 4WD Victoria, we were allocated an area that had been identified by a local (Karen) as in need of a clean-up. She had been riding horses through the area for quite a while and was appalled at the rubbish scattered throughout her "backyard". When she heard of Clean Up The Bush, she jumped at the opportunity to guide us around the maze of unmapped tracks in the area with eight willing helpers to do a clean-up. This proved to be a real bonus to us as otherwise we would have been aimlessly cruising the tracks looking for dumped rubbish.

As soon as Blair Barton, Gary Gobin and Lloyd Hetrick arrived we headed out with our 8 volunteers and 2 6x4 trailers. By the end of the day we had filled the 2 trailers twice over and cleaned up a dozen sites. It was astounding the lengths people had gone to, to pollute the bush. One fridge we pulled out was 30 metres from any track up the side of a hill along a track that was blocked by fallen trees. This required us to carry it back to the cars like pall bearers leading a funeral procession (see cover). Anyway our effort for the day did make one local very happy.





Saturday night we sat around a roaring fire with some of the other participants and on Sunday we joined with another group to visit a different area and clean-up some more dump sites. By late Sunday morning we had filled the 2 skips provided – job done. We packed up and went into Smythsdale for a coffee before heading home.



It was amazing, the lengths people had gone to and the junk they had dumped, the prize for the most unbelievable was a Jetski – minus motor and controls. There were quite a few fridges, freezers, washing machines, TVs (all of which could have been simply recycled with much less effort), old sofas and even an engine block that we managed to roll onto the trailer, as well as plenty of household rubbish that could have just as easily been put into rubbish bins for normal collection. There is no accounting for why people would go to the trouble of dumping this stuff in the bush when much of it could be more easily taken to the tip and recycled free of charge or put into the normal rubbish collection bin. Over the weekend the group filled 2 x 30 metre skips with white goods, wire a couple of couches and general rubbish, recovered 18 car wrecks and about 200 tyres. Not a bad effort for the weekend.

Undoubtedly our star collector was Blair, who managed to spot anything that looked like rubbish from 200 metres away, while full points for turning up must go to Mark Bown, who was on light duties after a recent operation and was supposed to be restricted to picking up chip packets and lolly papers.



Late on Sunday we were joined by Rod Vapp, who was in the area and happened to have some spare time, so thanks also to Rod for making the effort.

All in all it was a satisfying weekend, where we were able to drive through and enjoy being in the bush as well as help to make a small part of Victoria a better place to visit.

Trip Report: Daylesford to Castlemaine - The Golden Way, Sunday 21 April

Participants

TL Graeme and Carolyn Allen, Prado
Charlie and Justin Debrincat, Range Rover
Michael Howsen and Michelle Bishop, Patrol
Graeme and Lyn Carter, Landcruiser
David and Libby Smith, Range Rover
Guy and Kerrie Stevens, Range Rover
Simon and Julie Bridge, Patrol
John and Liz Morris, Prado
Shaun and Margaret Driscoll, Discovery
Barry and Lyn Dennis, BT50
Jamie Myer, Range Rover
Graeme and Astrid Ross, Landcruiser TEC



After a chilly night at Jubilee Lake camping ground, we joined the rest of the group in Daylesford outside the old fire station complete with stables. Graeme finally organized us out of our lattes and into our rigs, so we set off. After leaving Daylesford we made the tricky turn required to get into Hepburn Regional Park. Straight into low range, the sun shining through blackened trees which remained a recurring theme through the day. We had great views looking back to Daylesford. Graeme's intended side trip to the Blowhole unfortunately was closed (miners cut a tunnel though a hill to divert a stream while they accessed the river bed on the bend to pan for gold. Apparently after heavy rains the tunnel exit is below water with spectacular results). Helles track was next, a washed out rocky, dusty and acceptable alternative. Back onto the tarmac and we briefly visited picturesque Lavandula farm and then Cricket willow where in 1902 a Mr Crockett started growing our own cricket willows. We drove through an old gold sluicing area to Irish town (now nothing more than a name) and onto Fryerstown past old mining machinery. Morning tea was had at Yandoit. Traversing the Upper Loddon State forest we reached Castlemaine Diggings National Historic Park and had lunch at Vaughan Mineral Springs It was just as I remember it in the 50s, a little tired and sad looking (the model train tracks no longer had a train but the old giant slide still in popular demand and still plenty of noisy families and stunning autumn leaves)

We took Sawpit road into the Dry Diggings reserve, a muddy track with a mob of hungry sheep, more bee hives and blackened trees. The Eureka quartz reef was next stop on our journey; very much now, a big hole through a hill where the reef used to be. We paid our respects at the isolated Elizabeth and Fanny's Escott's gold rush era grave and head stone complete with an unexpected bowl of slightly withered flowers. In the middle of nowhere, we then managed to cause a traffic jam!

Next we hit the river flats of Chewton invaded by Pampas grass, despite it being a major headache it is a spectacular sight. On the outskirts of Chewton We visited the site of the "Monster Meeting of gold miners in 1851" 14,000 miners protested the exorbitant miner's rights taxes (they even had their own flag) but nothing happened. 3 years later The Eureka rebellion (with 27 dead) finally resulted in the more impressive Eureka flag and lowering of the taxes.

The Garfield wheel on the Quartz Hill track is very impressive. This used to be a huge water driven wheel used for crushing quartz. Only its massive base and extensive Mullock heaps remain.

Our final stop for the day was the most poignant, the children's Cemetery at Pennyweight Flat. Over 200 graves of babies and children dead due to disease running rampant in the squalid mining camps of the 1850s. An old teddy bear on one of the graves made it all too real. Realising that the ring of stones I inadvertently stood on, no bigger than my shoe, was a tiny grave didn't help. I wasn't alone. (a pennyweight is the very smallest measurement of gold).

Then the trip was ended and we bid our farewells. A day of grim tales and awesome deeds.

On the way back to Daylesford unfortunately the Bridge's Nissan Patrol decided to overheat. Nothing fixable on the roadside so we reluctantly left Simon and Julie. They then spent a frustrating 3 hours waiting for the RACV to do their thing.

For rest of us who were making a weekend of it, was a hearty if somewhat guilty meal at the Daylesford pub followed by a pleasant morning tackling the crowds at the Daylesford market.



Thank you once again to Graeme and Carolyn Allen for organizing a truly memorable trip. If the trip is repeated I suggest readers jump at the chance.

Mike Howson and Michelle Bishop

Trip Report: Stringy Bark Creek Trip 13 -15th April 2018

With a week-end weather forecast of storm and tempest, Graeme Allen thought it would be fortuitous to change the camp destination from deep within Alpine National Park at King Hut, foregoing the walk to Mount Cobbler, to the more sedentary Stringy Bark Creek Campsite and reconnoitre some tracks. So, with a warning to bring appropriate wet weather gear five hardy souls committed to the weekend. New members Joanie and Mick Connell, Elliot Connell and the very experienced Graeme Allen (G1) and Graeme Carter (G2) leadership team.

Meeting in Yea, a quick lunch in the bakery on Friday and cars refuelled in Mansfield. Then it was onto the campsite for about 4PM. Stringy Bark Creek Campsite is near Tolmie, just out of Mansfield, in the heart of Kelly Country. It was the scene of an ambush by the Kelly Gang on a police patrol. The fatal shootout turning Kelly from a bank robber into a murderer. Today, there is a large open clear field with generous campsites and open fireplace settings. It has a choice of long drop dunnies. Luxury!

The accommodation brought along included a Golf Caravan - Mick and Joanie were giving it a test run before their big trip up the centre of Australia and down the West Australian coast. The other 4x4 club members brought a more modest range of single tents with in-car storage and refrigeration and a choice of tarps and awnings which they hoped would hold the weather at bay. Heating was the obligatory large open fire.



The first night was dry however after retiring the rain started and it was heavy and steady for the whole weekend.

Day 1

Arising to a new day, it was breakfast, pack a lunch and then set a route to see the conditions of the roads and what sights were to be had. The route was set by Graeme and Graeme with the Connells as the meat in the sandwich... So, with the radio channel selected and tested, to the roads went 4 cars and 5 people. Whoever suggested the Range Rover Club needed to be environmentally friendly with fuel consumption must have been kidding themselves. The two novices together in Elliot's Pajero, the slightly more experienced Mick in his FJ Cruiser, and G1 in the lead in a Prado with G2 as Tail End Charlie in a Landcruiser.

Luckily, the roads were still relatively dry and the conditions were good. As Mick summed it up: "We went up and up and up some dirt roads, found two huts, one river, crossed a river a number of times and saw a few people and bikers along the way".

For those who want a little more detail. We travelled to then onto and stopped for morning tea next to a ford in the King River. A previous visitor had spent considerable time in the river building Japanese styled garden features in the form of collections of stacked rocks which really looked quite beautiful sitting in the river. As it was starting to rain we jumped back into the cars and headed off down another dirt road.

For the novices it was exciting, challenging, daring, and took our breath away. It was so much fun!!! One particular hill, named Buckland Spur track was steep, long, curvy and everyone was just hoping they could get to the top (and there was a clear way out) because no-one wanted to tackle the road again especially going down. The rain had started to make the roads slippery and added an extra challenge.

Once at the top, Joanie and Elliot with adrenaline flowing, stopped to breath and reflect on what the Pajero and Elliot had just achieved. It had certainly fired up Joanie's desire to finish her 4x4 training and be able to take the wheel off Mick and take control of the FJ.

Lunch was at Tomahawk Hut at the end of the Buckland Spur track. At the higher altitude the mist and rain had settled in. Back into the cars and more dirt tracks were tackled. In total 100kms was travelled and a route was set out for a later trip to be run by the Club.



Back to camp and get the fire going. Then it was into the nibbles and a cold beer. Cheese, pickled cucumber, olives, humus, peanuts and pita bread. No-one was going hungry. After a shared entrée, mains were tackled individually over the open fire. The cooking displayed experience and confidence with a range of foods being cooked. From the classic steak,

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sausages and three vegetables, Devilled Sausages and a baked spicy Whole Chicken with roast vegies. The mains were enjoyed by all.

The desserts were another story altogether. After comparing menus, desserts became a cook off between the Baked Lemon Self-Sauce Pudding and Sticky Date Pancakes/pudding. Well the pancakes failed and then the Connell Cook thought the mixture might be salvageable as a pudding. The resulting mess (hot but raw) was only of Elliot's eating standards and the clear winner was G1. The Lemon Self Saucing Pudding was topped with Greek Style Yoghurt and enjoyed by all. Both were washed down with red wine or cup of tea.

Day 2

The rain had not stopped throughout the night so in the morning the campsite was drenched. Mud surrounded the fireplace and most seats/gear were soaked. Luckily the sleepers all arose dry. By this stage the water had run out for Mick and Joan in their caravan (that's another tale in itself). It was the classic 'water, water everywhere but not a drop to drink' or wash in. Breakfast was taken standing up and after a slower start a route was set by G1 and G2.

The agenda included a visit to the Kelly Tree, an Historical Grave and a visit to the towns of Tatong and Tolmie.

Unfortunately, the clay base to the dirt roads made driving conditions difficult and dangerous. Even on the slightest bends the cars had a tendency to slip and slide. So, a decision was made to head to Tatong for coffee and draw the driving to a close.

Whilst the week-end was wet, the leaders showed with proper planning for the conditions, a fun weekend could be had. The weekend was the first trip away for two new members. River crossings were tackled, hills and more hills were climbed. Instructions provided on convoy etiquette, setting routes and making adjustments when the conditions challenged the plans. So much learnt and so much fun.

Thanks to both G1 and G2 - they were very generous in sharing their knowledge and making the trip a great success. Finally, if the above report reads more like a food blog it's because it was written by the Connells' Cook who knew more about food than 4X4ing. But not any more.... Please refer to the report on page 16 on the Training Day at Narbethong held on Sunday 22nd April 2018.



**Join the Range Rover 4WD CLUB**
ALL MAKES WELCOME



New Member Profile Jenny & Len Russo

We are both retired (not entirely voluntarily) and since then have been a bit more serious about 4X4 driving. In 2015 we bought a new Land Rover Discovery4. We did a course with Jim Kennedy and then packed up the vehicle and headed north.

Over the next 3 months we visited many National Parks and saw some amazing sites. Accommodation varied from bush camping to the occasional 4 star hotel but mainly tenting in recognized camping grounds. We made it to the cape and back, visiting a few wineries on the return trip.

The vehicle and Jim's teaching got us through with only a few problems, all tyre related! Last year we did 3 months in outback SA and southern NT with my cousin and his wife who also drive a Disco. Our first trip to the outback and words cannot do it justice. The West McDonnell Ranges and Palm Valley in the Finke National Park will stay in my memory forever. The gorges were just amazing like stepping into a Namatjira painting. We are hoping to do The Gibb River Road next year. No trips planned this year as we have a wedding in Belgium to attend in July.



Before the Disco we have had a Pajero and a Land Cruiser. The Disco is just amazing to drive both on road and off road but all the electronics do worry me. Despite this I have no regrets about buying it except for the tyres (poor advice).



Our experience before 2015 was very limited. I drove Land Cruisers at school camps in Gippsland state forests back in the nineties, with the scouts a couple of times and have camped out with my sons on the Bogong High Plains. In the days before children we did a lot of bush walking especially in NZ where we lived for 5 years.

Before joining the Range Rover club we attended a meeting of the Land Rover club but found it too large and not friendly enough for our liking.

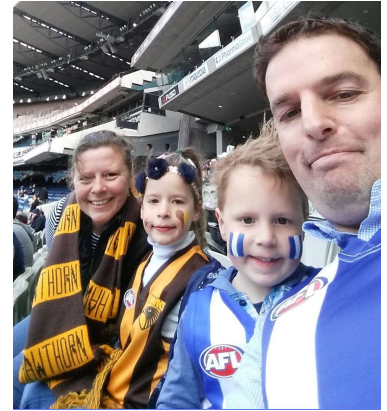
4x4 driving to us is not about finding tracks that destroy our vehicles. On our Cape York trip we spent an entertaining afternoon watching madmen destroying their vehicles at Shotgun Falls in Jardine River National Park and just wondered why. To us it's about being able to visit

remote sites and seeing the amazing places this country has to offer and seeing our unique flora and fauna in its natural state. What could compare to dinner with friends and good wine under a canopy of stars in the magnificent Palm Valley?

New Member Profile – Paul Booth

Born in October 1971, I own a Ford Ranger PK 2010 (this model doesn't set fire to the paddock when parked). Basic modifications at this stage, a lot yet to add. The very first RRCV club meeting I helped the presenter From Piranha off road upstairs with a table & he said to get used to putting my hand into my wallet, I was hoping he was joking.

A big thanks to Phill & Gavin for the driver training, made the first trip out a lot easier.



Our most recent trip was the adventure to Dargo, we had a lot of fun, except for setting up the camper trailer, and we have been getting better since this trip though. This was our first major trip since the training & there were a few white knuckle moments but luckily for us we had a great trip leader in Howard - made my first trip out a lot of fun. Annabel (Wife) Ben & Amelia (kids) absolutely loved the Dargo trip, something for everyone; I even managed to catch a redfin in the creek.

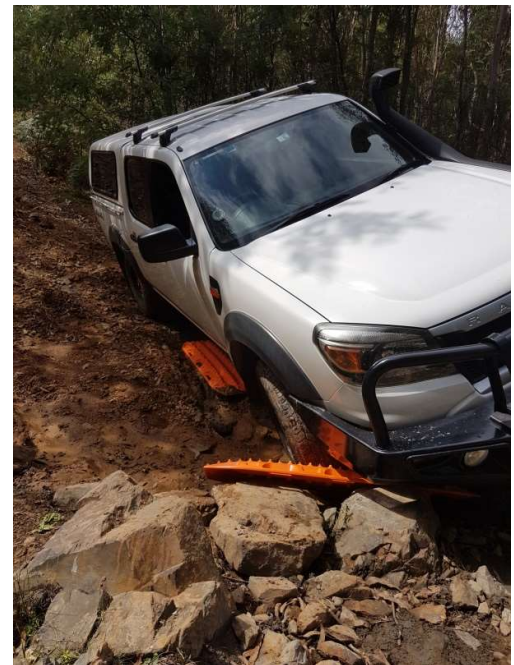
The best 4x4 destination is hard to pick, as we luv Robe & being so close to all the Vineyards of Penola & Cape Jaffa & have done part of the Nora Creanna park, planning on doing the Beachport to robe trip next time we are there.

We learnt our lesson the hard way, not 4W driving in a group, or club, almost rolled, we were had to get everyone out of the car except for me, luckily someone with experience came the other way an hour and a half latter & told me we were not even close to rolling & to have a bit more confidence in my Ranger's abilities, I drove out & only managed to damage the wheel bearing.

We joined the Range Rover club Victoria because we didn't want this to happen again & so far everyone has been very helpful, almost feels like a big family. Big thanks to Jessie for getting me to sign up & to Jo & Kenny for



making us feel really welcome & for getting us to do the Dargo trip.



Thanks For having us.

Paul / Annabel / Ben & Amelia.

First Aid Refresher – Burns Treatment.

When you are out on the road with no help around it can make treatment of First Aid injuries very difficult. Sometimes we need to adapt our treatment to compensate for the scarce and distant medical availability. However, as first aiders we are capable of making a big difference and potentially save a life.

Burns

Burns are commonly mistreated and misunderstood. It is important to treat and manage burns correctly, as first aid management can dramatically benefit the prognosis. First aid treatment aims to stop the burning process, prevent infection, prevent fluid loss, treat shock and manage pain. Burns are broken down into 4 main causes:

Wet – steam, hot water; Dry – fire, friction, ice, oil; Electrical – electrocution; Chemical – car battery acid, bleach, ammonia

Part of our treatment involves assessing the severity of the burn. This assessment involves measuring the depth and area of the burn.

Burn depth can be classified into 1st, 2nd and 3rd degree burns:

1st degree burns - Do not break through the out layer of skin

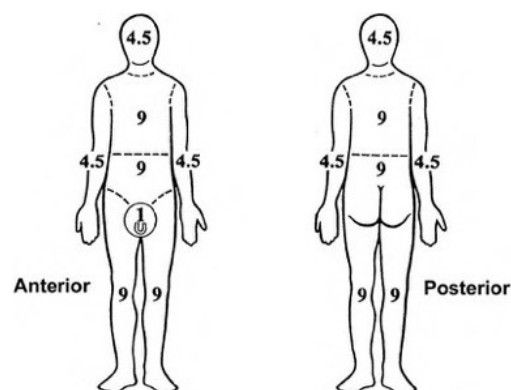
2nd degree burns - generally blister, redness, swelling, break through outer layer of skin

3rd degree - break through all layers of skin, white leathery appearance

To measure extensiveness of a burn we are able to use the rule of 9s to determine what portion of the body is burnt. 11 main sections of the body are worth 9% body area totalling 99%. This leaves 1% for the groin area.

The following burns are classified as severe and must receive urgent medical attention:

Burns greater than 10% in an adult, Children, Burns to the face, Hands, feet, Armpits, Genitals, 3rd degree burns, Chemical burns, Electrical burns, Inhalation burns



Question: Calculate the percentage area for a burn to left lower arm and stomach area.

Treatment

When cooking a piece of fish, you generally take it off the stove a little early as it continues to cook after you turn off the fire. Our skin acts similarly and we must stop the cooking process by removing heat from the area. This can be achieved by applying cool running water for at least 20 minutes. Now I know you're wondering, where can I find running water in the middle of big red? Well hopefully you have access to a number of jerry cans of water, taking into consideration the safety of others.

Note: Chemical burns to the eyes must be flushed for 30 minutes.

It is commonly asked if submerging a burn in water is sufficient. Although it provides temporary relief, the water temperature will increase rapidly. It is important to monitor this closely.

Additionally, ice should never be placed on burns. If access to water is not possible, the use of a Burn aid dressing is sufficient. This non-adherent dressing is impregnated with cooling

hydrogel. This product reduces risk of infection, cools the burn and reduces fluid loss. It is best kept in the fridge and can be applied directly to the burn. The dressing can remain in place for 2 hours, another application is suitable if needed.

Note: Chemical burns must be flushed, burn dressings cannot be applied.

Once cooling is complete, the area must be covered with a **non-adherent** dressing. This is to prevent possible infection. Finally, as burns can cause fluid loss there is a risk of dehydration and possible shock. Covering the patient with an emergency shock blanket and lying them flat can assist in treating shock.

For more articles and information please visit www.dfas.com.au

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James Azzam. B.Emerg Health (Pmed), Master of Nursing Practice (MNPrac)

Camping Recipes

Tony's Fish Stew

Fish cut into roughly 2cm pieces
(quantity according to number of people)

2 cloves of garlic crushed

Dash of Olive Oil

Tin of plum tomatoes

Basil stalks

White wine – small glass

Fry the garlic, add wine, tomatoes and basil simmer for 10 minutes until reduced a little.

Add fish and season simmer until fish is cooked through and serve with rice or vegetables.

* Note: increase quantities of the size in accordance with no of serves needed.

Tony's Fish Parcels

Spring onion or brown onion finely chopped

1 clove garlic crushed

1 teaspoon capers

small handful sundried tomatoes

olives to taste

squeeze of lemon juice

1 teaspoon paprika

salt and pepper

Mix the above ingredients in a bowl and season to taste – adjust quantities as needed for the number of serves.

Place your fish fillet in a foil parcel and place the above seasoning on the top – fold up parcel and cook on the BBQ until fish is cooked through.

Serve with rice or vegetables and baked/mashed potatoes



Minutes of the General Meeting of the Range Rover Club of Victoria at East Malvern RSL Tuesday 1st May 2018

1. **Welcome:** Graeme Allen (El Jefe)
2. **Attendance:** 59 and 1 guest (Brodie Richardson)
3. **Apologies:** Mark Bown, Kerry Nichol, Jenny & Ross Paige, Kay Elliot, Phill & Jane Collyer, Bill & Anne Rolfe, Bob & Marie Wagg
4. **Guest Speaker:** Great Trip Expectations Workshop
John Cunning, Graeme Carter & Alan Hawkes conducted a discussion forum regarding the expectations of trip leaders including sharing their wide experience on the key subjects of:-
 - What is reasonably expected of a trip leader
 - What the main elements are that the trip leader needs to consider to properly plan and conduct a trip
 - Matters for which the trip leader is not responsible
 - Circumstances under which the trip leader might consider cancelling a trip due to adverse weather conditions (total fire ban, extreme wet weather event, etc).
5. **Club News:** Graeme Allen
Club Annual fee
Reported that the annual fees would increase to \$140 for standard membership (& \$140 for the once off joining fee) and \$96 for senior membership
6. **Membership report:** Jo Thyer
Reported there are now 215 RRCV memberships.
7. **FWDV Report:** Blair Barton
Upcoming chainsaw course.
Upcoming FWDV driver training course – nationally accredited.
Refereed people to the FWDV website.
8. **Driver Training:** Manole
The following completed Driver Training in April Ian de Santos
Joan Connell (volunteered to do the written report)
Ian McDonald
Harry Zhang
Gary Gobin
Simon van den Berg (volunteered to do the verbal report)
Paul Crittenden
Matthew Egan
9. **Next Driver Training Sessions**
6th and 10th June
18th and 22nd July
10. **Trip Reports:**

(1) King River Base Camp, walk to Mt Cobbler (14-15 April)	Graeme Allen
(2) Driver Training (18 th and 22 nd April)	Simon van den Berg
(3) Daylesford to Castlemaine	Graeme Allen
11. **Upcoming Trips:** **WE STILL NEED MORE TRIPS RUN!!**
SUGGESTIONS PLEASE EVEN IF YOU DON'T WANT TO RUN OR ORGANISE THEM!!!!
See calendar on Page 6
12. **Club website report - Kenny Macleod**
13. **Club shop:** Troy has stuff for sale and a white board for your suggestions for club equipment to buy
14. **Buy, Swap & Sell:**
15. **Club Library:** Tony Nissen
16. **General Business:**
17. **Raffle:**
18. **Close and next Meeting**

Minutes of the General Meeting of the Range Rover Club of Victoria at East Malvern RSL Tuesday 5th June 2018

1. **Welcome:** Graeme Allen (El Jefe)
2. **Attendance:** 41
Apologies: Chris & Karen Brown, Peter Wilson, Phill & Jane Collyer, Mick Connell, Joan Collins
3. **Guest Speaker:** James Azzam (Designer First Aid Solution) "Practical Outdoor First Aid"
James gave a "taster" for the Club's first aid training course which is coming up in two weeks' time. The presentation served to demonstrate that when it comes to giving first aid in remote areas most of us still have a few things to learn.
4. **Club News: Graeme Allen**
Graeme announced that the Club is to adopt a "no dogs on trips" policy.
5. **Membership report:** Jo Thyer
The number of new members joining has not slowed down with a number of new memberships being taken out this month> four new member were present: Jim Kops, Brodie & Sophie Richardson, Ben Ladkin & Jodie Foster, and Shawn & Jenny Wang
6. **FWDV Report:** Blair Barton
A Special meeting of FWDV is being held to address the issue of multiple payment of FWDV membership by people who are members of >1 affiliated 4WD club. The clubs will get to vote on the matter. This effects a number of RRCV members.
7. **Driver Training: Manole**
Next Driver Training Sessions
6th and 10th June
18th and 22nd July
8. **Trip Reports:**

(1) Simpson Desert (4th – 20th May)

Graeme Carter

Graeme Carter gave an account of the Simpson Desert trip he led recently. The trip had 5 vehicles and commenced the trip in Renmark and finish in Broken Hill. Travelling North through the Flinders and followed the Oodnadatta track west visiting a number of sites of interest on route before commencing their west to east crossing at Dalhousie Springs. The group weaver their way across the Simpson taking a number of tracks including Rig road, WAA and QAA lines before finishing in Birdsville. Apart from a couple of recoveries after becoming bogged in the sand the trip was without event. Their encounter with a sizable group travelling east to west just outside Birdsville trying to tow camper trailers was of note on account of their terrifying recovery practices – it was speculated that at their last seen rate of progress that they may still be there. After spending two days gorging on Camel pies the group departed Birdsville and headed south via the Cordillo Down track. The stopped at the Dig tree and camped on the Cooper Creek. A number of other sites were visited including Innamincka, Cameron Corner and the Silverton Pub before concluding the trip in Broken Hill. A fine time was had by all.

(2) Marysville to Thornton Day Trip

Ian De Santos

Ian gave an account of Troy's Marysville to The Black Spur Inn trip. The morning started foggy and cold, before clearing to a clear cold day. This was the first trip for a number of those on the trip and proved to be a good consolidation of skills that they had learnt during driver training. They learnt that the track is not always clear and progress may be interrupted by bothersome trees – some of which can be dealt with using chain saws, and some of which are too large and bothersome to be manageable – these must be navigated around. The group had an excellent bonding session navigating its way around large fallen tree, The Merc had less problems that its occupants anticipated and performed well. Lunch was had just beyond the Rubicon trestle bridge before finishing the day at the Black Spur Inn.

(3) Wombat Day Trip

Alison Birchall

Alison gave an account of Graeme Allan's trip. The Trip met in Blackwood and explored the tracks in the Wombat State Forest Park to the west. A number of muddy and wet tracks provided the party with sufficient challenges to make an enjoyable day of it – no one got bogged, no one flooded their cars, and no one broke anything. The trip ranged as far as just south of Daylesford and ended the day back in Blackwood. The aquatic conditions and greasy tracks provided a good challenge for the newly trained drivers on the trip.

9. **Club website report:** Kenny McLeod
Nothing much to report – other than Stripe had managed to malfunction on 1st June when a number of members were renewing their annual membership leading them to pay twice.
10. **Upcoming Trips:** **WE STILL NEED MORE TRIPS RUN!!**
SUGGESTIONS PLEASE EVEN IF YOU DON'T WANT TO RUN OR ORGANISE THEM!!!!
See calendar on page 6
11. **Club shop:** This was the first anniversary of Troy and Manda taking over the running the Club Store (Zol pointed out that they have at least another nine years to go). The white board showing new purchases was on display (5 Watt radio and Jimmy's thunder box have been purchased, and an Air Jack was added to the list of items for consideration for new item of Club equipment). A number of "Specials" were on offer – everyone was gift ted a copy of the 2018 RRCV Calendar, Lapel pin badges (\$1) and sew-on badges (\$2) are on offer, if anyone wants a picnic blanket (\$0)give Troy and Manda a call (we still have them to rid ourselves of). The Store won't be open at July's meeting as Troy is off on the Canning Stock Route.
12. **Buy, Swap & Sell:** nothing on offer this month
13. **Club Library:** Tony Nissen – is back in business
14. **General Business:** Graeme outlined the Club's effort to address the issue of multiple FWDV membership payments being made by some Club members.
15. **Raffle:** There was no raffle this month
16. **Close and next Meeting**

Next meeting: Tuesday 3rd July 2018

Closed: 9:40

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Our hotel provides facilities for couples, families and groups to engage in various recreation and holiday activities.

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10% Discount to club members upon presentation of membership card. Conditions may apply.

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RRCV CLUB MERCHANDISE SHOP 2018

Here's the current list of items in the club shop. Come along to the next club meeting and have a look at the range or contact Troy Cogan 0414 884 085 or Manda Cullen 0408 503 352 for any of your needs. Pimp your car with a Club Badge or a sticker or two. Better still treat you or the whole family with a new polo, jumper or even a jacket and lots more, come up and say hi and have a look in our club catalogue. We will be introducing new items from time to time so watch out for our special announcements.

Shirts and Tees

Liberty Polo s/s Contrast Shirt	Mens - \$27.00	Ladies - \$25.00
Teammate Polo s/s Contrast Shirt	Mens - \$29.00	Ladies - \$26.95
Champion Polo l/s Contrast Shirt	Mens - \$27.50	Ladies - \$25.95
Legend Tee s/s Contrast Shirt	Mens - \$26.50	Ladies - \$25.00
Chambray Shirt	Mens - \$50.00	Ladies - \$50.00

Jackets and Pullovers

Frost Bonded Fleece Full Zip Jacket	Mens - \$48.50	Ladies - \$46.95	
Stadium Oxford Shell Jacket			\$60.00
Arena Rip-Stop Jacket			\$75.00
Mt Buller Polar Fleece ½ zip Pullover			\$36.50
Legend Warmup Jacket			\$47.95
Croxtton Fleece Hoodie			\$37.50
Mariner Reversible Vest Navy/Gold			\$45.00
Rain Forest Spray Jacket in a pouch			\$35.00
Hi-Vis Safety Vest – Yellow or Orange			\$18.00

Pants

Eagle Fleecy Track Pants	\$36.50
Legend Warmup Pant	\$37.95

Caps and Beanies

Sandwich Peak Cap	\$13.00
Triple Sandwich Peak Cap	\$13.00
Heavy Brushed Cotton Cap	\$13.00
Polar Fleece Beanie	\$10.00

Accessories

Winner Sports Bag	\$30.00
Large Club Sticker (Int. & Ext.)	\$10.00
Stubby Holder	\$6.00
Cloth Sew-On Badge	\$5.00
Torque Tech Tips Vol 1 & 2	\$15.00 set
Metal lapel Pin	\$3.00
Orange Club Sand Flag	\$26.00
Metal Grille Badge	\$65.00
Small Club Sticker-Interior	\$4.00
Small Club Sticker-Exterior	\$3.00
\$3.00	
Small Club Sticker-Exterior	
\$3.00	

MEMBERSHIP APPLICATION**Range Rover Club of Australia Vic Branch****ABN 32 585 770 245****PO Box 248, Deepdene Delivery Centre Vic 3103****Personal Details:**

Name: Mr/Mrs/Ms _____

Partner: Mr/Mrs/Ms _____

Postal Address: _____

_____ P/Code: _____

Telephone - Home: _____ Work: _____

Telephone - Mobile/s: _____

Email address: _____

Preferred presentation of names (first & family) on your Club name badges:

Name 1 (member): _____

Name 2 (partner): _____

Name badges can also be ordered for children @ \$15 each – please list their preferred names:

Others areas of interest: _____

Vehicle Details:

Vehicle Make: _____ Model: _____

Registration No: _____ Colour: _____

Signed (Applicant): _____ Date: _____

We agree to our details being forwarded to Four Wheel Drive Victoria for the purposes of, amongst other things, effecting coverage under the FWDV Insurance Program.

Payment Details:

The Club membership year runs from 1 July to 30 June and the 2017/18 fees are \$140 once-off joining fee plus \$140 annual membership fee. Fees for new members are calculated on a pro-rata basis, depending on the joining date. Contact: **Membership Secretary, Jo Thyer 0411 028 090 or memberships@rangeroverclub.org.au**

Credit Card Payment

Card No: _____ / _____ / _____ / _____

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Signature: _____



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RRCV Honour Board

Founders

Les Richmond
(dec)
Barry (dec)&
Barbara Turton
Charlie Bishop



Continuing Foundation Members

Ian & Lesley Bardon
John Collins
Rex Crouch
Bruce(dec) & Adele Maggs
Neil & Veronica Matheson
Bruce & Lynda Melen
Fred & Fay Sands
Graeme & Janice Schache
Neville & Verna Smith
Bob & Marie Wagg

Life Members (A-Z)

Karen & Chris Brown
John Collins
Phill & Jane Collyer
Prue & John Hasler
Alan & Christine Hawkes
Jim & Dianne Kennedy
Neville(dec) & Jenny Lester
Bruce (dec) & Adele Maggs
Ken & Margaret O'Connor
Bill & Ann Rolfe
Bob & Marie Wagg
Bob & Diany Wilson
Warwick Woods

Driver Training—it's FREE when you join the RRCV!

What Is RRCV Driver Training?

Driver training is a service available to all club members and their families. Our basic course is equivalent to the Four Wheel Drive Victoria (FWDV) certificate of proficiency and is run by fully qualified and accredited club instructors who all have a minimum of 4 years driver training experience.

What does Driver Training involve?

The driver training course consists of one 3 hour theory session, usually held on a Wednesday night, and a full day practical session held the following Sunday in the bush at Narbethong. Each driver training participant uses their own vehicle in order to gain experience and a fuller understanding of their vehicle and its capabilities- partners can usually share the car on the day if they wish.

Why do Driver Training?

It is a club rule that anyone wishing to join in a medium or hard club trip must have completed a recognised and acceptable 4WD Driver Training Course.

At this time only courses conducted by FWDV accredited instructors are recognised as being acceptable. A trip leader has the right to refuse to allow any person from participating in a trip if they have not completed a course! Besides the right to join trips, there is a more important reason to undertake driver training, and that is...

FOR YOUR OWN SAFETY.

Four Wheel Driving is a great and enjoyable pastime and can provide rich and rewarding memories, however it can also be a risky pastime if you do not take some simple and common sense precautions.

Driving in the bush is not like driving around town. Our driver training course is designed to equip you with the key skills so that you can join us in, and enjoy the great outdoors.

Who is entitled to come on our courses and how much does it cost?

Any club member and their partner are entitled to participate in one of our courses at no cost. This is one of the key benefits of being a member of the RRCV.

A similar course could cost up to \$200 from a private Driver Training provider.

Any member who has already completed a RRCV course is welcome to do the course as a refresher however given limited resources we would ask for a \$25 donation to the club if you wish to do the course for a second time.

When can you do Driver Training?

For details of the next planned driver training dates, contact the RRCV Driver Training Coordinator, Manole Ioannou (on 9809 2610 or training@rangeroverclub.org.au) or the Trip Coordinator.

Driver training is run as required, generally every three months. Dates will be listed on the calendar on the club website once finalised.

