



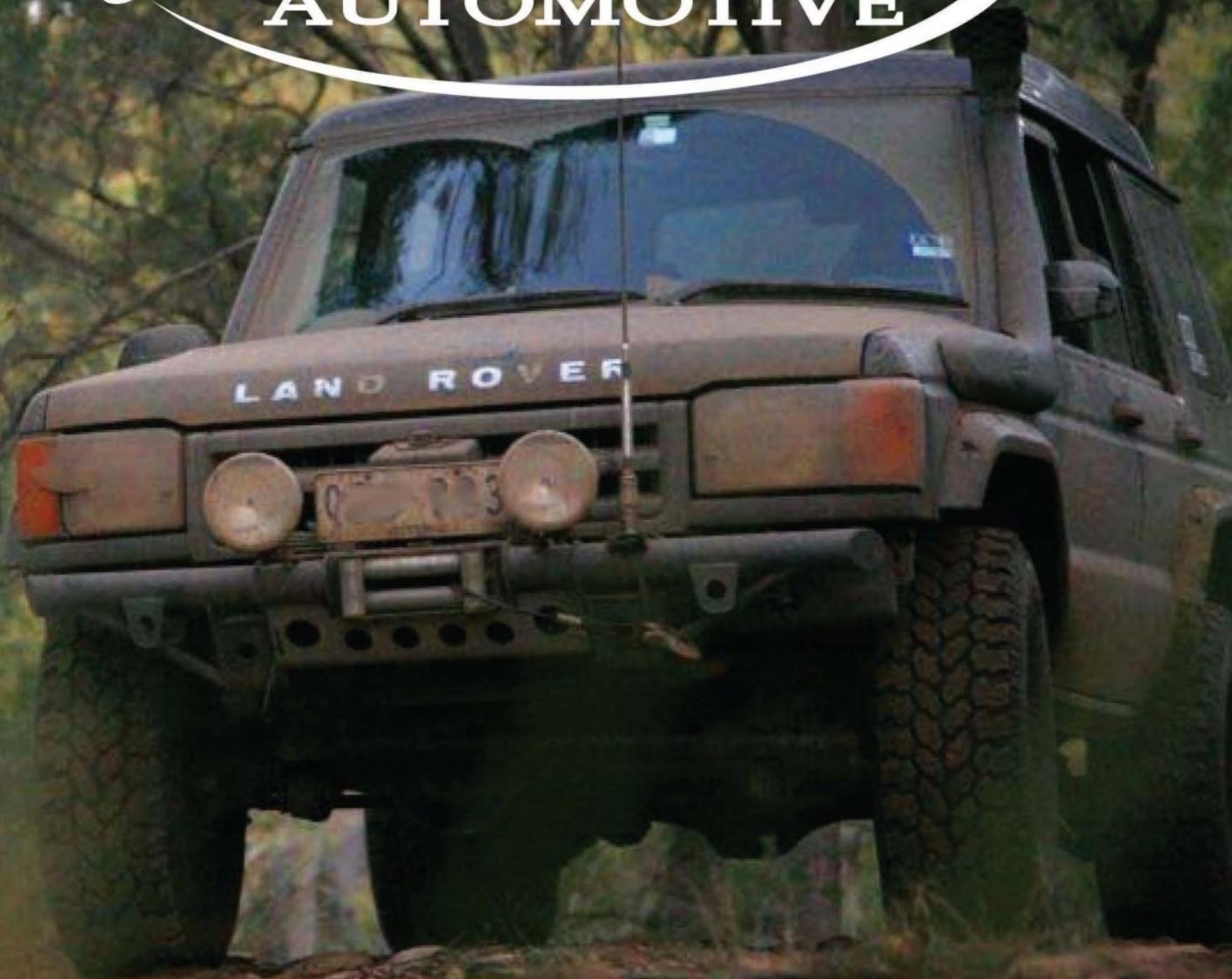
RANGE ROVER TORQUE

~~June 1983~~
July/August 2020

Print Post Publication No. 100003916



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TORQUE

July—August 2020

Torque: Special Rewind Edition

This is a very special edition because we have explored the archives, available to all members now, and extracted a few interesting snippets of the clubs history! Enjoy..

There is nothing like a global pandemic to give us pause to take stock of what's important in life. For me, I have enjoyed some time reflecting on the many happy memories of our involvement in the Range Rover Club.

I joined the club in 2013, having just bought a bit of a project 1990 Pajero for \$1000 with the notion of doing some exploring, something I had been interested in doing but just never got around to! A trip to Wandin to see what the Victorian 4WD show was all about scratched that itch, leaving a few hours later with a membership to the Range Rover Club.

Over the years the club has become an integral part of our lives, with some close friendships forged around campfires in far flung corners of the country. The lessons learned along the way have given me the confidence to tackle trips on my own, or with family, that we would not have ordinarily considered.

We have spent Christmas with and gone on holidays with club friends, some have even housesat for us,

looking after a cat in the process while we extended our travels beyond our borders. Over the past seven years, when faced with the tribulations of life, there have always been club friends to offer support, advice, and endless entertainment.

I'm now in my mid 40's and feel like I have found my tribe. I guess this is a hallmark of a great club. The friendships made around the campfire will hold us in good stead as we navigate life, and it matters not our background, nor the cars we drive.

As I poured through the archives searching for historical content for this edition it became clear that my experiences in the club are by no means unique. Every time I opened a new trip report to read, the same overall sense of mateship and adventure was evident.

Because of the travel restrictions over the last few months, we have very little of the usual trip reports to fill the pages, so I have included some historical articles. I hadn't realised the magazine has been printed for so many years until I delved into the

archives. There are no specific reasons for including the ones I have other than they were a good read, although I did include the first ever published trip report! There is such a rich treasure trove of articles now available for members to access, and many late nights reading through as many as I did can attest to the extraordinary value of this resource.

The club is what we make of it, it is our club, and it is a great club. I think its fair to say that the original founders of the Range Rover Club would be proud of where we are today and of what we offer to anyone wishing to explore our amazing backyard.

To ensure we continue as one of the great clubs in this space please get involved, in any way, so we can all continue to reap the rewards of belonging to this community. Hopefully, life will return to some semblance of normality before too long and we can once again continue to explore our amazing country. In the meantime, stay safe!

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!

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Meetings to continue via Zoom

Due to the current restrictions around the COVID-19 pandemic we will continue to run our meetings virtually for the foreseeable future.

Our club meetings are being held via Zoom, and with great success. It has been fantastic to be able to catch up with some members who would not ordinarily be able to attend meetings.

When normality resumes then we expect our meetings to resume at our new venue in Caulfield!



Membership Renewals

Membership renewals were due at the end of June. If you haven't renewed yet please do so as soon as possible.

The RRCV continues to operate through the current COVID-19 circumstances.

The club provides an environment for likeminded people to come together, offering each other friendship, support, advice, and often (depending on who you talk to) dubious humour!

As we always say, "It's about the people, not the cars" and we are lucky to have an amazing group of members who are staying engaged, whether virtually, via social media or as we slowly get back out on the tracks.

We are still holding our monthly meetings online; we are still producing Torque and we have our active Facebook page. We are also now running trips, following all social distancing requirements for everyone's protection.

Our Driver Training team have already been able to run training with further sessions in the Calendar and booking up fast.

In the meantime, we will continue to communicate with you through Torque, our newsletter and Facebook.

Please feel free to contact any of the committee if you need help or support during this strange time, or if you have some good ideas you want to share on how to make the club even better.

As we have previously said your committee is still working hard, attending to normal operations, through virtual meetings. The club is completely solvent, and we are in a good position to weather this slowdown in operations and activity.

Although I previously said it had been quiet for memberships we have had a flurry of new members join in the past month – over 10 – so we are starting to see the excitement and activity start to build again. We are excited to get these new members through Driver Training and out on the tracks as soon as possible. As a club we are still moving forward! Our programs for Trips and Driver training are up on the website and if you want a trip run just let us know. Member meetings will still be held virtually on the first Tuesday of the month commencing at 8pm – details will be provided in the newsletter.

Jo Thyer - Membership Secretary June 2020

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Vacant

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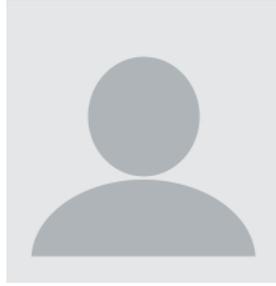
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Club Information

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. Personal and Medical Details form must be given to the trip leader by all participants prior to the trip commencing

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. Meeting venue for the first part of 2020 is The Glasshouse, Station St, Caulfield East adjacent to the entrance to Caulfield racecourse on Station St.

Plenty of parking is available and we encourage you to dine beforehand. You will need to book for dinner by calling 03 9257 7170 and mention you are part of the RRCV group. We welcome all visitors.

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. 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
memberships@rangeroverclub.org.au

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

For new membership enquiries contact the Membership Secretary at club meetings, by phone or email as below, or write to the club's postal address. For existing members, change of address or personal details can be managed online through your personal profile, accessed through the club website.

Membership Fees
2020-2021 membership fees are:
Joining Fee: \$145
Full Membership: \$110
Senior Membership for existing members: \$72

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 email us with your correct email address to Jo Thyer at: memberships@rangeroverclub.org.au

Range Rover 50th Anniversary

Our club is looking to run some special events this year to celebrate the Range Rover's 50th anniversary. Anyone with ideas and/or is interested in helping to plan these should contact Kenny Mcleod: VP@rangerover.org.au

The President's New Role

We all remember the haunting images of the devastation wreaked by the bushfires that destroyed so much of the country last summer. As the season ended, the fires gradually brought under control and eventually extinguished, the news of the utter devastation was replaced with news of a global pandemic. We seemingly lurched from one disaster to another. In the background though, an organisation called BlazeAid had already launched into action, providing relief in the rural communities so badly affected by the fires. BlazeAid was founded in 2009 and is a volunteer-based organisation providing practical assistance to rural communities, rebuilding structures and fences destroyed or damaged by natural disasters. BlazeAid certainly had its work cut for it this year!

Graeme Allen, the Club's immediate Past President, and Carolyn got involved with BlazeAid approximately four months ago and have seemingly become permanent fixtures at the camp in Buchan! Recently Graeme became the Camp Co-ordinator and such is the workload that he hasn't managed a day off in four months. It is this unwavering commitment to helping others that has meant Graeme felt the need to step down from his role as President of the

Range Rover Club, as he simply didn't have the time needed to manage both roles, a perfectly understandable decision.

I think it is fair to say that as a club we are all immensely proud of the work Graeme and Carolyn are doing with BlazeAid, and as an organisation I also think it's fair to say that BlazeAid are very lucky to have this level of commitment from them both. This desire to help others in times of great need is indicative of the nature of 4WD clubs in general, often being the first organisations to get involved where help is needed.

Please head on over to the Blaze Aid website to read more about the amazing work being carried out in rural Australia, and consider making a donation or getting involved wherever you can.

Range Rover Club Trip Calendar



JULY 2020

5 July

Reccy—Neerim State Forest

29 July—21 August

*Mt Isa Mines Rodeo
Longreach, Birdsville*

AUGUST 2020

2 August

*Rural Vic and Outback NSW
To be run as an alternate to Mt
Isa trip*

9 August

*Warburton to Noojee & Pow-
elltown to Gembrook*

Date TBC

Mt Skene snow trip

SEPTEMBER 2020

7 September

*The Great Australian Desert
Loop
Cocklebiddy to Birdsville
Expressions of Interest Only*

OCTOBER 2020

16—18 October

Winch recovery course

17—19 October

Far East Gippsland Track Clearing

24—25 October

Pyrenees Basecamp

NOVEMBER 2020

28 November

*Basecamp
Skipworth Campground*

DECEMBER 2020

31 Nov—3 December

*4 day High Country Trip
Details to be advised*

President's Report

Dear Members,

As many of you know, Graeme Allen has been working with BlazeAid, at Buchan, for the past few months; and ended up taking on the role of coordinator.

Unfortunately, Graeme felt that he was unable to put sufficient time into both BlazeAid Coordinator and club President roles, so has reluctantly decided to stand down from the role of President to focus on BlazeAid.

As Vice President, I have taken on the role until we find a replacement. So, you're stuck with me for the rest of the year!

I would like to thank Graeme for his leadership and level of commitment over the past few years. I'd also like to recognise the massive contribution he and BlazeAid have made to helping farmers get back on their feet after the fires.

We've certainly had a challenging few months and it seems that there will be a few more to go before we get properly back on the tracks and meet-up with our friends at the club meetings.

As a recap of how the club has addressed the changing COVID:

- We are now running all meetings via video link, which has proven to work very well indeed. It's been great seeing members from country Victoria and interstate that wouldn't normally get to the meetings. One surprising benefit is that we have reintroduced old friends that haven't seen each other for years
- The savings made from not paying for room hire, and a reduced FWD Vic fee, have been passed on as a reduced membership fee for the forthcoming year.
- As part of an inter-club collaboration and learning process, we changed our trip sign-up procedure to ensure that we comply with the ever-changing COVID legislation.
- We've included the Guest signup on some trips to restrict the number of people rather than the convoy size.

So, we're in a good position to move forward as things change - I was going to say "relax" but, as we have recently seen, things have a good chance of tightening as well.

That said, we have managed to get a number of trips completed and others planned; as well as having some training events booked in. Keep an eye on your email and our website for what's going on.

The one thing that I will ask for, is your patience and

www.rangeroverclub.org.au



understanding as things change. For example, if group numbers need to shrink, then some people may need to be removed from a trip. We'll do this as fair as possible and will likely be on a last in - first out basis.

Now for some good news, we have picked up about 10 new members last month alone. Some are just in it for the Club Plates or training, but that's fine; often, when people join, they see what's on offer and get more involved. I do know that one of our newest members had such a great time in driver training that he went out the following weekend on a somewhat slippery trip in Toolangi.

While on the subject of memberships; we're in the membership renewals period and all but a few have already renewed. Thank you for that - early renewal really helps reduce the admin load on our volunteers.

Who knows what the rest of the year will bring, but I'm quite certain that the club will continue to grow and bring value and fun to its members.

Kenny Macleod





RANGE ROVER torque



Official magazine of the

FEBRUARY 1978

RANGE ROVER CLUB OF AUSTRALIA-VICTORIA BRANCH

The Otways Trip

Les and Flo Richmond

This is the first trip report ever published in February 1978.

Twelve vehicles went on the weekend trip, February 18 and 19, to the Otways, organised by David and Kathy Wilson. Those attending were: Les Richmond, John Collins (two vehicles), Bruce Melen, Stephan Ross, Graham Mate, Erwin Stieger, Bill Connell, Bruce Maggs, Chris and Phyllis Arnold, Barry Turton, and of course the trip leaders, David and Kathy.

We met at the Ford Geelong plant at 9 am on a sunny Saturday morning. It took a bit to convince Les Richmond that the trip was not going to be too hard. You see, the gentleman we speak of noted a tractor parked in front of the line and David Wilson's car nowhere to be found.

At 9.30, we left for Forrest, where we arrived at 10.50 for morning tea in the caravan park. We set off for Forks paddock at 11.30 via the Noonday track, a very picturesque drive at 12.40 pm. I must mention that Bruce Melen showed us how to get through -- or should I say in -- the upper Barwon River. David's new winch looked like being used for the first time but he was beaten by Erwin Stieger who towed Bruce out. We all crossed okay otherwise.

On arrival at the paddock we were all busy setting up camp when a long-wheelbase Toyota furniture van came bouncing down the top track. It was fitted with a blue light on the top. Yes...the police. But a very friendly and helpful representative of the law -- Senior Constable Neil Campbell, an addicted four-wheel driver. He offered to show us around and we arranged to meet him at the police station after we went to pick up Barry Turton at Forrest. All I can say is I put the thumbscrews on Neil and it took only two seconds to extract from him the confession that he was as keen as any of us on four-wheel driving. We gave him the honour of leading us out -- firstly up a long steep climb, and I do mean steep. We even let him drive

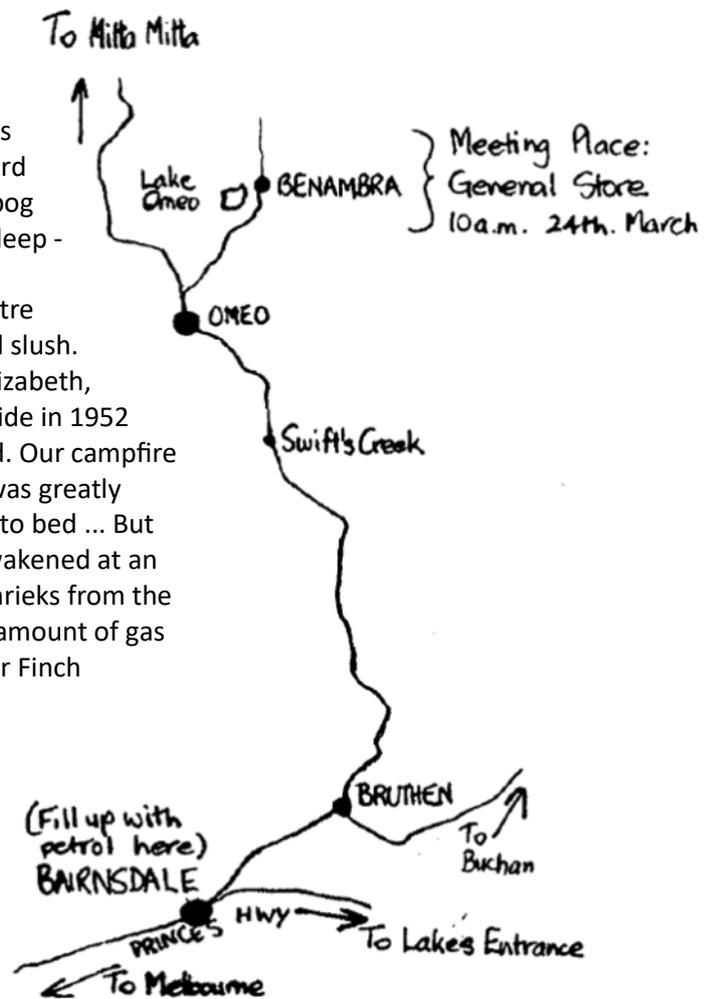
a Range Rover, for him a very pleasurable experience after his Toyota van. A hazard on the way was a bog hole half a metre deep - but everybody got through the 10 metre stretch of mud and slush. Then came Lake Elizabeth, formed by a landslide in 1952 and still unmapped. Our campfire at Forks Paddock was greatly enjoyed, and then to bed ... But we were rudely awakened at an ungodly hour by shrieks from the Ross tent. A small amount of gas was ignited by their Finch fridge which has a flame in the back. Anyway, all was well.

By mutual consent, we got on our way by 10.30, and met Neil Campbell again at Lake Elizabeth ... and went back to the bog hole. The children got a lot of excitement out of this, and just quietly I think the adults enjoyed it too, especially John Collins. Kathy and David had to leave for another commitment, and the rest of the party set off for Mount Sabine fire lookout, where we had lunch overlooking the sea. Very pleasant. Adelle and Bruce Maggs had to leave then for Melbourne, as did John Collins.

Then came the Hill. Seven cars tackled it- and we found the ubiquitous Neil Campbell already at the top taking photos of the rest of us coming up.

Then it was time to set off for home, everyone with great peace of mind that our vehicles were up to standard.

Everyone on the trip would like to thank David and Kathy Wilson for



introducing us to the Otways and hope we can return there later this year.

TORQUE

RRCV Logo: Torque, July 1978

The second issue of Torque saw the creation of the club logo, with two options appearing in the magazine prior to voting!



Alternative Fuel Pump: February 1979

Wally Anders

Alternative Fuel Pump

Mention "fuel pump failure" and you are bound to get the reply "not again".

This is how it happened. After the conspicuous silence of no pump running hit me, I checked the electrics. In so doing, I found that by switching off the ignition and giving the pump a thump, it would restart and run till the carbys were full.

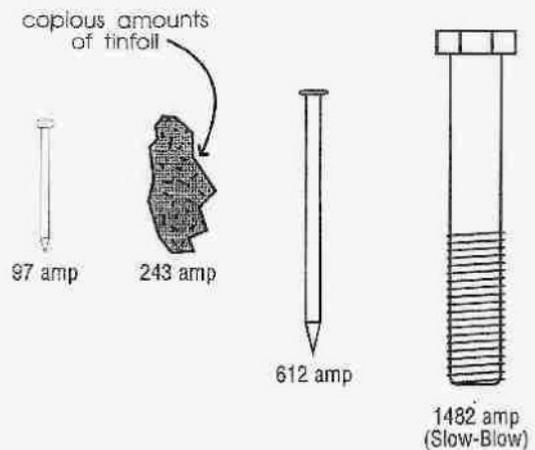
Enough for about 100 metres. With 50km to home that made 500 stop-starts, hardly recommended! After a lot of messing about and head scratching, I gathered enough wrong information to work out the following sequence:

1. Start the pump as above
2. Get up as much speed as possible
3. Switch off ignition (do not lock steering)
4. Sweeney sharply, and turn ignition on.

As seldom happens, all the wrongs made a right, and it worked. Two red lights and 50km later, we rolled into the driveway, leaving behind some bewildered motorists and the sound effects of frequent backfiring.

So now the search for a new fuel pump began...

Guide to Fuse Replacement



Electricenticities: October 2000

A timely reminder of just how far the reliability of modern vehicle electronics have come

Jim has sent in one of his favourites, being a Range Rover owning family (see Market Place) and being in the auto repair business he'd know more about this than I would. This version arrived in his fuse box from "Mathesons Auto Electrics"

"The reason why the Poms drink warm beer is because they have Lucas fridges."

This slogan, emblazoned across the T-shirt of a gentleman engaged in perusing the acres of rusty junk purveyed by dusty persons with sunburnt necks at last year's Bendigo Swap, was causing him considerable distress, as all and sundry stopped him to enquire as to its origin.

"Joseph Lucas... Prince of Darkness"

is another, somewhat more common slogan, particularly among owners of British motor bikes. These and other such scurrilous soubriquets, some of which are quiet unprintable, are from time to time, heaped on the shoulders of Joseph Lucas of Birmingham.

This is really quite unfair and displays a basic inability to comprehend the simple principles of a motor vehicle's electrical system.

Forget all the nonsense about magnetic fields and the flow of electrons along a conductor, for it's just that. nonsense.

A myth put about by Auto Electricians to support their lavish lifestyle at your expense. The reality is smoke! When you think about it, it all becomes startlingly obvious - smoke makes all things electrical function. If smoke escapes, the component stops working. For example - the last time you had to grovel under your car to replace the starter motor, didn't it start smoking before it ceased working? Of course.

The wiring loom in your car carries smoke from one device to another, pumped around the system by the dynamo and when a wire springs a

leak it lets out all the smoke and everything stops. The starter motor requires lots of smoke to work properly, so it has a very thick wire going to it.

The battery stores up large quantities of smoke dissolved in the "battery acid". which is why they were once called accumulators, until it became apparent that we unwashed home mechanics would twig to the secret. Naturally if you try to dissolve too much smoke in your battery it will escape through those little holes in the top- this is why those new fangled batteries with sealed tops explode when they get too much smoke in them.

But with regard to Joseph Lucas and his wrongfully sullied reputation - why is he so maligned? Why are Lucas components more likely to leak smoke than, say Bosch or Marelli? Because Lucas is British and British things always leak. British engines leak oil; British sports cars leak rain; British hydrostatic units leak fluid and British Governments leak military secrets.

So, naturally, British electrical components leak smoke!



Roadkill Rhonda's Kiddies Snacks: January 2009

"Roadkill Rhonda's" recipes have inspired many a culinary camping masterpiece...

Gravel Slice

- 1 Cup Toasted Muesli
- 65g Butter
- ½ Cup Coconut
- ¼ Cup Honey
- 65g Dried Apricots
- 65g Chocolate

Melt butter and honey together. Mix with the muesli, apricots & coconut. Press into a tin. Refrigerate until firm. Melt the chocolate and spread on top.

Rangie Wheels

- 6 Rangie Wheels (or Wagon Wheel biscuits)
- 1 packet instant pudding, any flavour. Chocolate topping.

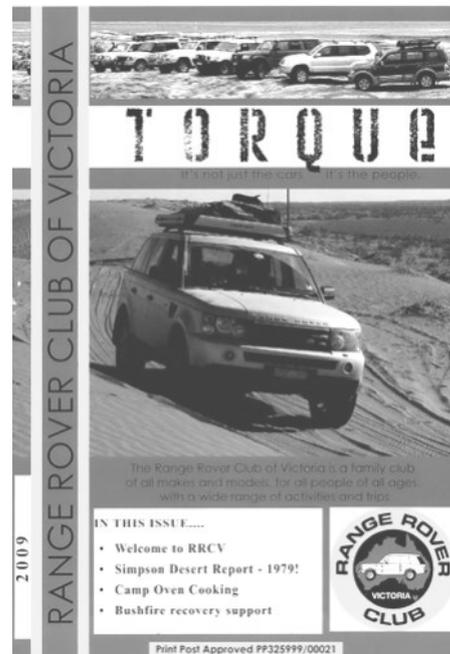
Make up the instant pudding but with less liquid than normal so it is thicker.

Place a Rangie wheel on a plate, then a blob of instant pudding on top and swirl some topping over the top .

Wombat Droppings

- 1 packet Marshmallows Chocolate to melt Sprinkles

Chill the marshmallows in the fridge until they are reasonably firm. Melt the chocolate. Dip the chocolate marshmallows in the chocolate and then sprinkles



Do you have club plates? It's reconciliation time.

There is a legal relationship between membership and having Club Plates, and each year we need to tell Vic Roads who of any of the Club Plate holders are no longer members. If you have or had Club Plates it is important that you confirm the details with us.

Please email club.permits@rangeroverclub.org.au (or call Kenny Macleod on 0421 952 540 to let us know what you have, and we will make sure everything is up to date.

While we are on the subject, we need some admin help on this. If you have an hour or so each month to spare, please let us know.

More info on the Club Plate scheme can be found on our website <https://www.rangeroverclub.org.au/Club-Plates>, or scan the QR code provided



A True (?) Story: March 1979

A little humour from a very early edition of TORQUE

Recently a large number of Nissan Patrols were imported to Melbourne, and it was found on arrival that the gears in the gearbox were damaged in all vehicles. The directors of the Nissan Motor Company had replacement parts flown out from Japan

However, while en-route, and over a campsite occupied by the Club for the weekend, the plane developed engine trouble and had to dump its cargo.

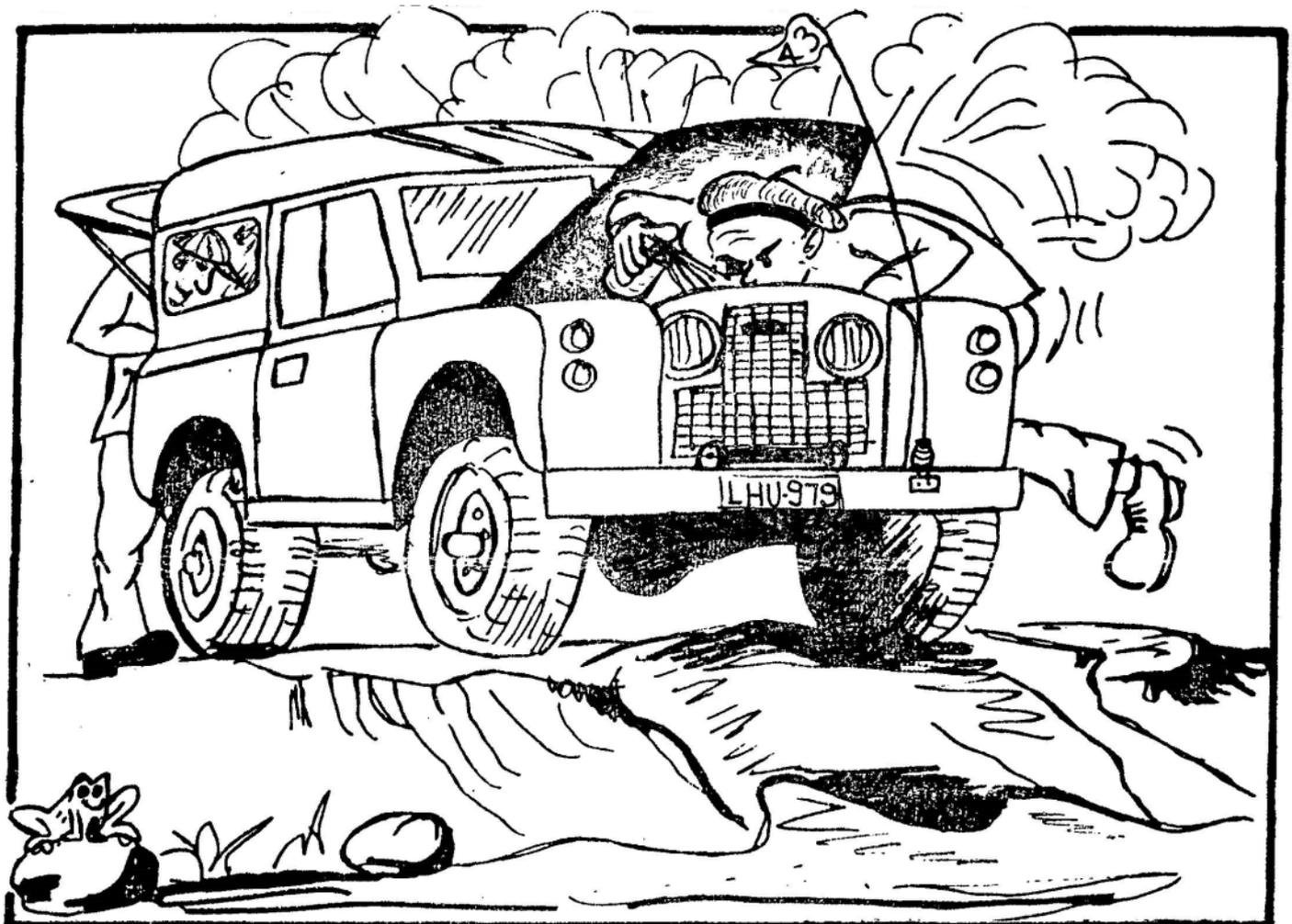
It so happened that Stephen Ross was exposing parts of his body for a suntan when the cargo crate hit the ground. He was seen to jump to his feet and heard to exclaim "It would never happen in Holland...this lousy Australian weather...one second the sun is shining, the next second it's raining Datsun cogs!"

A.Non

(that new member)

Great Scott—Wet Sparks! August 1980

When attempting a river crossing certain precautions will ensure you a safe, dry, expedient crossing. First, remove the fan let, place a hessian bag over the grill and spray the electrics liberally with CRC. It is also wise to move all bedding and clothes to as high as possible an elevation.



Driver training: June 2020

David Irvine

Participants

Luke McCullen - Discovery 2

Peter Nissen - Toyota Prado

David Irvine - Discovery

Instructors:

Paul, Chris & Phill.

After the Wednesday evening theory session, the participants were eager to hit the practical side of the training. However, a quick look at the weather reports suggested it could be a very wet and cold day. We arrived at the Narbethong Black Spur Inn for an 8.30am start to be greeted by Jim with a hot coffee and to meet our trainers for the day, Paul, Chris, and Phill.

We then progressed outside for a review of the differing vehicles, noting how each one had some superior and inferior aspects in compari-

son. We then headed off to the pine plantations to arrive at Westons Track for instruction on Stop/Start up hill and downhill and driving uphill and down hill "through the brakes". As usual with a LR there is always some mechanical issue and my hand brake made some very strange noises which caused an issue later in the morning. Having only had manual 4wds before this was a new learning experience for me, even though on Saturday while out privately, I did some practicing. Luke then jumped into his immaculately presented Disco 2 and went up. On the return, he then discovered why the Disco 2A reinstated a locking centre diff. It seems in reverse it has difficulty in getting all wheels driving. With Peter, Chris and myself at the bottom of the hill, and with him starting to get on funny angles, we all re assessed which way we would run should the car roll. With expert instruction he made it back down. Peter then went

up and did it all with aplomb.

After that we headed out to the water crossing. With the tracks wet and slippery, what we had just learnt in a "controlled" environment was instantly put into real life driving. Having done a course with another Club at Werribee and in dry conditions, this real-life driving was an ideal way to apply learning to reality. Just at the turn off to drop us into the creek, Paul did a "reccy" of the drop down to the river, telling us all to hold our positions and wait. From what he told us the car slid sideways down the track caught in the wheel ruts. He was most disappointed that it had not been caught on film. However when he came back up and we took another track, I had to shift his car to get more space for everybody and I did notice a strange smell in his car, so it must have been almost driving by the seat of his pants.

It was as this point the funny noises on my park brake came back, and the car park brake was locked on. Nothing in the car handbook other than if it locks call a service centre!! Luckily, I remembered that on purchase I was told to lift up the cup holders and there was the gear shift release and the park brake cable pull. Old habits die hard and I had to keep on remembering not to pull on the handbrake every time I stopped the car or got out.

We then approached the water crossing from another track and with instruction all crossed over and then we all crossed back to get to the Inn for lunch. Stopping the car, I forgot and pulled on the handbrake and it worked. (and still does).

The weather had been kind to us up to this point and after lunch we went out the back for some practical sessions, on winching, snap stretching and joining. Then the clouds opened up and it just rained with no inten-



tion of stopping.

As there were 3 cars and 3 instructors each car then negotiated the Black Spur Inn 4WD course in the wet. Again, having done something like this in the dry before at Werribee, the rain really makes you think and drive much more thoughtfully. Dry conditions and there are no slipping or sideways slides. In the wet a whole different matter.

As it was still raining, it was decided to air up and head home.

In conclusion, I found this day was of enormous benefit to me personally. I have driven in all conditions in the past in a manual, and thought I knew it all. In an auto and in these slippery conditions, I learnt so much more and I thank the instructors Paul, Chris and Phil for a great day, great practical knowledge sharing and a fun time.



HF Radio Guidance & Training Provided For All New Members

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AUSTRAVEL-"WHERE HF RADIO MEETS 4G IN THE BUSH"

Why Do You Need HF Communications?

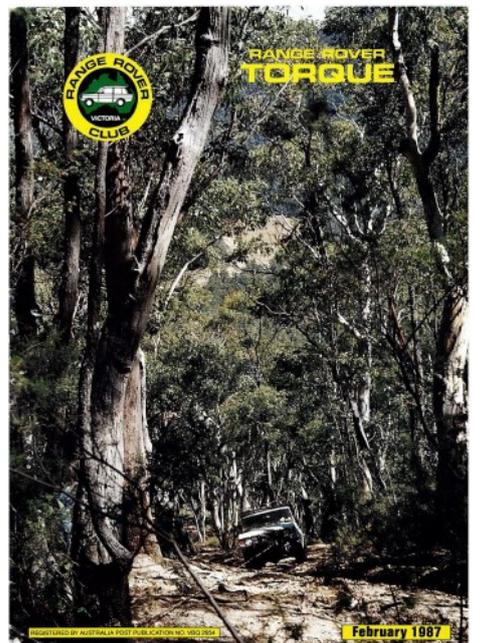
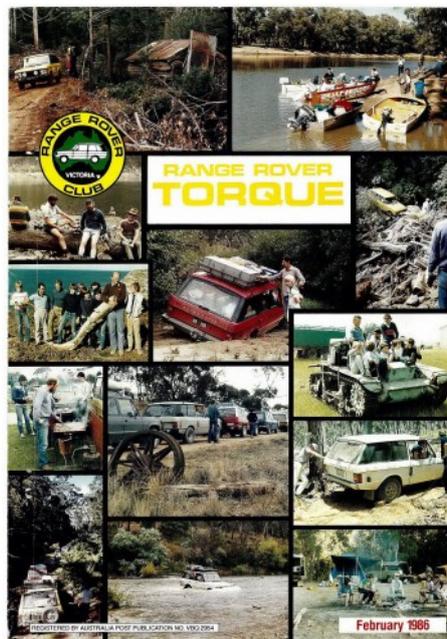
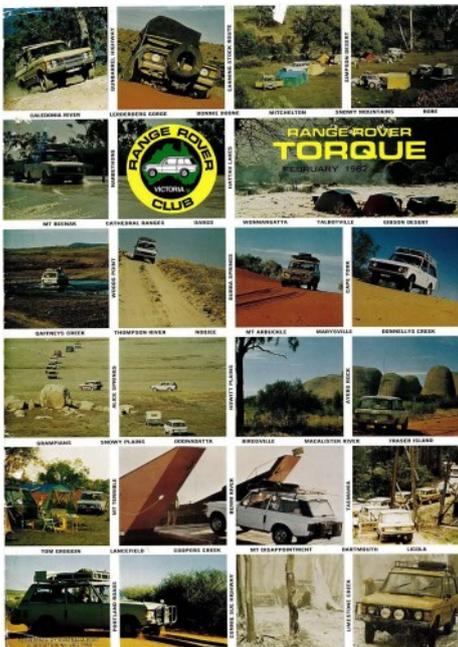
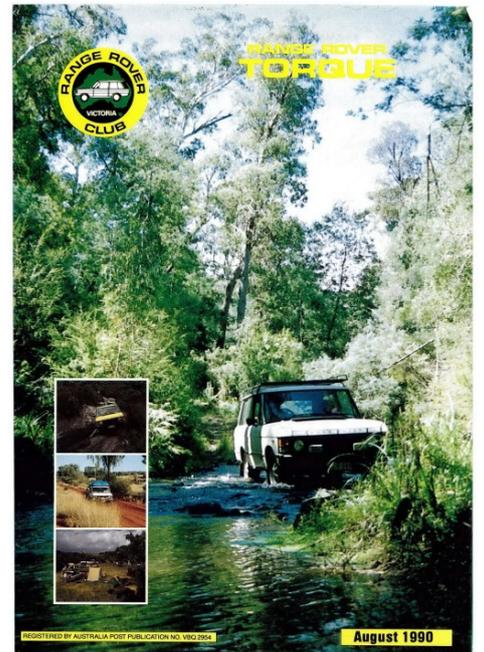
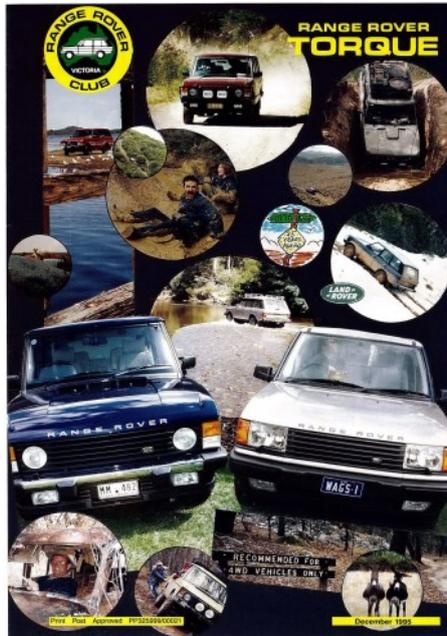
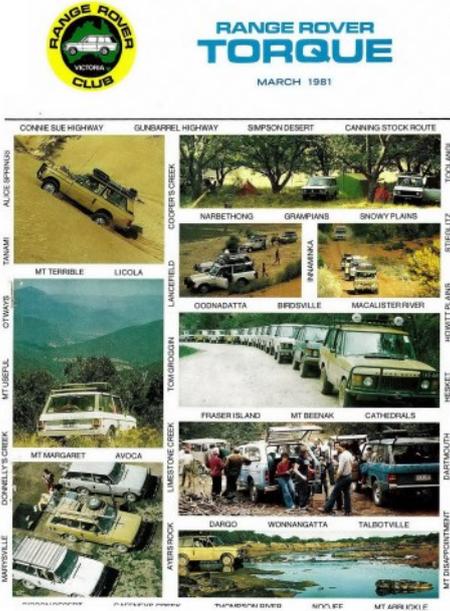
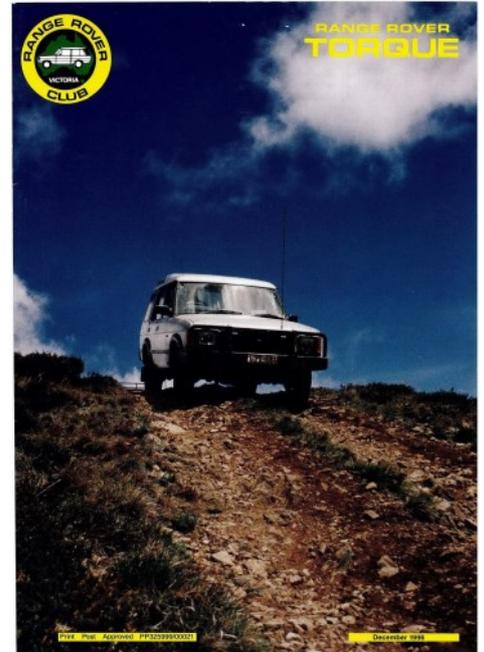
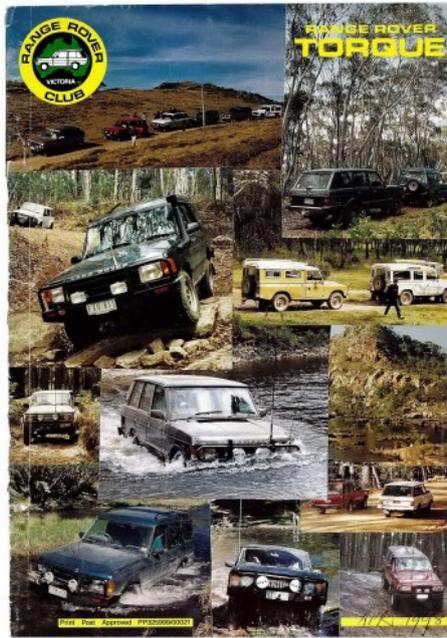
- 75% of the landmass of Australia has no mobile phone coverage.
- Therefore most of any recreational travellers time is spent out of direct contact with family, friends and emergency services.
- Austravel Safety Net Inc. provides its members with HF radio SMS, MAILBOX, GPS and RADPHONE services and the unique "red button" H.E.L.P. (4357) - the rapid response emergency call system in times of need.
- Out-n-About™ app - family & friends connectivity (and more) for Austravel members travelling the outback.
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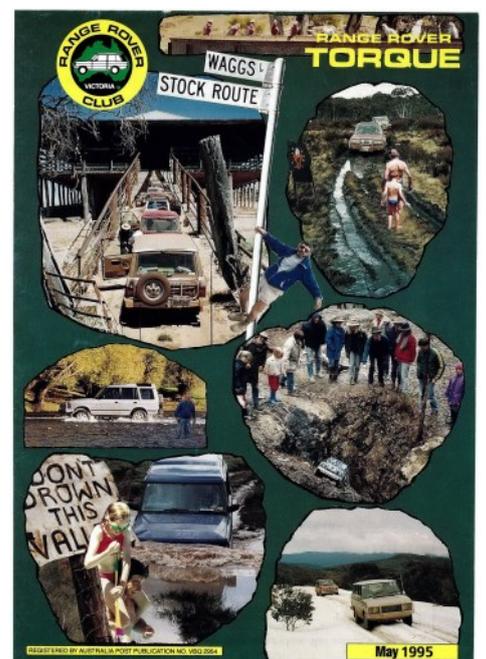
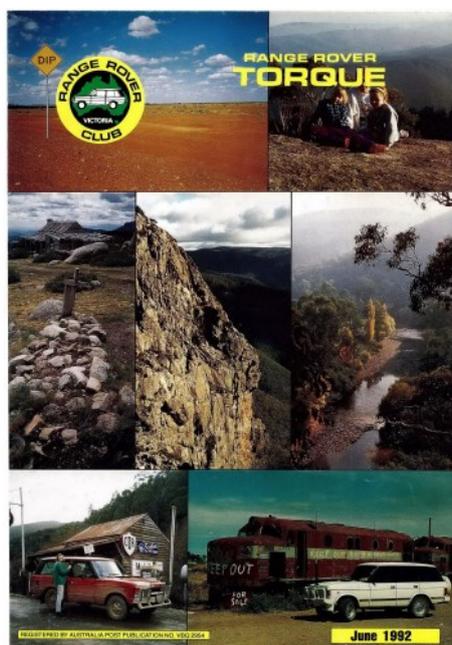
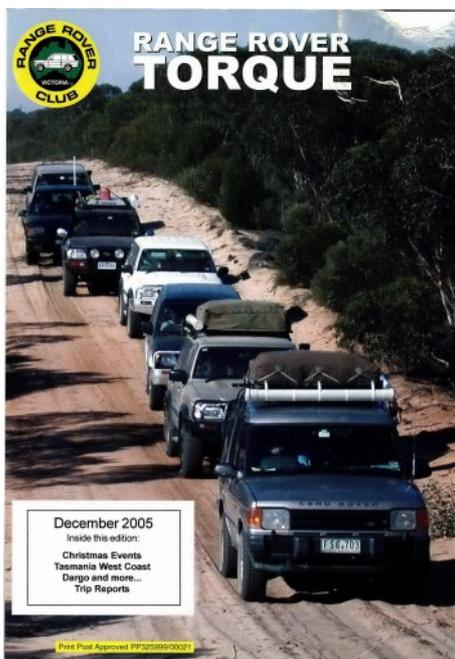
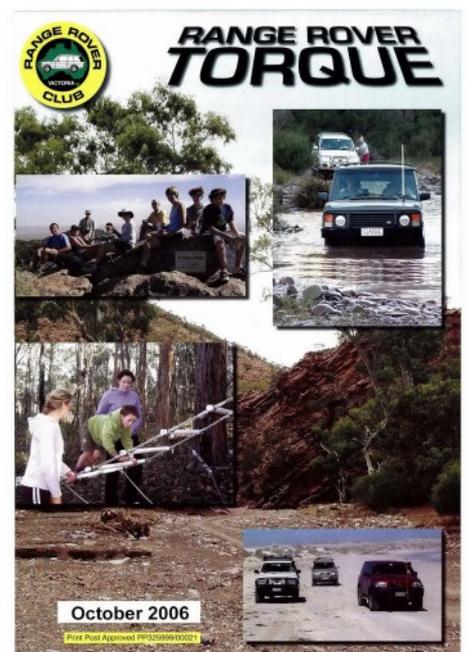
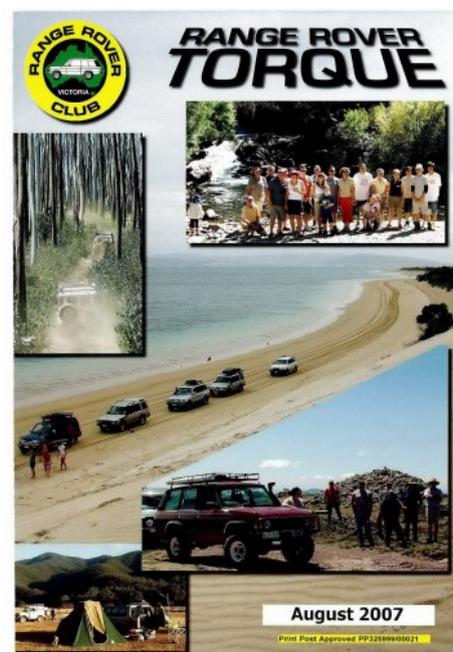
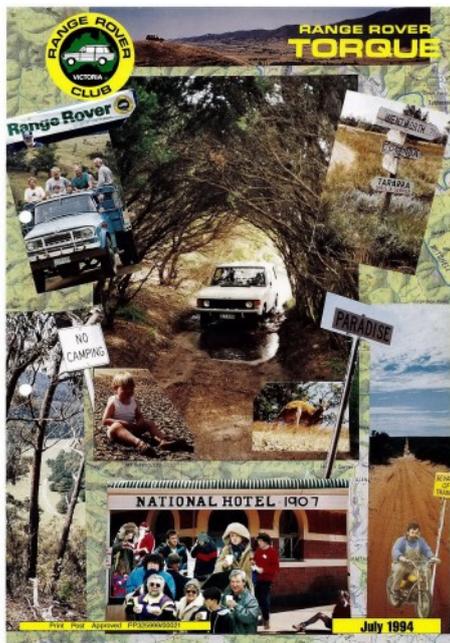
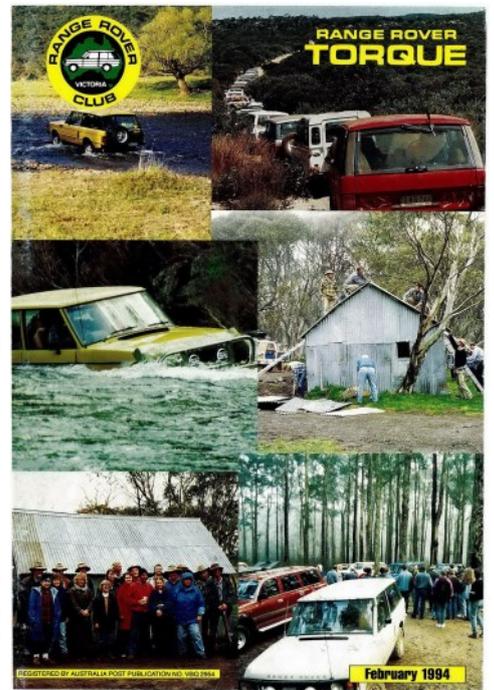
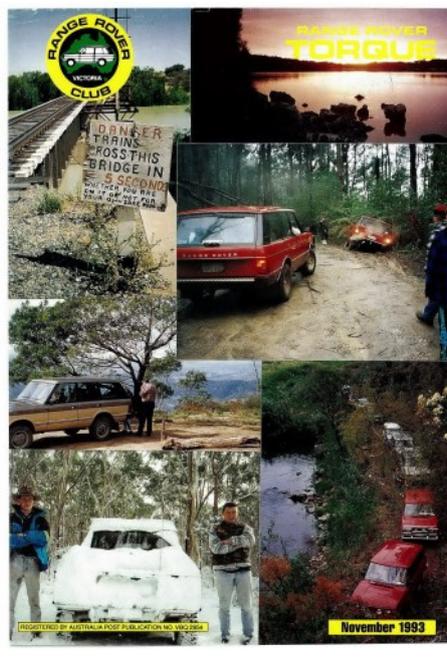
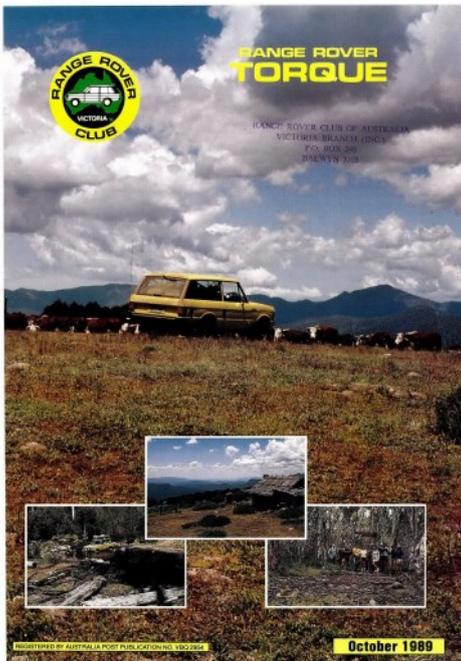
TORQUE

The Covers of TORQUE

An interesting look at the covers of TORQUE over the years.

Clockwise from left: April 1998; December 1996; October 1989; November 1993; February 1994; March 1991; December 1995; August 1990; July 1994; August 2007; October 2006; February 1982; February 1986; February 1987; December 2005; June 1992; May 1995





Outback trip to Innamincka & Birdsville 1974

John Collins

My first Range Rover arrived, after a nine month wait, in mid 1974 and was immediately put to use on trips to Wyperfeld National Park and the Victoria Alps.

Later that year I attended a conference in Sydney of staff from a number of independent boys' schools and was inspired by a lecture given by someone who conducted outback trips for school boys. As I had been conducting weekend and holiday camping trips throughout Victoria for similar aged students, I soon began preparation to extend this to the outback.

The first trip I planned was to Broken Hill, Milparinka, Tibooburra, Innamincka and Birdsville. Trips in these areas became the fall back location for future trips, as they could be organised quickly and for shorter durations than to other places. In all eight trips fell into this category between 1975 and 1993 with another three passing through the area en-route to somewhere else.

So in 1975 I began a tradition of taking students from Years Seven to Ten at Camberwell Grammar School to Central Australia. In all I conducted twenty-four trips to various locations until my retirement



Milparinka Courthouse

in 1994.

Preparation for the 1975 trip involved the purchase of a second hand Land Rover Station Wagon and a trailer in order to accommodate the three adults and twelve boys in the party. Most of the necessary camping gear was already available and in use at the time.

As I had little experience conducting trips in this area I sought advice from Rex Ellis, with whom I had travelled the previous year, and from Mike Steele at the Innamincka Trading

Post. Rex Ellis was also the owner of the Birdsville Hotel at the time.

We left Melbourne in mid August and camped on a farm property at Lascelles on the first evening. We then travelled through Mildura, followed the Silver City Highway to Broken Hill and further north to Tibooburra. At Milparinka we visited the ruins of the courthouse complex, walked to the summit of Mt Poole, visited Depot Glen and the Poole gravesite. At this time Tibooburra was not connected to the electricity grid and the storekeeper needed to start a generator before we could refuel our vehicles.

We travelled west from Tibooburra through the recently declared Sturt National Park to Cameron Corner. Beyond Waka Homestead the track wound through the sand dunes and skirted Lake Pinnaroo that was brimming full following the 1974 rains throughout the outback. We camped that night near Fort Grey in the National Park. Next day we followed the road north to Fortville Gate and then the actual Dingo Fence west from there to Cameron Corner. Cameron Corner was an isolated place in 1975 and the track to the west through Bollards Lagoon still



Waka Clay Pan

wound around and over the soft sand dunes. Fortunately about half way to Merty Merty we joined a newly constructed track that was being bulldozed through the dunes to allow for the movement of trucks carrying pipes for the Moomba - Sydney Gas Pipeline.

The Strzelecki Track from Merty Merty to Innamincka had been washed out in 1974 and was still not available for travellers, so we detoured via the Moomba Gas Plant to Innamincka. The road took us through the gas plant and in close proximity to the towers in the facility.

We camped at Innamincka beside the Cooper and were entertained that evening by Mike Steel who showed the group his slides of the area. Next day we moved camp to Coongie Lake before returning to Innamincka. During our time at Coongie we had the area to ourselves with no limitation on where we travelled and no-one else with whom to share the sites. The flood waters from 1974 had subsided but all lakes and billabongs were full and teeming with bird life.

From Innamincka we travelled to Birdsville via Cordillo Downs and Cadelga Ruins. At Birdsville we camped beside the lagoon and enjoyed the hospitality of the town.

Our return trip was via the Outside Birdsville Track as the Inside Track was still under water from the previous year. At Etadunna we detoured to visit the Kallalpaninna Ruins and camped beside the lake of the same name. This was the site of a Lutheran Mission that worked amongst the local Dieri people from 1866 until 1915 and provided a school for the children. Hermann Vogelsang, a German pastor who is buried here, helped protect the local indigenous lands from pastoral takeovers. This site was added to the SA Heritage Register in 1984.

Near Marree we detoured to Muloorina Station and Lake Eyre. The lake was full of water from the



From top: Birdsville Hotel; Lake Eyre level marker; Mud on the Birdsville Track; Moomba Gas Pipeline

TORQUE



Crossing Bulloo Waterhole

previous year and the group enjoyed the opportunity of swimming here. The shores were lined with millions of small dead fish that had hatched in the fresh water rivers before being washed into this salty lake to die. Where we camped was close to the spot where the Donald Campbell broke the then land speed record in 1964.

It is hard to compare what we experienced on this trip with the conditions found there today. For a start we had no form of communications at all, and even in towns such as Innamincka and Birdsville there were no telephones in 1975. The RFDS radio was the only communications available to these people. Of course at this time there was no GPS system so we followed paper maps and navigated by the seat of our pants. Generally this worked well although at times we were uncertain that we were following the correct route until we reached our destination. Many of these roads were merely tracks through the bush and received little maintenance. However the upsides were a complete lack of tourists and the welcome extended to all travellers by the people on the stations visited. All would offer a helping hand with any repairs needed and advice and directions as needed. There were no restrictions on where one could travel provided you could get there. Today many of places we visited on this and subsequent trips now have access denied or no longer

appear on maps.

There were a couple of other interesting adventures we experienced in this region in the following years that are outlined below.

Borrowing a row boat to cross the Cooper to the Dig Tree.

Again in early 1977 rains fell in the Cooper catchment and by May when we reached Innamincka it was still impossible to cross the creek to visit Coongie Lake or the site of the Dig Tree at Nappa Merrie. Mike Steel from the Innamincka Trading Post loaned us a rowing boat that we carried on the roof rack to Nappa Merrie and then used it to ferry the group across the Cooper to the Dig Tree site.

Visiting Lake Massacre & Coongie to Birdsville Track.

In 1980 we planned to travel from Innamincka to Birdsville following the route, in reverse, used by Les

Richmond on a Club trip in 1979 and reported on pages 132-135 of "Touring & Torqueing". This necessitated crossing the Cooper at Kudriemitchie Waterhole with its steep muddy banks. Fortunately as we arrived there, a group of rabbiters appeared on the opposite bank and we were able to use each other's vehicles as an anchor point to winch ourselves out of the creek. Having succeeded, we found the grave site of Gray, a member of the Burke & Wills Expedition at Lake Massacre and continued towards the Birdsville Track. We more or less navigated through here by the seat of our pants with no defined track but noting the various abandoned vehicles and camps recorded in the Club trip report written by Maggie Pridmore.

Medical support from Trading Post.

In May 1984 whilst returning to Innamincka from a night at Coongie Lake, one boy slipped on the trailer tow bar and cut his leg quite badly. Immediate first-aid attention was given but it was evident that the wound needed to be stitch. At the time I decided to continue to Innamincka a seek advise from Mike Steel as to best course of action rather than immediately contacting the RFDS by radio. Mike looked at the wound and decided it was within his capabilities and training and performed the operation there and then. The boy recovered well and even returned to Innamincka later in the year.



Crossing Cooper Channel

Torque: April 1982

Describing Les Richmond's wheel getting stuck....

Helen Comber

... Sunday 7th March, Weather Fine

We left the campsite early for a tour of the district. Some members gave a lift out to some boy scouts and their dog who had been camping at the mill site.

Whilst travelling along the West Barwon Track we heard from our leader that he had seen some black wallabies. Further on we stopped to have a look at an old diesel-driven winch used for hauling logs up the steep slopes. A good view of the West Barwon dam was had from a scenic lookout on the Apollo Bay road, and we then continued to the Stephenson Falls, which

were reached after a short walk from the Gellibrand River where we had parked the cars. After the Falls had been photographed from all angles, we returned to the cars for lunch and to relax in the shade. Continuing along the Bayers Track we passed some members of the Geelong 4 wheel drive club, then on to the Mt. Sabine Track to Mt. Sabine (elevation 589m). Some of the fitter members climbed the fire tower which afforded a beautiful view of the surrounding countryside (I believe).

We then travelled via No. 1 Spur Track through the West Barwon catchment area, arriving on the shores of the dam which we had viewed earlier from the lookout point. Prior to flooding, the site appeared to have once been an old farm, where the fossickers found pieces of an old brass bed, brass pipes, odd jars, bottles and even an



Les's front wheel suddenly disappeared down a hole.

old apple tree, which provided our afternoon tea. In the area surrounding the parked cars were bushes with red and yellow fruits which were identified by Shirley Kelly as Kangaroo Apples, an edible fruit.

As the convoy headed back along the track, Tail-end Charlie had just signaled all cars moving, when Les's front near side wheel suddenly disappeared down a hole. On closer examination, the hole appeared to have been an old well. Its position was covered by grass and bracken and it was so close to the track that most of the RR wheels had missed it by inches. On completion of taking suitable photographs for future reference, Greg, with the aid of the

Snatchem strap retrieved Les from the hole and the last 3 cars hastened up the track to rejoin the convoy back to camp.

After tea, whilst sitting around a huge camp fire listening to tales, it was reported that Greg did the washing up for the first time on record. As thundery looking clouds loomed over-head a certain member predicted that it would rain at 8.00a.m. next morning, and we would all get bogged!

TORQUE

Four Wheel Drive training

Motopro Four Wheel Drive Training Course: August 1989

David Woods

A hallmark of the club has always been the excellent training available as part of your membership

On June 5th 1989 the Range Rover Club committee met at Narbethongs Valley Farm to review and assess Owen Peake's 9 s four wheel drive training course.

The day's training commenced in the classroom examining the mechanics and theory behind four wheel drive vehicles. At 10am we met Owen and David (the owner of Valley Farm) with three other vehicles undertaking the course. The practical side of the course is held partially within the farm and partially on local bush tracks.

The training section within the farm helps the drivers develop:-

emergency starting and stopping on an incline, gear and brake usage on slippery and steep conditions, prevention of roll over and steering techniques.

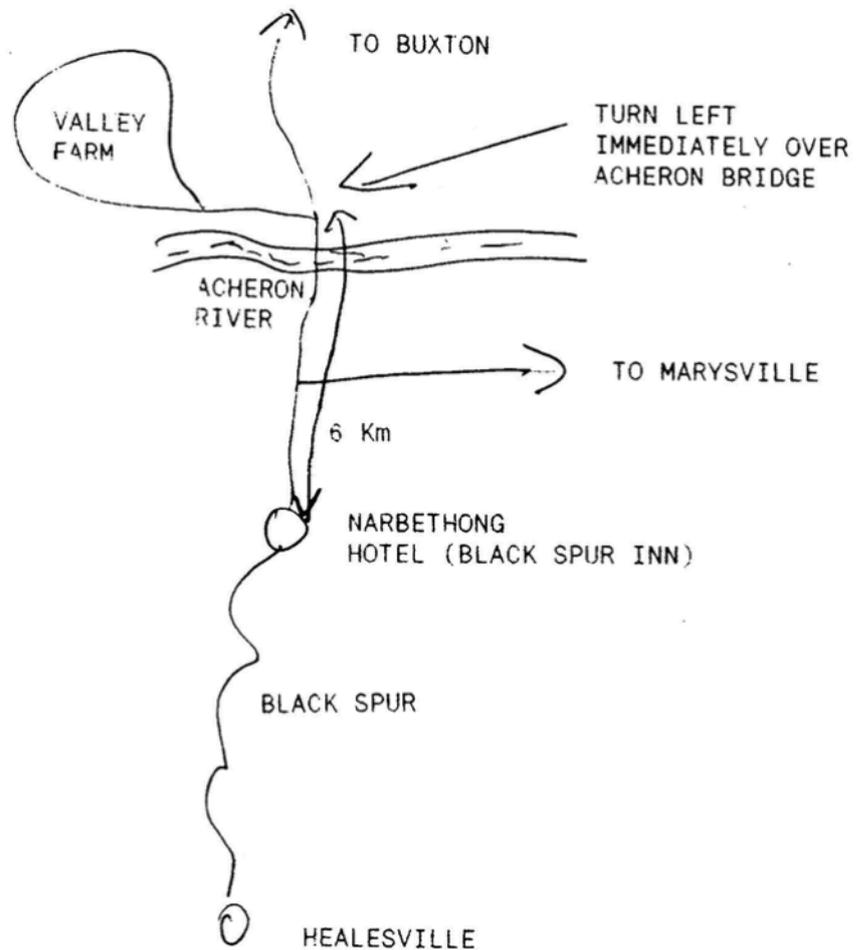
The vehicle's wheel travel is also demonstrated on specially set up ramps.

The above techniques are undertaken under carefully controlled conditions with the students being able to experience the procedure sitting in Owen's vehicle prior to carrying them out in their own vehicles.

Owen also accompanies the students in their own vehicles to help build confidence and develop driving technique.

After lunch the training continues using the techniques learnt during the morning. A short trip into the surrounding country is undertaken highlighting convoy procedure, reading the track sheet and keeping the vehicles safely spaced.

Some relatively difficult sections were encountered demanding the use of most of the skills initiated earlier in the day.



The convoy returned to Valley Farm for a basic debriefing and cleaning of the vehicles. The students taking part commented that the day had been very enjoyable and that a great deal had been learnt about their vehicle's safe handling and abilities.

The course, I believe, could be of great benefit to the Club offering certain benefits which are difficult to acquire during a New Members Club trip.

Personalised tuition under controlled conditions.

Awareness of the vehicle's capabilities and controls prior to encountering difficulties.

Development of forward thinking and responses to varying conditions.

Range Rover Price: August 1979

Reprinted from Overlander 1979

1979 could be a very exciting year for Leyland Australia. According to Mr Ron Hancock, LA's Managing Director, Range Rover, Land Rover and Moke will account for 20 percent of LA's turnover this year.

The first Range Rover CKD* packs should arrive in April, to coincide with a 50 percent increase in production capacity at Solihull, England. Mr Hancock believes "We hear complaints, it's about the reliability of a lot of cars, but so far as I know in Australia the Land Rover and Range Rover have a damn good reputation". He continues, "We've only just started to advertise Range Rover. Up to now the

vehicle has sold itself". He adds, "I'm not sure why Australia has taken so long to assemble Range Rovers locally. Ever since the vehicle was introduced, there have been world wide shortages

Does he feel guilty about the massive price hikes that have doubled the vehicle's price in 2½ years? "We still sold every one we could bring into the country and had an eight month order book" he replies in justification, adding "\$17,600 is a high price. But it's not so high when you

compare it to the prices they fetch in the Middle East."

*CKD refers to Completely Knocked Down. It was a form of car manufacture whereby cars were imported to Australia as a crate of parts and then reassembled locally, this was often done as a way to attract favourable import duties. JLR still assembles vehicles in this manner in several markets!



Chromite: July 1983

Clive Nicholson

Friday

On Friday 22nd November the Miller and Nicholson contingent departed Melbourne at 5.00 p.m. intent on a pre-trip night of comfort at Heyfield. The Railway Hotel provided an excellent watering stop with a quality counter tea that can be highly recommended. A comfortable night was spent at Broadbents motel, despite the thickness of the pillows, which were akin to a page of "The Herald".

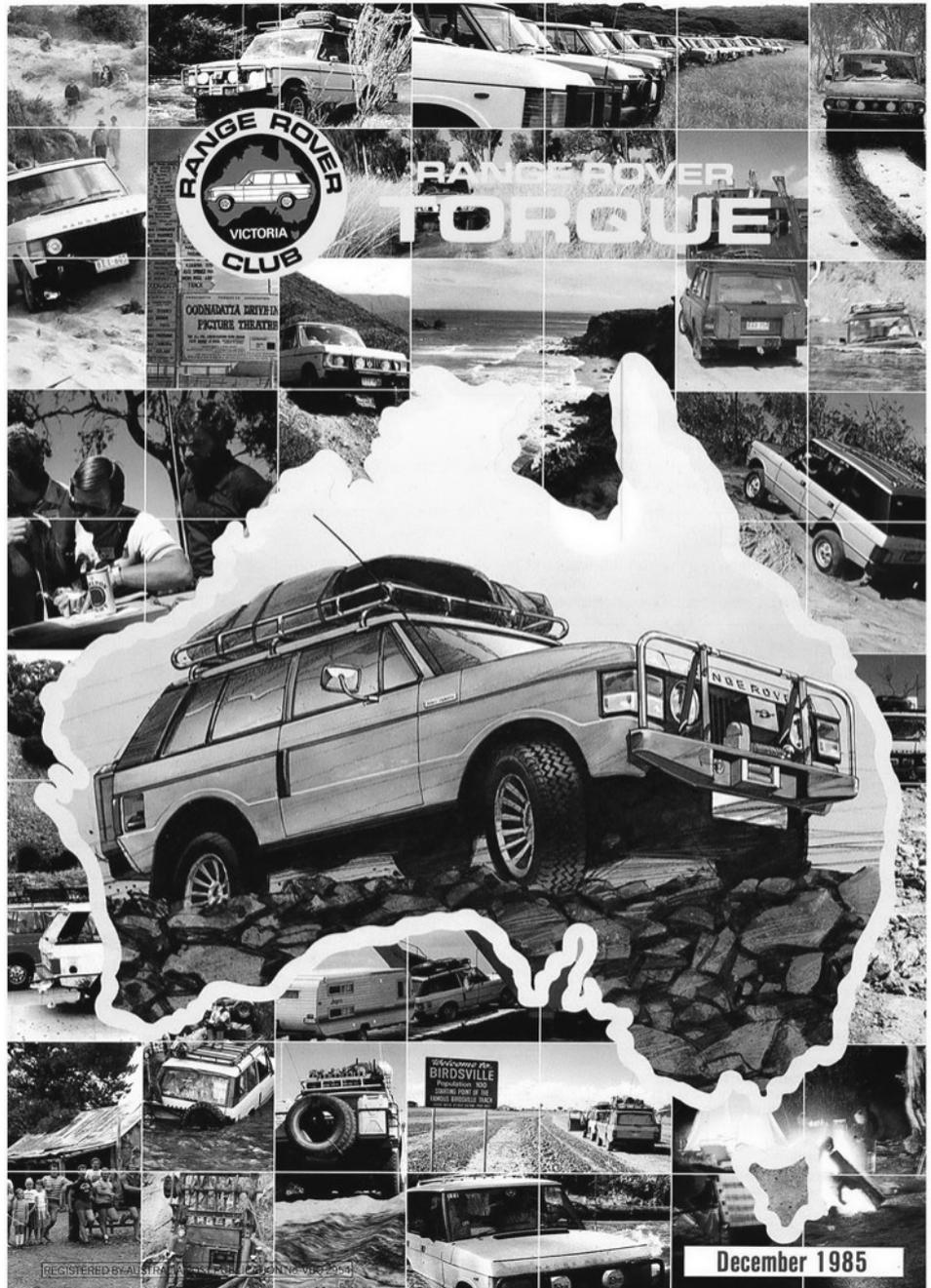
It was on the Friday night that we decided to check out the proposed trip on the map. Appropriate maps were produced and we discovered that there were various ways of reaching our destination. The solution: call for the club magazine. It was here that we learnt that travel was to be via "rivers creeks and 4WD tracks to camp site" on Saturday and "as above but on different tracks" on Sunday.

Saturday

After meeting at Glen Maggie the question of proposed route was put to our leader Bob, who after much deliberation declared that it was all a bit of an unknown. However, a bit of shrewd guess work led this writer to believe that Bob knew more than he was letting on.

Talk of crossing the McAlister river caused some concern, particularly as the river had recently been flowing a gusher. Graham Lyttle didn't help much with talk of water flowing down the bonnet vents. However, the crossing of the McAlister was uneventful apart from some damp carpets and mild concern when the pressure of the water flow made steering the vehicle, at times, entertaining.

We travelled to the Chromite mine along the Mt. Margaret, Mt. Hump and Chromite Mine Tracks. This writer was mildly offended when the whole



convoy refused radio communication with him, until by clever deduction he discovered the aerial lead had fallen out.

Magnificent wild flowers.

Camp site on Dolodrook river. The clearest, sweetest water produced one trout (Ashley Gordon takes a bow). Tents erected, fire wood cut, general clean up of area undertaken. Then a short run to the mine itself. This was a long abandoned trench like affair with large pools of water.

Someone was heard to say that the pools were bottomless, but kids these days won't believe even the most plausible lies.

Our resident geologist reported that Chromite is used to line furnace walls, and is only found in commercial quantities in Africa. Another resident geologist found the long lost original official rock, which was a fairly ordinary looking dirt coloured rock similar to all the others lying around.

From the chromite mine we had a

magnificent view of the Sentinels (courtesy Graham Lytle's 3D binoculars, some people will believe anything). The Sentinels are magnificent - great stone upheavals where I am sure Tolkein met Gollum and the trolls.

The brumbies were due to come through at 6.00 p.m., but I didn't see them.

Back to camp with fire wood on roof racks. Cooking fires, food, dishes, communal fire, Gordon Miller's claret and bed.

Sunday

Up at 6.00 a.m. One gets sore fingers when people keep treading on your hands.

I will never drink Gordon Miller's claret again. After quaffing his claret - Breakfast, dishes, break camp at a leisurely but record pace. All ready to

leave at least 15-20 minutes before anticipated departure time.

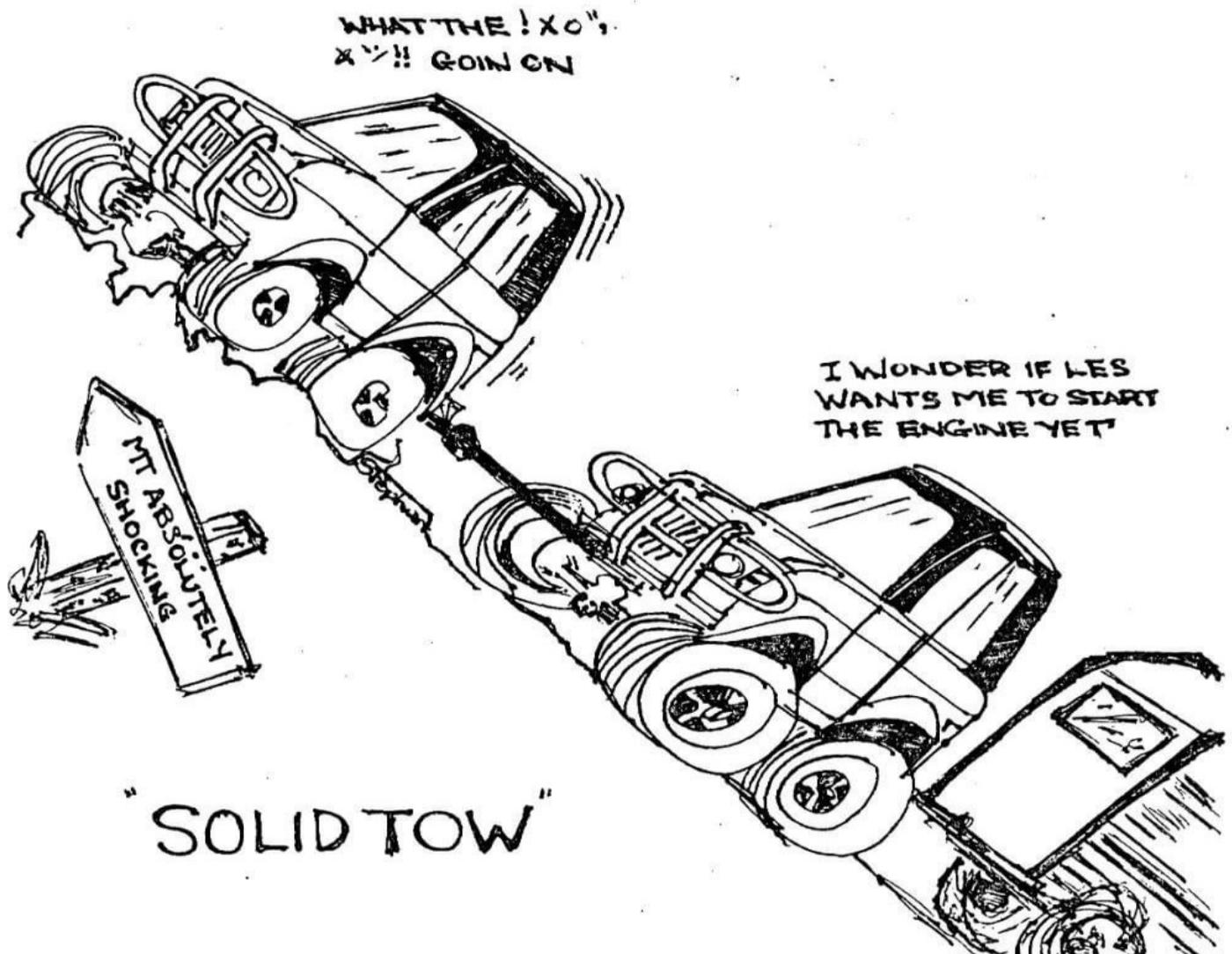
Chains fitted and up the track we go. Some nasty wheel spinning moments, but all out safely. Vacating by Chromite Mine Track and a different part of Mt. Hump track. Morning tea at Ben Cruachan Creek. Then press on over a nasty coking exit from crossing the creek. The Tojo had to be snatched up but so did one RR. Gordon Miller's RR slipped side ways and kicked a front wheel perhaps 3 - 4' in the air. Some said 6', some said 12' - however your official reporter measured it accurately at between 3' and 12'. In any event a very worrying moment was overcome by a number of members jumping on to the bucking corner until the vehicle was snatched out. The event was notable for the speed in which young Anthony Miller vacated his father's car through a window, amongst other things. Pressing on a short distance, to

discover track condition changes which required a turn around. Our leader Bob learnt how to back down a treacherous track for many hundreds of yards. His neck is now permanently twisted and its no good trying to do anything behind his back anymore.

Some interesting two point turn hair pin bends which gave us a fair indication of just how hard a handbrake can be pulled on.

Home via Burgoyne Gap track.

Farewells and thanks to leader, tail end Charlie and all present for their company, advice and assistance from time to time. Special thanks for those who provided the diesels, not only for the smell, but the reassuring thought that they were there in case of need.



Fraser Island: October 1986

Mary Nicholson & Trudi Timms by their ghost writer Clive Nicholson

AUGUST SEPTEMBER SCHOOL HOLIDAYS 1986

Monday 25 August.

Meeting place and introductions at 1.00pm at the Rainbow Beach caravan park. The park is large and obviously the established meeting place - jump off point for many Fraser Island venturers, as it was choc-o-block with four wheel drives.

A beautiful afternoon saw a run to the authorities to obtain permits (\$40.00) followed by the formation of the first convoy to travel through the nearby National Park - Rainforest to the beach. An examination of the shipwreck "Cherry Venture" washed up on the beach in a cyclone in 1973 revealed a badly rusting and heavily signwritten cargo ship languishing in the sand some fifty yards from the ocean, surrounded by sightseers and ice-cream vendors.

Travel back to the caravan park via the beach, to top up tanks and tummies, in anticipation of a 6.20am start the following morning.

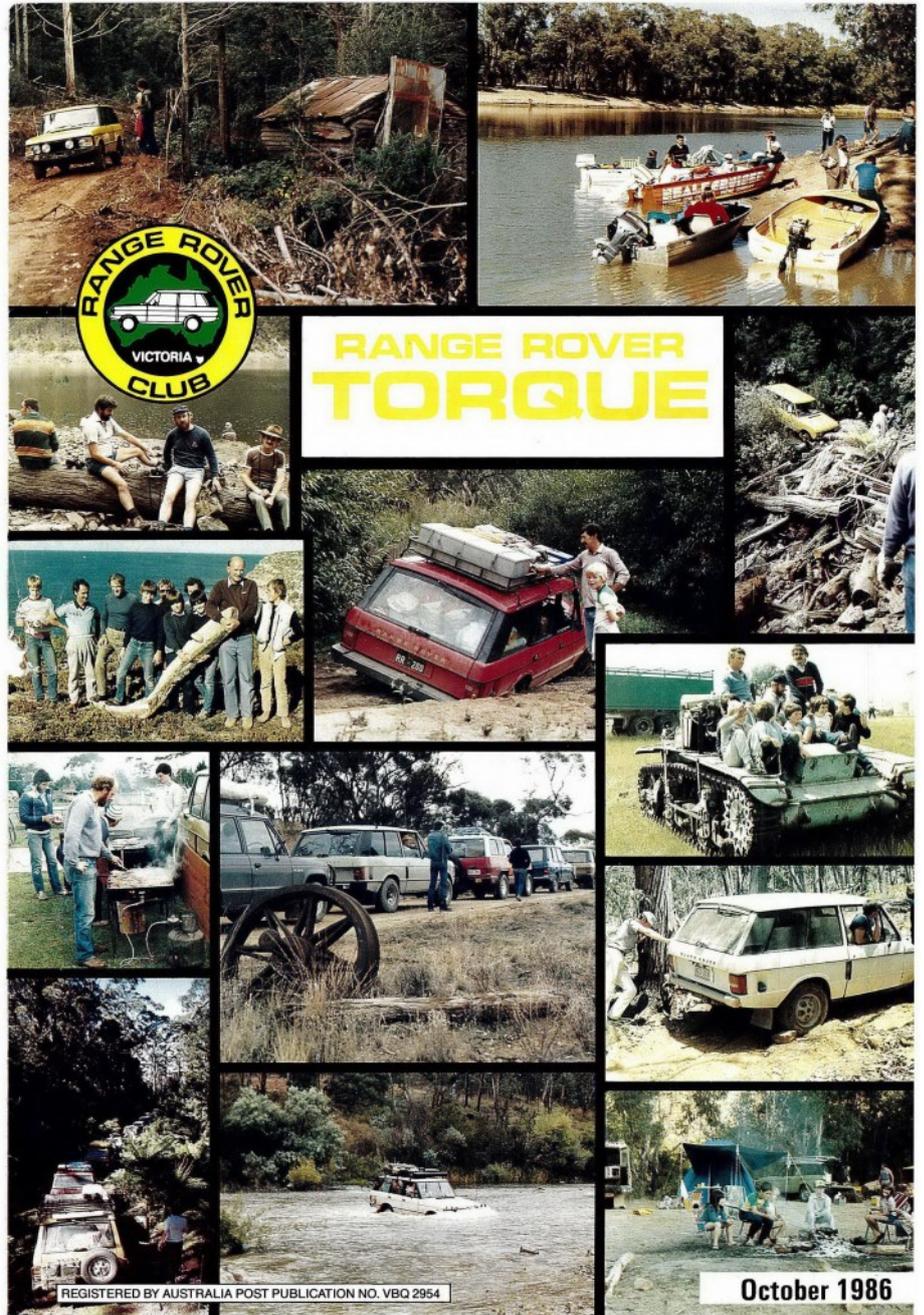
Tuesday 26 August.

Hank had set two alarms to awake at 5.15am, but this proved unnecessary as Jim & Kathy were up at 4.00am dismantling their "big top" tent.

They assure us that they were working quietly, but the rest of the caravan park tenants, as if by magic, all rose early with them.

Heavily laden cars, caravans and trailers set off to cross the soft sand onto the beach to run some 10 kilometres to Gordon Elmer's barge. The new drive on - drive off barge was operating in consort with one of the older drive on - back off barges, and we were soon seaborne at a cost of \$35 per car and \$50 per car-caravan combination (return).

Our leader reminded us that it was



club tradition to drink at least one can of beer on the crossing (at 7.00am!), and this was indicative of the casual and sneaky way that the trip reporter was to be chosen. The run up the beach for some 70 kilometres to Eli Creek was entertaining as we crossed countless wallows watching Bob & Ann's van becoming airborne and skewing sideways.

Ian & Trudi's van was always sideways, but that was because its axle was cunningly placed at a peculiar angle in its manufacture by Jayco.

We spotted a wallaby, numerous wild brumbies and dingoes which kept the children (big and small) entertained as we approached the camp site.

Camp was set up, a fire was lit, and Alan & Christine Hawkes appeared from their penthouse suite, high in the sand dunes, for further introductions. (Alan & Christine had arrived several days earlier).

A general examination of everyone else's gear followed, lids were lifted and we settled in on an overcast day

to fearfully await the appointment of the trip reporter.

Hank had an idea which he thought was rather smart. He had selected Mary Nicholson and Trudi Timms right from the start. Of course Mary and Trudi gave Hank and Clive a knowing look and that was how Clive got to write this damn book.

POINTS OF INTEREST

Bob Brooks, in levelling his van on the sand, lowered it onto his hoard of beer, making it almost irrecoverable and causing everyone else to hide their supply and suddenly forget who Bob was.

Lindsay Brooks gymnastics display in falling off his chair and only losing one of his sandwiches in so doing.

The dead fish caught under Ian & Trudi's car (somewhere) causing a vacating of the area within 50 metres.

Bob caught the first fish and Lindsay cleaned it on Dad's bonnet. (What he didn't know didn't hurt him).

The panic rush for others to get their rods out.

The toilet facilities. No "engaged" signs were necessary, as their state of occupancy was gauged by looking for feet observed thru the large gap under the walls.

Wednesday 27 August

Ian's car still stinks.

Rob Booth took the top off his 4-Runner for the trip to Central Station. Central Station is in a rainforest area of the island and was notable for its flushing toilets, enormous stag and elk horns, filtered sunlight, sandy bottomed fresh water creek, dingoes and hordes of sightseers.

Lunch at Lake McKenzie watched by more dingoes. Swimming in fresh warm water at Lake Birrabeen.

Return to camp to find strong winds had blown the fine sand away from the wheels of the vans. Hank says his van has moved 18 inches but finds it hard to be credited. In our absence, brumbies had been in the camp trying

to eat Clive & Mary's vegies stored under their van.

We find it hard to get this story credited even though a substantial calling card was left as evidence.

Thursday 28 August

Ian's car still stinks.

A free morning with fishing and the delights of Mike Dowd's damper.

A short afternoon sightseeing trip crossing the Island to the west side for a swim. A quiet evening around the camp fire. Michael Timms defeats all comers at totem tennis, winning 23 games on end.

Friday 29 August

A rest day. Cars washed in Eli Creek, Ian's car not too bad now. Repairs made to Ian & Bob's C.B. aerials and Hank's electrical connections.

Shopping at Happy Valley (expensive). After lunch, the fishermen took off up the beach for an afternoon of limited success, whilst in front of the camp, some 70 Taylor, Whiting and Dart were caught by locals.

Brumbies visited, coming right into the centre of the camp. Considerable interest was shown in catching sand worms over one metre long. The worms are attracted to the surface by dragging old meat or fish carcasses along the sand in the wet areas, enticing them to pop their heads up by using meat from shell fish (pippies) and then using your fingers about 3 or 4 inches behind their head to get a good grip.

An early lunch and then head north along the beach approximately 50 kilometres to Indian Head. Indian Head is one of three large rocky outcrops on the island, and must be passed by travelling inland over the vegetated sand dunes (via one of two tracks). Hank got up the difficult approach but no one else tried this way. Clive, Doug and Hans Spits - president of the Queensland branch of the club, pretended to have a go, but this was only to amuse the others. We (Clive, Doug & Hans) agreed we could have done it if we

wanted to.

Having crossed behind Indian Head, the convoy travelled through deep sapping sand likened to wet cement, to Waddy Point. It was unlucky for Doug and Mike that the trip reporter observed them being snatched out of trouble. Otherwise the rest of the club may never have known.

On the way back to camp, more fishing, with approximately 50 Taylor caught, and the Brooks family being declared the champions. Michael and Andrew Timms each caught their first fish. It looks like everyone will have fish again for tea.

Further along the beach we came across a sight to behold. Some say there were 1000 four wheel drives parked and 2000 fishermen.

It is more likely however that an accurate estimate would be 200 four wheel drives and 300 fishermen - all in the space of about one half mile - all catching, casting, baiting, and bringing in Taylor at the rate of one a minute per person (fair dinkum). Disbelievers are invited to see the video.

A noisy night around the fire, with general story telling. Point of Interest

Why does Jim Stevenson fill empty stubbies with sand and keep them in his fridge? I think this is a good indication of the result of a "noisy night around the fire".

Sunday 31 August

Numerous accusations against those who arose too late for Hank's church service. All said they were there, but nobody saw anyone else.

Rest day - Windy, with Mike's van like a gull with its ends flapping. It looked like it was trying to go home early. Allegations that the trip reporter could be bought by shouting him beers were tested at length, to no avail.

After six days trying by all men, Jim is the first to lob an empty stubby across the fire into an empty box.

Hank has misjudged his beer supplies,

TORQUE

and is on the scrounge. Nobody knows him.

A very angry snake emerges from a log on the fire, and would have been happy to have a chat to anyone. All kept away however. If you weren't there, it was a six footer. If you were there, then you know how big it was anyway.

Ian Timms misjudged his beer supply and drank Claret. Ann Brooks caught the largest (by far) Taylor of the trip.

Very philosophical discussion around the fire as Bob & Jim drink port.

Monday 1st September

Points of Interest

Ian & Trudi Timms are not well. Bob Brooks is seedy (at least).

Cathy packs car. Jim is too ill to help.

Jim and Cathy break camp to head down to Surfers. They are a lot quieter this time. The Timms are too ill to partake in the days trip to Sandy Cape (the northern tip of the island) and missed seeing Orchid Beach resort where fuel was 80c a litre.

A 30 kilometre drive through thick dry sand saw many children sea sick from the dreadful swaying of the cars caused in maintaining momentum.

A bitter wind prevents prolonged fishing, and on return to camp, van once again required reblocking.

Eli Creek discharges one million gallons of fresh water an hour and is about 3 inches deep and twenty yards wide where it crosses the beach to meet the ocean. On this day a high tide with onshore winds changed the nature of the creek to something only 12 feet wide, but about 4-5 feet deep. This change in character saw one clown attempt the crossing without taking advice or testing the waters, only to flame out and need towing out by our club members. He was quite a good bloke in the end because he dropped off a dozen stubbies next day much to Hank's delight.

Another late, noisy night.

Tuesday 2nd September

Rest day. Mike and Barbara sorrowfully depart. Fishing, reading, sunbathing, kickball, marshmallows.

Eli Creek up again. This time a clown in a new Jackaroo goes in. Water over window sills. Incoming tide makes this salt water. Is towed out, and promptly reversed hard into his towing vehicle. I wonder what he did with his carpets.

Wednesday 3rd September

Departure 9.30am. Crossing on Elmers barge followed by trip down from Rainbow Beach to Noosa, saving about 100 kilometres of road travel

Sincere thanks were and are extended to Hank & Jo for the easy and relaxed style of the trip and the hard work done by them in ensuring all went well.

Thanks also to all participants for the fine company, and in particular to the children and younger adults who joined together so well despite their differing ages.

Bob - can I have my aerial now?

Points for Future Reference

- The sand does occasionally blow, but not always and it did not cause undue problems.
- Distance covered on the island: approx. 800 kilometres travelling. This varies from year to year, and is often higher.
- Fuel: Mainland - about 43c diesel 47c petrol.
- Island - Happy Valley - 70c diesel & petrol. Orchid Beach - 80c diesel & petrol
- Supplies - most essentials available at Happy Valley - meat, fruit, vegies, canned stuffs, fuel, bait, ice, beer. However, prices are very high.
- Water: Eli Creek is fresh and clean but is about 1 kilometre from camp site.

- Containers: necessary for transport.
- Beware washing the tyres of your car in the creek as sand is sucked from under very quickly.
- Firewood: Needs to be transported some distance to camp. Pack racks essential.
- Convoy: How much simpler it is to maintain radio contact when cars are numbered 1-10 instead of varied club allocated numbers.
- UHF: Doesn't work well around headlands, otherwise is a delight to use.
- Caravans: Can be taken with ease if common sense used (watch the tides). Take blocks of wood for jockey legs to rest on.

Social media of the 70s and 80s: The QSL Card

Appearing in the November 1980 issue of Torque, the QSL Card below was sent to the club in 1980 from a young radio user based in Townsville who had made contact with club members.

The use of these cards was pioneered in the early 1920's when amateur radio users pioneered trans Atlantic or trans Pacific radio contact. In the 1970's and 80's, as the use of these radios became very popular, an entire subculture of radio users sprang up in all corners of the globe, with these cards being sent to other users as a means to confirm communication.

Many radio amateurs still carry on the tradition of using a QSL card as a confirmation of a contact with another amateur station. More commonly today it is a selective practice - used when you make a first contact with a country, or would particularly like to receive a QSL in return.

The "QSL" comes from the Q-code (this code is a topic in the Amateur

Regulations Examination) which basically means "acknowledge", thus a QSL card is an acknowledgement card.

A QSL card contains some basic information - the amateur stations callsign, location, licensee's name and postal address, and often details about the amateur station equipment. It will also include details

of the contact, the date/time, frequency, mode of transmission, and signal report.

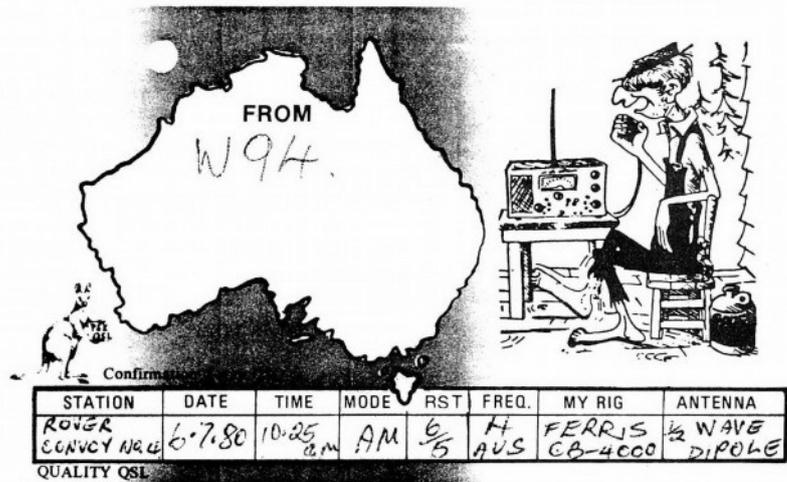
Safe to say this isn't as common a means of communication these days!



Merry Xmas to you, sorry I don't know your name, but I had a rather short QSO, back in July, with you and you were on what sounded like an off-road trek with a group of other Rover drivers. You picked up my call while climbing a hill and sent me your A.D. and asked for a card. Sorry about the wait, have only just got some cards. Townsville has 100,000 people, I am 17 and have just found a job at the James Cook Uni.

Cheers and 73's to all. Whisky 94, I am.

E.G. Bradshaw
AITKENVALE, QLD. 4814.



The following Club CB numbers have been issued:-

- Ranger 65 Ralph Morris
- Ranger 66 Jill Simpson
- Ranger 96 Laurie Males

Licola Snow Trip: August 1990

Anne Shepherd



As each carload arrived at various stages from dusk onwards on Friday evening, a cheery welcome was given by the organisers, Marie and Bob Wagg, and those not familiar with the layout of the camp were grateful to be pointed in the right direction of the tea urn. Following the welcome "cuppa" most people were anxious to settle into their little cottages, and meet their fellow occupants. Of course, there were the inevitable teething problems caused by people (who will remain nameless) like the foolish couple who failed to bring sleeping bags, sheets or towels!

How exciting it is to arrive in a strange town after night has fallen, not being quite sure what one will see the following morning! What a sight for sore eyes, after being awoken by the 7a.m. hooter - a lush green village surrounded by mountains, all available to be explored, and two days of adventure ahead! For those lucky people not rostered for "breakfast duty", there was certainly no avoiding the next reveille, at 7.30, which gave us half an hour to make ourselves presentable for breakfast at eight.

Licola Lions' Village. Licola, used to be a timber mill, and has been converted by the Lions' Club to a marvellous children's holiday camp, surely a child's paradise, with every amenity imaginable in the way of play equipment. Fortunately the old sawdust and waste burner, as well as the generator house have been retained, and may be seen near the entrance to the camp.

While everyone seemed to be tucking into muesli or porridge. Bob welcomed one and all, and said that if we were expecting to try our off-road driving skills over the

weekend we would probably be disappointed. He was also a little dubious about finding much in the way of snow. However, no one looked too disappointed. A miniature yellow toy Range Rover caused much interest as it was raced around the hall floor in front of the breakfast tables, handling all obstacles remarkably well, as we would expect!

The convoy assembled and left Licola on time, at 9a.m., under cloudy skies. We travelled along by the fast-moving McAllister River on our left, enjoying the sight of picturesque farms, complete with large numbers of newborn lambs trying out their wobbly little legs. Several sheep were grazing by the road, so special care had to be taken, as we were definitely not required to supply our own meat. Black bulls looked totally bored as our large convoy drove past. They'd obviously become quite used to the sight of the 4-wheel drivers who frequent the area. Clouds of cockatoos and various multicoloured parrots appeared frequently, but unfortunately there were no sightings of other native animals or birds as the trip progressed.

In less than 15 minutes the Wellington River came into view. Here there is evidence of the recent disastrous flooding, with many flattened trees. We crossed a concrete bridge where, sadly, 2 hikers cars were swept away by the rapidly rising river. It was difficult to imagine such a tragedy occurring in an apparently idyllic spot, where little tents can be seen set up here and there along the river bank, with happy groups sitting peacefully around campfires,

no doubt enjoying all that this beautiful part of Victoria has to offer. Of course, being the end of July, the lower mountain ranges were splashed with the gold of wattles - all a great improvement on the usual quality of Saturday mornings. Naturally I agreed with Denis when he said, "This beats going to the Camberwell market, and trying to choose the shortest queue at Safeway!"

It wasn't long before one of the leaders announced via C.B. radio that he had just caught a glimpse of snow on a not too distant peak! By then the bitumen had petered out and the convoy was climbing steadily. The spectacular views on our right increased, and a rather fragile sun put in an appearance, at least for a little while.

By the time we reached Bennison Lookout (1,000m) many snow-capped peaks could be seen, and soon after, whilst travelling through a State Forest, the first roadside snow was spotted, only 45 minutes from Licola! The road was becoming wetter and wetter - time to engage diff. lock. Small potholes increased to decidedly interesting larger ones. It was encouraging to see several cars, parked by the roadside, busily putting on chains! It looked as if we were going to be lucky!! Trees and ferns soon appeared sprinkled with snow, and by the time we

drove past Lost Plain there was a blanket of snow covering EVERYTHING!

Shortly after passing Arbuckle Junction it was time to turn right off Moroka Road, on to a narrow track where we had a few tight squeezes, and several snide remarks were passed about the Broncos' abili-

ties to get through! Everyone tumbled out as soon as we stopped for a morning tea break, and what fun! There were snowmen (don't accuse me of sexism, because I only saw snowmen) appearing with great rapidity, and the air was filled with shrieks of mirth as the inevitable snowball fights commenced. Toboggans and cameras worked overtime. How often does one get a chance to photograph a dandelion encrusted with snow? Exquisite!

After this delightful break we pressed on towards our destination "The Pinnacles". The snow was now falling in large soft flakes, but numerous little paw prints could still be seen - maybe snow foxes, rabbits, or wombats? David Woods noticed some snow gums with bark which had been scratched quite recently, probably by koalas. Some vehicles started to slide around a little. Did I hear someone use the excuse that it was difficult to control his car with snow boots on? Soon after midday our big chance came - we reached a river (just a narrow one, luckily to find that the bridge had disinte-

grated, which meant HURRAH! - the river had to be crossed sans bridge. Although quite exciting, this turned out to be not too much of a problem, so once the crossing had been negotiated the group progressed past the turn-off to the Billie Goat Bluff Track up to The Pinnacles, arriving in time for lunch. This was supplied by the Lions' Club - delicious steaming cups of soup, followed by fresh ham and cheese sandwiches. The walk to the fire lookout provided us with fabulous views (sometimes partially obscured by fog) of the alps, and far below, rivers and streams meandering through the valleys.

The attempt to go home via Dingo Knob Track was abandoned, because of a very steep muddy incline on which the Land Rover had a bad time.

Have you seen 15 large vehicles trying to turn around on a narrow track? It was an interesting exercise, to say the least. Our afternoon stop was at McFarlane Saddle carpark for yet more to eat - lashings of fruit cake, also provided by our camp. The

youngsters (and other energetic souls) made the most of what turned out to be their last opportunity for some romping about in the snow, and we finally arrived back at Licola at about 5.25p. m.

Dinner was the ideal opportunity to socialize, as well as enjoy a good meal. Bob announced the arrival of the entertaining duo, "The Stringers Creek Band", from Traralgon and made the interesting comment that there would have to be about three quarters of million dollars' worth of

filthy vehicles lined up outside! The evening passed pleasantly, with the children being well catered for before a large turnout got up to try their skills on the dance floor, with old favourites such as the Pride of Erin and the Barn Dance.

SUNDAY, JULY 29th.

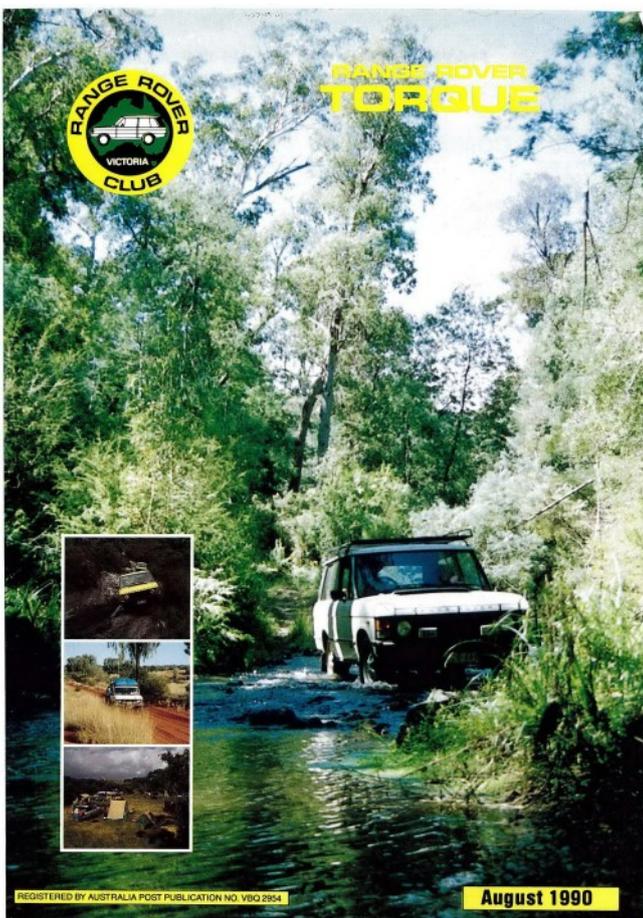
The weather on Sunday morning turned out to be perfect! During breakfast, our ever-observant trip leader drew our attention to one or two "large headaches lurking around the coffee urn, otherwise everyone seemed to be in the pink. Several vehicles left at 9a.m., in brilliant sunshine, to search for more snow. along the road to Jamieson, under the guidance of the Waggs and the Wilsons, who incidentally, must be congratulated for their skill and patience in looking after us all.

The Waggs have run this weekend for 11 years now, and it is obvious they know the locality extremely well.

The remainder of us tried some of the excellent walks near the holiday camp, or simply caught up with a morning of reading, and generally relaxing. Needless to say, there were chores to be done, as the cottages had to be left as clean and tidy as possible.

However, this was not too arduous a task.

A marvellous barbecue lunch was served after the convoy had returned from their enjoyable but snowless trip, then it was time to return to the Big Smoke. Keep up the good work, Marie and Bob, and a big thank you for making it all happen! Oh - and thank you to the kind folk who lent us sheets and towels.



New Online Archive for TORQUE and trip reports

We have accumulated an amazing number of magazines over the decades of our club's life – nearly 400. After a fairly significant project, about 330 of these magazines have been professionally scanned and converted to PDF files that are available for all club members to view – we will add the rest soon.

Before I continue, I think a health warning is in order. I've had some complaints from some members that they have lost multiple hours out of their days soon after finding this resource. It seems to happen each time someone opens up the website and starts reading the magazines.

Although this is perfectly normal and understandable once you start surfing through them, I'm afraid you will not regain the lost hours – they're gone.

If you want to lose some time getting lost in the archives, go to:

<https://files.rangeroverclub.org.au/> or scan the QR code right

Username: rrcv

Password: member2020

We don't have the ability to search across all magazines yet but we're working on it. This is really useful to find info about past articles or trips that you can't remember when, or don't know if, they happened. At the moment, the easiest way to do a full-library search is to download the magazines and use your computer to search for specific words in the folder.

The same resource will be used to gather trip reports and have a gallery of photos, as well as assorted club documents that don't fit on our limited website.

You don't need to remember the log-in details because they're in the members' area on the website.

With Thanks to Astrid and Graeme Ross for collating and managing our archive and finding spare copies for this project. We needed spare copies because they were destroyed in the process – the folds and staples were chopped off and the separate sheets fed into a scanner. The process not only produces high quality scans but also captured every word so we can search the files.

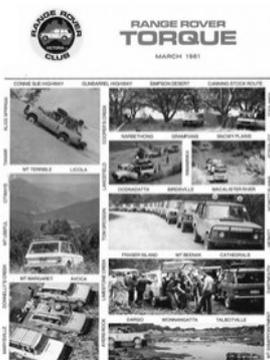
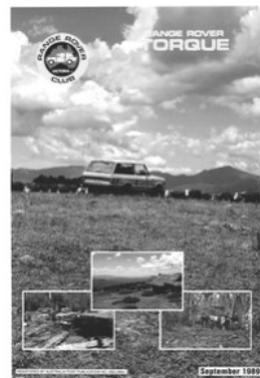
A great job! And, remember that health warning!

If you have any questions contact

Kenny Macleod.vp@rangeroverclub.org.au or 0421 952 450



Scan the QR code above to access the archives



Club Merchandise

Due to COVID-19, the Club Shop will not be available at club meetings .

Arrangements are being put in place for an online shop to sell all items. Orders will be posted out via express post at members expense (\$5-\$20).

We pride ourselves on keeping costs low, unfortunately has been a rise in price, although this is the first one since 2017.

shop@rangeroverclub.org.au

Shirts and Tees

Liberty Polo s/s Contrast Shirt	\$29.00
Teammate Polo S/S Contrast Shirt	\$31.00
Champion Polo l/s Contrast Shirt	\$30.00
Legend Tee s/s Contrast Shirt	\$29.00

Caps and Beanies

Sandwich Peak cap	\$14.00
Triple Sandwich Peak Cap	\$14.00
Heavy Brushed Cotton Cap	\$14.00
Polar Fleece Beanie	\$12.00

Jackets and Pullovers

Frost Bonded Fleece Full Zip Jacket	\$51.00
Stadium Oxford Shell Jacket	\$62.00
Arena Rip-Stop Jacket	\$77.00
Mt Buller Polar Fleece ½ Zip Pullover	\$39.00
Legend Warmup Jacket	\$50.00
Croxton Fleece Hoodie	\$40.00
Mariner Reversible Vest Navy/Gold	\$47.00
Rain Forest Spray Jacket in a Pouch	\$37.00
Hi-Vis Safety Vest	\$20.00

Accessories

Double Wall Travel Mug	\$12.00
Double Wall Sports Bottle	\$15.20
Winner Sports Bag	\$30.00
Winner Backpack	\$27.00
Club Silver Keyring	\$10.00
Club Bottle Opener Keyring	\$8.00
Stubby Holder	\$7.00
Torque Tech Tips Vol 1 & 2	Single \$10.00 Both \$15.00
Orange Club Sand Flag	\$26.00
Small Club Sticker-Int & Ext	\$4.00
Cloth Sew-On Badge	\$5.00
Metal Lapel Pin	\$3.00
Metal Grille Badge	\$65.00



Membership Application

Range Rover Club of Australia Vic Branch - ABN 32 585 770 245

PO Box 248, Deepdene Delivery Centre Vic 3103

Use the form below, or alternatively, go to www.rangeroverclub.org.au/join-us



Personal Details

Name: Mr/Mrs/Ms

Partner's Name: Mr/Mrs/Ms

Postal Address: _____

Postcode: _____

Telephone (home): _____ Telephone (work): _____

Telephone (mobile): _____ Telephone (other): _____

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 at \$15/badge – please list their preferred names:

Other 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

\$145 joining fee and \$110 annual membership fee. Membership 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

Card Number: _____

Expiry: _____

Name on Card: _____

Signature: _____

Date: _____

Training Calendar



Driver Training 2020

15 July 2020 – Theory - Burwood
 19th July 2020 – Practical – Narbethong

19 August 2020 – Theory – Burwood
 23 August 2020 – Practical – Narbethong

16 September 2020 – Theory— Burwood
 20 September 2020—Practical— Narbethong

Winch Recovery Course

16 –18 October 2020
 Three-day course in Tallarook
 Maximum of 10 Cars: Car means driver and codriver
 Winch required, \$75/CAR

Van/Trailer Towing Course

9 August 2020
 Maximum of 6 cars.

Expressions of Interest

First Aid Course

2 days in Narbethong in September/October with a maximum of 10 people. Cost TBA

Chainsaw Course

2 days in Narbethong in October/November with a maximum of 10 People. Cost TBA



RRCV Honour Board

Founding Members

Barry (dec) Turton & Barbara West (nee Turton)
 Les (dec) & Flo (dec) Richmond
 Charlie Bishop

Continuing Foundation Members

Ian & Lesley Barden	Graeme & Janice Schache
John Collins	Bob & Marie Wagg
Bruce(dec) & Adele Maggs	
Neil & Veronica Matheson	
Bruce & Lynda Melen	

Life Members

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

TORQUE

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,

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 im-

portant 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? 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 \$395 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





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- Outback trip Preparation
- Installation of Brake Controllers and Charge Circuits
- Suspension Specialists
- A-Frame Modifications (Bike racks, Jerry cans etc)
- Caravan Storage

Grabbing Brakes?

Electric brakes should operate smoothly in harmony with the car. Talk to us about the correct setup to ensure this is the case!



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Narbethong Victoria 3778



P: (03) 5963 7121
W: blackspurinn.com.au



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

The restaurant is open for breakfast, lunch and dinner 7 days a week.

A fully licensed bar featuring selected local wines from nearby Yarra Valley and Upper Goulburn wineries.

Relax in front of our warm open log fires in the cooler weather, or in the sunshine on the terrace and gardens, whilst enjoying the best in wining and dining.

The Lodge provides inexpensive accommodation.

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

The mystic gateway to fine food, wine & hospitality.

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