



JACKAROO 4WD CLUB

VICTORIA'S PREMIER ALL MAKE 4WD TOURING CLUB

DECEMBER 2022

Merry Christmas



Next Meeting

Our next meeting will be Wednesday 18th January at our normal venue, the Fairfield Bowling Club at 7.30pm.

This will be our first meeting for the year and a chance to set the agenda for the rest of the year.

Anyone would have been on a trip in the "off season" is invited to recount their travels.

2023 Trips

A sub-committee was established to set a calendar of trips for the first half on next year.

The result of their meeting is outlined on page 4.

The committee determined to set a mix of day trips, weekends and, as many of our members are now retired, midweek trips.

The sub-committee would like to have your feedback, whether for, or against, what they have come up with.

Please pass your thoughts on to our Trip Co-Ordinator, Peter Sanders.

Without coffee, I'm always walking into rooms and forgetting why I went in there. With coffee, I still don't remember, but at least I have something to sip while I try to figure it out.

-Nanea Hoffman-



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President's Report

I would like to congratulate Alan, Graeme, Harry and their helpers for organising a most enjoyable breakup at Clunes.

The weather treated us kindly and being in the company of such a sociable and happy crew, made the feasting, sight seeing and work a pleasure to endure.



Our Trip Sub-committee has now fleshed out a trip calendar that covers the first half of next year. Trip leaders have been nominated for most events, but there are still a couple needing a volunteer to head them. Have a look at the list and if you feel you can fill a role, please contact Peter Sanders, our Trip Co-ordinator.

Peter has separately advised of the week at Mallacoota, commencing 18th February. If you intend to go, please contact the Mallacoota Caravan Park a.s.a.p., as their sites are filling. The park number is (03) 5158 0300.

The Tri-State committee is finalising its planning with caterers, facility requirements and a safety plan. There are last minute discussions taking place with the Shire and the outcome of these should be known soon.

Some of the trip planning for the event has been delayed by the weather and track closures. Additional support to complete these would be much appreciated.

Many of the Covid restrictions have been lifted, but please remember that it is still present in the community. We will maintain a record of all attendees at our events and ask anyone contracting Covid at, or close to a Club event, to immediately inform our Secretary.

Remember, we are always looking for contributions to the Newsletter and suggestions for more trips.

On behalf of the Committee, I wish you all a very Merry Christmas and a happy, healthy and safe New Year.

Rod

Friends - Please be careful

Yesterday I went to a Christmas party. I had a few beers, followed by a few wines, followed by a couple of cocktails. Well, you know the way it goes.

Anyway, at least I still had the sense to know that I was over the limit. So I decided to do what I had never done before - I took a taxi home.

Sure enough, there was a police booze bus on the way home, but since I was in a taxi they waved me through and I arrived home safely without incident.

This was both a great relief and a surprise, because I had never driven a taxi before and I don't even know where I got it from. Now it's in my garage and I don't know what to do with it.

Club Calendar

<u>Date</u>	<u>Event</u>	<u>Details</u>
January 17	Beyond Whittlesea trip	Graeme Mitchell
January 18	Committee Meeting	
January 18	General Meeting	
January 26/29	Tri-State Planning trip	John Dudley
February 15	Committee Meeting	
February 15	General Meeting	
February 18/24	Mallacoota week	Peter Sanders
February 25/26	Tri-State Planning trip	John Dudley
March 11/13	Tolmie weekend	Chris Rogers
March 15	Committee Meeting	
March 15	General Meeting	
March 25/26	Tri-State Final Planning	John Dudley
April 4/6	Trip to Tri-State	Harry Richards
April 6/11	Tri-State Event	John Dudley
April 11/16	Toora & surrounds	Harry Richards
April 19	Committee Meeting	
April 19	General Meeting	
April 23	Lal Lal Falls	Ian Blainey
May 6/7	Backhouse Beach	Ian Marr
May 17	Committee Meeting	
May 17	General Meeting	
May 20	Lake Elizabeth	Harry Richards
June 10/12	Lake Eildon	Rod Tamblyn
June 14	Committee Meeting	
June 14	General Meeting	
June 24/25	Castlemaine & surrounds	Ian Blainey

Details of the trips are displayed from page 17.

If you wish to go on any of these trips, please advise our Trip Co-ordinator, Peter Sanders on oldbikerpete@gmail.com.

Jackaroo 4WD Club

Merchandise



Polo Triton \$35

Mens & Ladies Sizes



Polo Charger \$35

Mens & Ladies Sizes



Polo Oceana \$35

Ladies



Chambrey Shirt \$40

Mens & Ladies Sizes

long or short sleeve

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All prices are subject to change as per suppliers pricing at time of order.

All clothing will include Club Logo on left breast.

Pockets if available with polos can be supplied, however, it will be the responsibility of the purchaser to arrange for sewing on.

Requests for other clothing brands, styles, ladies fits, heavy coats, hats and caps etc. will be considered pending availability, cost and approval.



Charger Shirt \$40

Mens short sleeves



**Half Zip Fleece
Adult \$42**

Graphite Marle



**Full Zip Hoodie Fleece
Adult \$42**

Gun Metal



Clunes Christmas Breakup

3rd to 5th December

Some twenty four members gathered at the Clunes Showgrounds for the annual Christmas Breakup.

Members drifted in from lunchtime on Friday through to Saturday morning for what turned out to be a relaxing and enjoyable weekend.

Since our last visit to Clunes, a new amenities block has been built and these were much appreciated by the attendees.

Friday afternoon was spent setting up and catching up with fellow members. Always enjoyable.

Friday night, eighteen of us went in to Creswick for dinner at the Farmers Arms Hotel.

The hotel gave us good service and large meals which tested some of us.

Saturday, a trip was arranged to tour old gold sites west of Ballarat. A report on this trip follows.

After Happy Hour, we settled in for a sociable evening with a BBQ and lots of chatter.

Graeme set up the BBQ and we each cooked our own meat. Salads and some dessert goodies were provided.

It was a fun night, including a raffle and a shared bottle of port. A great end to the day.

Sunday dawned hot and a group went with Alan to check the flood damage in the area where the club had previously planted a number of trees.

Some packed up and went home while others sought shade and lazed around until lunchtime, after which, one by one we went home.

All in all, another fabulous weekend. Thanks to Alan Dash and Graeme Mitchell for a well run event.

Christmas Party Gold History Trip

Saturday 3rd December

Participants:

Harry & Jill Richards (Trip Leaders)
Rod & Bonnie Tamblyn
Graeme & Gayle Mitchell
Graeme & Monika Thornton
Bill & Anne Earl
Chris & Helen Rogers
Greg & Noelene Moore
Paul Trowse
Cleve Warring & Jenny Thomas

The convoy left the camp at about 9.45 am and headed in to Ballarat. Along the way, the group was told of the importance of the gold discoveries in the 1850/60 period, to the growth of the colonies and eventually Australia. This was particularly important in Victoria and New South Wales which prospered. The other states, which did not have a gold history, lagged behind and this is evident today.

Our first stop was to be Ballarat's iconic Arch of Victory. Unfortunately, due to the heavy traffic and some misinterpretation of directions, only two vehicles arrived at the Arch.

Eventually, the others arrived, after taking the "scenic" route.

Once regrouped, we walked across to the area known as the Arch of Victory Precinct. This area is adjacent to the Arch.



The Arch of Victory was created in 1920 as a memorial to the people of Ballarat and the surrounding district who enlisted in World War I. It is one of Ballarat's most well known structures and stands at the entrance to the longest commemorative Avenue of Honour in Australia.

An exhibition in the world's most famous arch – the Arc de Triomphe in Paris – features a display of significant arches from across the world. It features just one from Australia – Ballarat's Arch of Victory.

Its origins goes back to May 1917, when Mrs W.D. Thompson, a director of Eleanor Lucas's lingerie factory, put up a suggestion that an avenue of trees be planted in honour of the men and women of the district who had enlisted for service.



The 500 women employed there, enthusiastically got behind the idea and raised £2000 (\$4000) for the project. They became known as the "Lucas Girls" and planting started in June 1917. It continued until June 1919, with a total of 3,912 trees of eleven different species planted.

Each tree was numbered and allocated to individuals as close as possible to their date of enlistment. The girls were assisted in the planting by local farmers, who supplied tree guards for the seedlings.

With the cessation of hostilities and the completion of the planting of the Avenue of Honour, the Lucas Girls began planning the erection of a memorial arch to provide an entrance to their avenue of trees.

They raised £2600 (\$5200) by various fundraising activities, including clothing exhibitions, sale of souvenirs and a ladies football match. A competition was launched for a design of the arch.

The winner of the competition was H. H. Smith of Ballarat, but the Lucas Girls, who had raised the money for the project, overturned that decision in favour of a design by two young Melbourne architecture students – Deane B White and R. Ellis.

The foundation stone for the Arch was laid by General Sir William Birdwood on 7th February 1920. A team of 13 local bricklayers, plasterers and carpenters undertook the construction of the project.

It utilised 70,000 bricks donated by the local Selkirk company. The Lucas Girls continued their involvement by unloading these bricks from trucks on to carts for the bricklayers.

The Arch was officially opened by the Prince of Wales, Prince Edward, on 2nd June 1920. It stands at 17.5 metres high and is 19.7 metres wide. It is topped by the emblem of the AIF – the Rising Sun.



It is ironic that when the Arch was opened on 2nd June 1920, the world was reeling from the effects of the Spanish Flu epidemic. The centenary of the opening of the Arch in 2020, had to be cancelled because of the Covid epidemic.



The Arch of Victory Precinct was opened by Edward “Weary” Dunlop in 1993. It includes the Memorial Rotunda, built in 1938 and originally located at the Ballarat Golf Club. It was moved here when the Precinct was established. It contains plaques with the names of each of the people commemorated in the Avenue of Honour.

The Memorial Wall was constructed at the time of setting up the Precinct. It has 75 bronze plaques, again with the names of all the individuals for whom a tree was planted in the Avenue of Honour.

Nearby is the Garden of the Grieving Mother, designed to be a respite for a moment of quiet reflection. Of the 3801 servicemen and women commemorated in the Avenue of Honour, 757 soldiers and 2 nurses were killed in the War.

Families were left grieving for loved ones who did not return. In addition, many hundreds of those who did return, have had their lives irreparably damaged by physical and psychological wounds suffered in the conflict.

There is no stronger human bond than that which exists between a mother and the children she has carried, given birth to and nurtured. Within this area is a statue of a grieving mother, clutching the photo of a lost son. It reflects this bond.

The statue was created by Australia's pre-eminent commemorative sculptor, Peter Corlet. The depicted mother is not identified. She represents every mother who has ever lost a son, or daughter, in the service of our country.

Back in our vehicles, we continued on our way to Snake Valley. Along the way, we passed a plaque on the left hand side of road. This depicts the site of the Cardigan Mine.

On the night of 19th March 1902, nine men were working below on a washdirt drive, when a burst of water from old workings, or from rock, occurred. The burst of water was overwhelming and it was thought the six men killed, died instantly.

Three others working further along the drive, fought their way back through rising water and choking sand, to the main shaft, from where they were rescued. The mine closed soon after.

Flooding of mines was a constant threat throughout Victoria's gold rushes. Breaking through the water table, or into underground rivers, was generally the cause. Many hundreds of mines were closed because of this.

After turning left off the Ballarat to Carngham Road, we entered Snake Valley.

In 1857, a major gold rush occurred in this area and for at least ten years, Snake Valley was the centre of this. However, like most of these gold rush towns, by 1880 the gold had gone and so had Snake Valley's population.



It then reverted to supporting local pastoral and farming activities. The owner of one of the largest of these pastoral estates left his mark on the town. In 1893, he provided £12,000 to build a spectacular Presbyterian church.

At the St Brigid's Catholic Church, built in 1924, we turned left on to Smythesdale Road and proceeded to Smythesdale for our morning tea stop.

The town's name came from John Smythe, who took up a pastoral lease in 1849. Smythes Creek, the creek passing through the town, is also named after him.

Gold was discovered at Smythesdale in 1853 and then further south along Smythes Creek. By 1861, the town had developed sufficiently to warrant a court house, at which time the population was recorded as 1794.



In 1883, it was connected to Ballarat by railway. Although passenger trains stopped running in 1983, the track is still popular today, but as a bike trail.

On arriving, we found a celebration of the volunteer services in progress on the city green. A free sausage sizzle was an attraction for some, while others felt free to have a wander around town and grab a cup of coffee.

In time, we reassembled and continued on to the historic town of Scarsdale.

Gold was found near Scarsdale in 1856 and further finds increased the population. The town's best gold years were 1861 – 1864, although mining continued until 1900, when agriculture took over.

By 1910, the population had dropped to about 230 people, but with the influx of “tree changers” the current population is around 800.

As we slowly passed through the town, we noticed some Heritage listed buildings:



A miner's cottage from 1850s



The General Store, late 1880s



The former post office now a private residence



Scarsdale Hotel 1862



Scarsdale Town Hall 1862

Our trip continued on to the historic town of Linton.

Linton was first occupied for pastoral purposes in 1838 by Joseph Linton. When gold was found on his property in 1854, with several leads heading north, it became known as Linton's Diggings.

As a result of over 1500 diggers prospecting in the area, the town grew with churches, schools, public offices, hotels, banks and other businesses flourishing.

But by the mid 1890s, the gold started to run out. The connection of Linton to Ballarat by railway however, assisted the growth of pastoral and agricultural activities.



The town has barely altered from its gold rush days and as a result, the entire town precinct has been Heritage listed. It is still much as it was in the 1890s.

Linton unfortunately hit the news in December 1998, when five firefighters from Geelong West lost their lives when mopping up a relatively routine outbreak at a nearby forest. A sudden wind change caught them in their truck before they could get away.

As a result of that tragedy, CFA procedures were revised, with particular attention paid to the protection of members within their trucks.



The original intention had been to stop and have a walk around this historic town, but time was against us, so we drove slowly down the main street, observing the shops and buildings. Anyone visiting the town should take a moment and have a walk around.

As we turned left on to the Piggoret Road, up on the hill to the right we noted the Presbyterian Church built in 1884. Below it at street level on the corner, was a house called The Gables. This also is late 19th century and both buildings are Heritage listed.



As we proceeded along the Piggoret Road, we came to a gorge off to the right. This leads into a site known as the Devil's Kitchen. It is a most interesting mining and archaeological area, which includes a deep gorge, mining relics and the remains of a collapsed lava tube.



Unfortunately, the road was closed off and we had to bypass it and take to a dirt road detour. This drive however, turned out to be quite scenic, even if in parts, some care had to be taken due to water damage.



Eventually, we came out at intersection with the Lismore – Scarsdale Road, where we turned left and continued to Galatea Road on our left. This road took us to a cramped parking area for the Nimmons Trestle Bridge.

There was an information board which will told us all about this historic trestle bridge. Basically, it was built by hand in 1889 for the Ballarat – Skipton railway to span the Woody Yaloak Creek. It is one of the highest surviving bridges of its type in Australia.

We walked across the bridge to get an idea of its height, then walked back down a track across the creek to get an idea of the workmanship and its height from below.

Today it is part of the Ballarat - Skipton rail trail for bike riders.

Lunch was calling, so it was back to the vehicles, return to the main road, then left on Stricklands Road to the Jubilee Mine site.



The road in was very rain damaged with lots of deep potholes, ruts and washaways. Although not hard driving, care needed to be taken to avoid any damage to vehicles, or tyres.

Our lunch stop was a quiet glade in the forest, with a couple of picnic tables and two long drop toilets. Many comments were made about how pleasant it was.



After lunch, we returned to Strickland Road, turned right and continued through forested areas. In the late 1800s, hundreds of small mines cluttered the area and small towns came and went. One such town was Staffordshire Reef.

Staffordshire Reef is basically just a locality now, but it was a typical gold rush town after a gold discovery in 1858. It's name came from the miners who discovered the gold bearing reef. They were from Staffordshire in England.

We turned left on to the Misery Creek - Berringa Road and drove through the Enfield State Park. Again, this area was dotted with short lived mines and claims and became known as Misery Creek. The name gives you an idea of the hard life of the prospectors.

At the intersection with Colac – Ballarat Road, we turned left and continued to Napoleons

Gold was discovered at Napoleons in 1857 and the Napoleons lead became one of the most important in the district. The place was named after a miner, who wore a hat like Napoleon's.

The undulating land around here was suitable for agriculture, enabling the population to stay in the area when the mining declined. Because of its closeness to Ballarat (14kms), it is popular with commuters.

The former police station was pointed out. It was built in 1888 and is now a private residence. In 1916 it was acquired by the Education Department as a residence for the teacher at the nearby Napoleon State School. It served this purpose until the 1960s. Needless to say, it is Heritage listed.



Further along on the right, we paused to look at the Black Lead Uniting Church, built in 1862. It was originally located 500 metres away and was moved to this site when a new church was constructed.



We passed through Cambrian Hill, another ghost gold town which became a thriving settlement following the discovery of gold and the creation of the Black Lead mine in 1856.

Like Napoleons, it is thriving once again as a residential area for commuters to Ballarat.

From there, we all made our own way back to camp and Happy Hour.

Seen at Clunes





So this is Christmas





Driver Training 2022

Due to the closure of the Werribee training ground, our driver training courses have had to be rearranged.

Members who wish to do the Driver Training Course in future, will need to register with the Training Course Co-Ordinator (Graeme Mitchell) and when we have three or four registered, course dates will be arranged to suit those involved.

The theory will be held in Bundoora and the practical driving at the Lerderderg 4WD park.

Currently, two members have registered for the course. If you would like to do the course, please contact Graeme Mitchell on 0190 119 840



Beyond Whittlesea

Tuesday 17th January 2023

A day trip from Whittlesea to Yarra Glen through the Plenty Valley and Kinglake National Park

Meeting Place & Time: Lions Park on Whittlesea - Yea Rd at 9.30am

Convoy Limit: 8 **Approximate Distance:** 120kms ex Melbourne

Fuel: Full tank ex Melbourne. Fuel available at Whittlesea

Trip Standard if Dry: Easy **If Wet:** Easy

Trip Leader: Graeme Mitchell 0490 119 840 or 9467 4759

Special Requirements: BYO Picnic lunch

Registered participants:



Tri-State Exploratory Trip

26th to 29th January 2023

Explore sites and venues for Tri-State 2023.

Meeting Place & Time: Twin City Archery Club, Toners Lane Morwell at 10.00 am

Convoy Limit: No limit **Approximate Distance:** 300kms round trip

Fuel: Full tank ex Melbourne. Fuel available at Moe

Trip Standard if Dry: Easy **If Wet:** Easy

Trip Leader: John Dudley 0412 948 361 or rjdudley@bigpond.com

Special Requirements:

Registered participants:



Mallacoota Week

Saturday 18th to Friday 24th February 2023

A relaxing nine day sojourn at Mallacoota, kayaking, fishing, 4 wheel driving exploring the general area, or relaxing with a good book.

Meeting Place & Time: Mallacoota Foreshore Caravan Park anytime

Convoy Limit: No limit **Fuel:** Full tank ex Melbourne. Fuel available at Mallacoota

Trip Standard if Dry: Easy **If Wet:** Easy, Moderate if we go off road

Trip Leader: Peter Sanders 0434 675 610 or oldbikerpete@gmail.com

Special Requirements: The trip will be much the same as past years, where we will be camped at the foreshore caravan park. Bring your kayak, your boat and fishing rods. Or just chill out and read a book.

It will be a relaxing holiday. Each night we will determine the next day's activities, which may be a drive, or a walk, or nothing.

Ring the caravan park on (03) 5158 0300 and book your site. Mention the Jackaroo Club if you want a site with the others. Please advise Peter if you are going and your site number.



Tri-State Exploratory Trip

25th and 26th February 2023

Explore sites and venues for Tri-State 2023.

Meeting Place & Time: Twin City Archery Club, Toners Lane Morwell at 10.00 am

Convoy Limit: No limit **Approximate Distance:** 300kms round trip

Fuel: Full tank ex Melbourne. Fuel available at Moe

Trip Standard if Dry: Easy **If Wet:** Easy

Trip Leader: John Dudley 0412 948 361 or rjdudley@bigpond.com

Special Requirements:

Registered participants:



Tolmie Weekend

Saturday 11th to Monday 13th March 2023

A relaxing long weekend at the venue for the 2007 and 2010 Tri-States. We have all the trip notes from those events, so each night we will decide the next day's activities.

Meeting Place & Time: Tolmie Recreation Reserve

Convoy Limit: No limit **Fuel:** Full tank ex Melbourne. Fuel available at Mansfield

Trip Standard if Dry: Medium **If Wet:** Medium

Trip Leader: Chris Rogers for enquiries. A committee on site.

Special Requirements: Camping will be on the reserve. Toilets and showers available.

Currently registered:



Final Tri-State Exploratory Trip

25th and 26th March 2023

Explore sites and venues for Tri-State 2023.

Meeting Place & Time: Twin City Archery Club, Toners Lane Morwell at 10.00 am

Convoy Limit: No limit **Approximate Distance:** 300kms round trip

Fuel: Full tank ex Melbourne. Fuel available at Moe

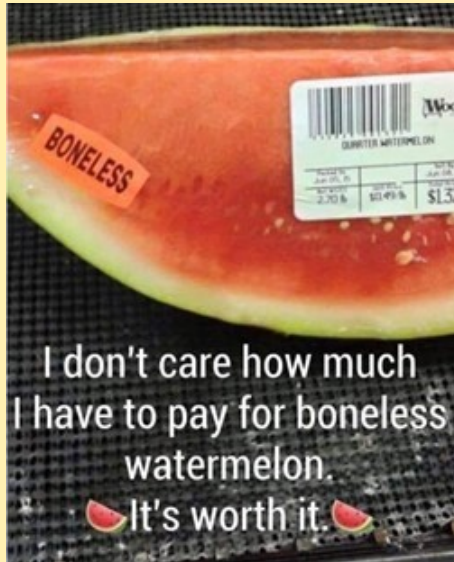
Trip Standard if Dry: Easy **If Wet:** Easy

Trip Leader: John Dudley 0412 948 361 or rjdudley@bigpond.com

Special Requirements:

Registered participants:

Tail End ...



**The older
I get the
earlier it
gets late.**



In The Wisdom Of Solomon

Two women in a bus fighting bitterly over the last available seat.

The conductor had already tried unsuccessfully to intervene when the bus driver shouted to the conductor, "Let the ugly one take the seat"

Both women stood for the rest of the journey

Argument done!

