

# TRACK WATCH



**VICTORIAN 4WD SHOW  
SHOW N SHINE**

**ANNUAL PILGRIMAGE TO TALBOTVILLE  
VIC HIGH COUNTRY EAST GIPPSLAND**

**AUTUMN 2025**

**AUS \$4.95 INC GST**





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## TRACKWATCH

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In the spirit of reconciliation, we acknowledge the Traditional Custodians of Country throughout Australia and their connections to land, sea and community. We pay our respect to their Elders past, present and emerging and extend that respect to all Aboriginal and Torres Strait Islander peoples today.

## FROM FWDV CEO



**T**he association is now in the final stage of rolling out the new three-year strategic plan 2025-2027.

We thank members, the general 4WD community, and stakeholders for their input and suggestions on what objectives and actions should be implemented.

From the responses for input, 74% were affiliated members, 20% were the general 4WD community/public, 3% were industry businesses/companies, 1% were the tourism sector, 1% were partners of FWDV, and 1% were other.

From the feedback on all the objectives, the following came in as the top four priorities in order.

1. Track and network accessibility for 4WDing
2. Relationships and partnerships with agency bodies
3. Increase/maintain volunteering opportunities for clubs/members and the 4WD community
4. Provide enhanced support for clubs, training, safety, and education

We expect to roll out the final strategic plan within the coming weeks.

The Regional Representatives meeting is due to be held over the weekend of 3-4 May in the Otways, with a range of topics and support to be covered, Parks Victoria and DEECA will also be present.

Over the coming weeks, the FWDV team will be working on a published 12-18 provisional calendar of 'what's on', which will include some courses, events, activations, special projects, and more. This will improve the planning processes for all stakeholders.

The Victorian 4WD Show on Sunday 16 February was a success with a record attendance. Several clubs had an exhibitor site to promote their membership, trips, and operations. The 2025 National 4x4 Outdoors Show will be held 22-24 August at Melbourne Showgrounds.


**Craig Ryan and Team**  
CEO




When asked about favourite 4wd trip “For me, the best kind of trip is what I call a “swag trip”—where you spend most of the day driving, tackling tracks, and discovering new trails, then find a camp spot in the afternoon to settle in for the night before moving on the next day. There’s something special about this style of travel—the sense of adventure,

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# 2025 TRAINING COURSES

 **BOOK ONLINE**

Four Wheel Drive Victoria is a Registered Training Organisation (RTO21605) offering non-accredited Proficiency 4WD training and a range of Accredited 4wd and Chainsaw courses. Open to all club members, the general public and corporate organisations. Browse courses and book online at [www.fwdvictoria.org.au/training](http://www.fwdvictoria.org.au/training) Call the office (03) 9874 7222 for further information

## PROFICIENCY COURSES

6th May 2025 – PC250506 – Theory	2nd September 2025 – PC250902 – Theory
10th May 2025 – PC250506 – Practical	6th September 2025 – PC250902 – Practical
27th May 2025 – PC250527 – Theory	30th September 2025 – PC250930 – Theory
31st May 2025 – PC250527 – Practical	4th October 2025 – PC250930 – Practical
10th June 2025 – PC250610 – Theory	21st October 2025 – PC251021 – Theory
14th June – PC250610 – Practical	25th October 2025 – PC251021 – Practical
1st July 2025 – PC250701 – Theory	25th November 2025 – PC251125 – Theory
5th July 2025 – PC250701 – Practical	29th November 2025 – PC251125 – Practical
5th August 2025 – PC250805 – Theory	
9th August 2025 – PC250805 – Practical	

### Training Course Refund Policy

Situations occur where for various reasons courses are cancelled by Four Wheel Drive Victoria (FWDV) or students need to cancel. Below describes the refund policy that is applicable.

**Fee refunds:** If students are unable to attend the course that they are registered for the following refund fees below apply:

- 30 days prior - less 10% of course cost;
- 29 days to 15 days - less 25% of course cost;
- 14 days to 8 days - less 50% of course cost;
- 7 days prior - no refund allowed.

*Refund applications must be made in writing to FWDV.*

FWDV agree that they will allow for one transfer in a 12 month period to another course date without penalty, with a minimum of 8 days notice.

**Transfer to other courses:** Students can transfer to any other course up to 8 working days prior to commencement at no cost.

Students transferring to another course 7 working days or less prior to commencement will be required to pay a transfer fee of \$50.

**Course Cancellations:** FWDV will make a full refund of all fees paid should a course be discontinued. FWDV reserves the right to cancel a course if a minimum number of participants are not achieved or for Occupational Health and Safety reasons. Should the students desire to take an alternative course with FWDV, fees will be fully transferable to that course, for one transfer in a 12 month period. In the event of a course for which the student was enrolled being unavailable or no acceptable alternative course is available, fees are fully refundable.



Majority of seasonal tracks have reopened. Make sure you are aware what tracks have extended closures and what tracks are open. Be aware of conditions and check for closures on More to Explore on both mobile and web.

<https://www.exploreoutdoors.vic.gov.au/where-to-start/more-to-explore>

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# VICTORIAN 4WD SHOW

PHOTOS COURTESY: 4WD SHOW PHOTOGRAPHER PAUL GOSNEY

The Land Rover Owners Club of Victoria put on another great Victorian 4wd Show at Lardner Park on Sunday 16th February 2025. With our summer weather changing dramatically with snow up in the High Country on the same weekend we were all very lucky to have a cool but lovely day for the show. People were rugged up, but the sun came out which worked well for all of those attending.

Things were changed up a bit this year with our affiliated clubs being set up in the same row as the FWDV marquee. It worked well having the other clubs close by. We felt that there was lots of enthusiasm from punters finding out about joining 4wd clubs and how to go about it. Therefore, anybody interested in joining a 4wd club had lots of options right next door and could chat to club members and were able to easily find the right club



fit for themselves. Clubs involved at this year's show were Ineos 4x4 Club of Victoria, Melbourne Jeep Owners Club, Pajero 4WD Club of Victoria, Range Rover Club of Victoria, Toyota Land Cruiser Club of Victoria, and of course Land Rover Owners Club of Victoria.





Parks Victoria joined our team in the marquee so that anybody that had questions could chat directly to their representatives. A big thank you for spending your day at the show. We also were lucky enough to have James from Affinity Insurance join us as well to answer anybody's insurance questions.

Board Members volunteering their time were Simon van den Berg (FWDV President), Eric Bishop (FWDV Board), Robyn Burke (FWDV Board) and Gareth Milloy (FWDV Board). Their assistance with giving out show bags, demonstrating the 'Club Finder' option on the website and packing up was greatly appreciated by the team. We found that the show bags were handed out quickly with everybody after the additional information about FWDV.

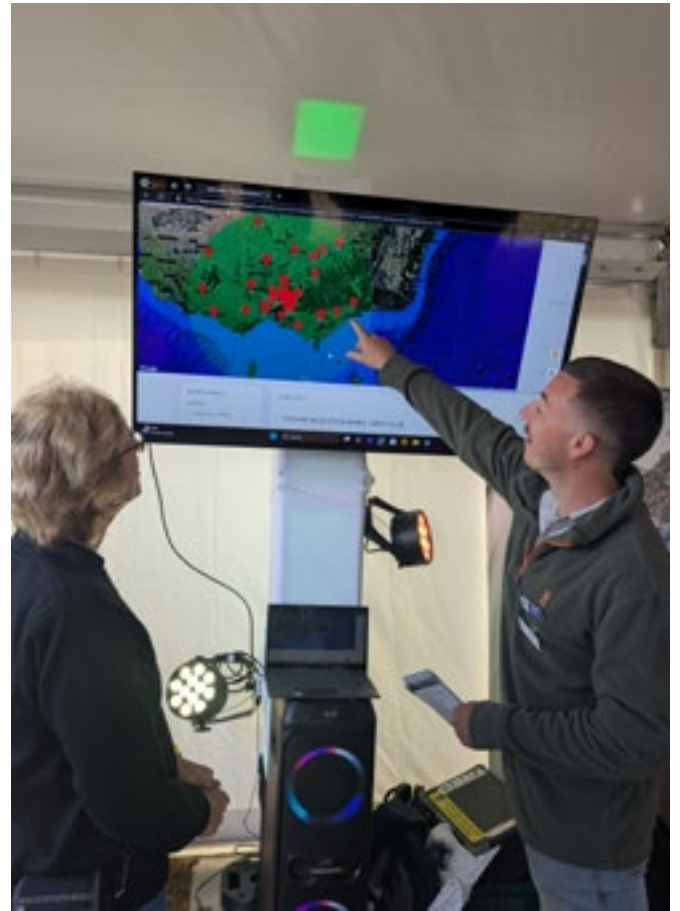
Punters also eager to find out information regarding 4wd courses and were finding the best options for themselves either with FWDV or our various clubs that have approved instructors for courses.

The SES held a stall and had one of their trucks there to entertain the kids along with a petting zoo located close by which gathered lots of attention from the kids. Other stalls were busy showing off their 4wd accessories and products, along with camping gear and everything you require to get out and enjoy yourself on a 4wd trip. The food and coffee vans were kept busy throughout the day as well.

Looking forward to next year's show. A huge thank you again to all involved with the Victorian 4wd Show.

















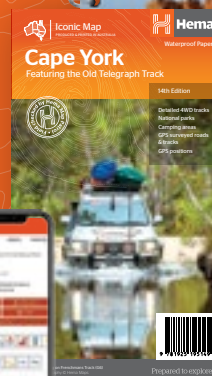


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# SHOW N SHINE

## MJOC 2025

BY: SHARYN MCGREGOR (VICE PRESIDENT)

The first meeting of every year for the Melbourne Jeep Owners Club is a huge night that all MJOC members look forward to attending. Our jeeps all get spiffed up and ready to show 'n shine for this event while all the members mix and mingle around the clubroom carpark, checking out the latest modifications and upgrades while admiring so many wonderful vehicles all in such close proximity together.

As well as attracting past, present and new members, this event is also our annual sponsors night where our club sponsors can show off and sell their products and services on tables and do demonstrations. Our amazing sponsors also all donate a prize each toward our meeting raffle which is always eagerly a sell out to all who attend, knowing the proceeds go to helping the wombats at Narbeview Wildlife Shelter.

A huge thanks to our sponsors:

- North Eastern 4x4
- USA 4x4
- Rooze
- Meridian Maps and
- Aussie Disposals Dandenong South

The carpark caterers this year were Dos Amigos with the most delicious selections of Paella served from 6.30pm while everyone was wandering around with their 'Show n Shine' voting forms and socializing.

The highlight of the evening is always the awards and prizes for all the different categories of the Show n Shine that the members themselves voted for, this year's major winner being a brand new member in his Jeep Gladiator, congratulations Michael. It's a joy to be part of this club, always surrounded by so many happy faces, enjoying a common interest, no matter whether it be out on the tracks or in a suburbia carpark.









# NATIONAL 4x4 OUTDOORS MELBOURNE SHOW

22-24 August 2025, Melbourne Showgrounds







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# ANNUAL PILGRIMAGE TO TALBOTVILLE



BY: LISA HOCKING | AUSTRALIA DAY LONG WEEKEND

**A**ustralia Day long weekend – the weekend that the Pajero 4WD Club of Victoria makes its annual pilgrimage to Talbotville. This year the trip had 53 vehicles and over 100 members roll up ready for relaxation, laughter, creating memories and importantly lots of high country driving.

I went on 3 drives over the event – enough to have a mix of driving and relaxing in the Vic high country.

On the first official night of the trip, once it got dark enough Peter Symons lead 10 cars for a night drive. The spotlights went on and those brave enough (or silly enough?) headed from Talbotville camp up McMillans Rd and then down Bulltown

Spur track. Having previously done this track in the daylight I had a bit of an idea of what would be involved, but in the dark and in a new/different vehicle it's a whole other experience! The trip also involved 24 river crossings along Crooked River Track – what an experience that is in the dark! It was my first night drive. I am pretty confident it will be my last, but at least I can say I've done one. I also have a newly shaped sidestep and some interesting slight reshaping of parts of my ranger tub as a memory of the trip in my 6 month old Ranger – but that's four wheel driving for you when you actually use it.

Day 2 of the trip I headed into Wonnangatta Valley with Mitch Watkins as our trusty leader and





8 other vehicles in the convoy. Heading out of camp we had two mumma cows and their fresh babies try to join our convoy, thankfully they soon found greener pastures before the rest of the convoy headed up Cynthia Range Track. It's recently been graded, but the bulldust there in the dry conditions still made it an interesting track to drive. Once down into the valley we explored the homestead ruins and then headed back out via Herne Spur track (a lot of fun!) and we definitely won't mention the punctures that one member got and how many club members it takes to change a tyre...

My third drive of the trip was led by Russel Chatfield up to Blue Rag via Brewery Creek Road and Basalt North Track. It was great to finally see the view from Blue Rag after last year's trip being a whiteout (thanks Ed!). A group of us decided that we wanted to see what all the fuss was about the other side of Blue Rag so went on an adventure. It's about 8km's of fairly steep, rocky and narrow track which ends in a lovely river camp. Unless you have bushwrapz or don't mind pinstripes I wouldn't venture down there – you can definitely tell it doesn't get driven often with all the overgrowth. Leaving Blue Rag Trig the track heading back to Dargo High Plains road has been chewed up a LOT since last year which definitely makes for an interesting drive out.

I really wanted to drive Billy Goats Bluff in my new ranger, but having done it just over a year ago when it was challenging, a day of rest and swimming in Crooked River won out. If you haven't swum in a high country river at 7am you're missing out on an experience!

Several trips were also run to Blue Rag for sunrise, Billy Goats Bluff, The Pinnacles, Mount Sarah, a float down the river around Dargo and of course a few trips into Dargo for a pub lunch and more that I can't remember.



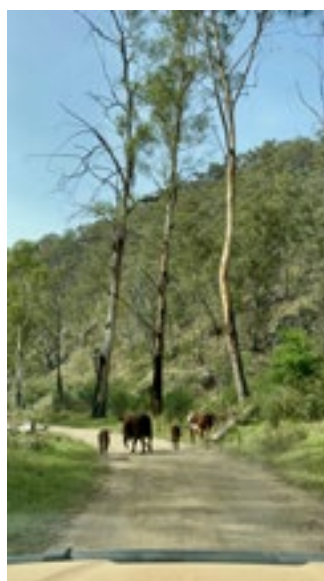
Notable mention must go to the one member managed to flood their vehicle, not in a river, but in probably the only bog hole in the area.

A camp highlight for me was having the high country cows wander through camp over several days, although I could have done without them stepping on my solar panels. They provided a nice distraction while I was working from camp for two days, especially the freshly born babies that we got to see – they really do add to the experience of camping in the high country.

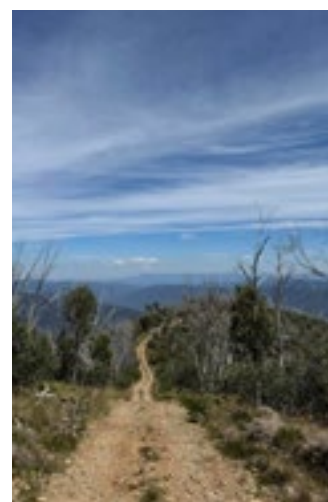
These trips are not only a lot of fun with good company and laughter but they are also a great way to get to know other members, a way to learn more and build confidence in a supportive environment and most importantly to create long lasting memories – after all, that's why we own four wheel drives.

Thank you must also go to Russel Chatfield, Ray Stewart, Ivonne Ruiz-Esteves, Tony Jambu, Terry Barbie, Burhaan Target, Manu Rukuata, Bella Rukuata for providing photos along with my own.













# VIC HIGH COUNTRY EAST GIPPSLAND TRIP

15 TO 23 FEBRUARY 2025

BY: STEVE DRUMMOND

Our club usually tries to organize one long trip to the high country each year and this year we decided to head further east than previously to take in some of the iconic areas in East Gippsland. It was a long day and 500kms to drive from Ballarat to Orbost where we fueled up and headed to a lovely campsite at Woods Point just out of Orbost on the banks of the Snowy River.

## Day 1 - Woods Point to McKillops Bridge – 138km

We had a full day planned to follow the Snowy Iconic Drive to McKillops Bridge and we had been warned by Parks the route had deteriorated to the point it was classified as double black difficulty. Some overnight rain didn't help and as we headed north on Garnetts Track the challenges commenced with a rocky river crossing. We worked our way north to Raymond Creek Falls then an easy drive along Moresford and Yalmy Roads took us to Monkey Top Track and the Big Tree. From here to McKillops Bridge it proved to be very challenging as the overnight rain had made the tracks slippery. There hadn't been much traffic along the Snowy

Icon Drive and some areas were very overgrown. Upon reaching the helipad at the top of Bowen Track the track descends steep rock ledges into a saddle then climbs out the other side. Unlike the rocky descent this side was red clay and the overnight rain had made it extremely slippery. This resulted in multiple winches as we set and reset the winch to get one of the Discoveries to the top. The slow going and ambitious day resulted in an unplanned night drive as we pushed on and descended Deddick Trail in the dark to finally make camp at McKillops Bridge on the Snowy River.

## Day 2 – McKillops Bridge to Native Dog Flat – 92km

We had a relatively easy day planned and we headed back to look at McKillops Bridge which we had driven over in the dark the previous night. It is an amazing structure and well worth the effort to get there. Heading west on McKillops Road we took in the sights of the deepest gorge in Victoria, Little River Gorge then continued along the Snowy River road to Suggan Buggan and the old school house. Steve, our trip leader, discovered some brake issues on the Landcruiser so he headed along the Barry

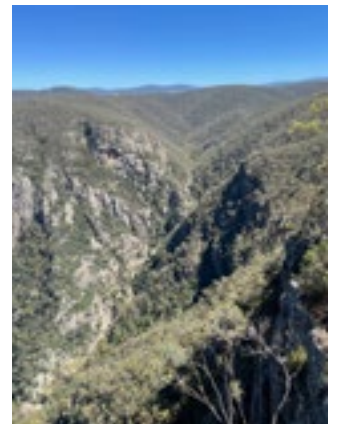




Way to Jindabyne for repairs. Our original plan was to drive the Ingeegoodbee Track but unfortunately the track remains closed, so we had to backtrack along Limestone Road before climbing Rams Horn Track for some stunning views. A short drive to Native Dog Flat and we setup camp for the night.

### Day 3 – Native Dog Flat to Dogmans Hut – 79km

With our convoy now down to 5 vehicles, Russell and Helen in the Warrior took over trip leader duties and we made our way north along Limestone Creek track toward the Poplars camping area. The track was challenging with some steep areas and a few bog holes. Unfortunately, at a water crossing Alverdine's Prado broke a blade off the fan which punctured the radiator. With all hands on the tools the radiator was removed and plugged with some alloy glue. It took a few goes but eventually it held pressure, and the radiator was reinstalled into the car along with some cutting of other fan blades to "balance" it. Bush mechanics at its finest. The repairs held, but at a cost of a quite a few hours. We had hoped to use the Davies High Plain Track to get to Dogmans Hut, but another closure meant we had to re-route across Mount Hope Road and then descended Tom Groggin Track which had some larger ruts in the bottom section. The time lost repairing the radiator resulted in another night drive as we finally reached Dogmans Hut on the Murray River where we reunited with Steve who thankfully had a good campfire going.



### Day 4 – Rest day – Jindabyne Day trip

With a leisurely day planned we crossed the Murray River at Tom Groggin and drove the 60kms of the Alpine Way into Jindabyne. Most headed to the caravan park for showers while Alverdine picked up a new radiator for her Prado from the helpful team at Kosciuszko Auto. A bit of sightseeing followed by lunch at the Banjo Patterson Inn made for a restful day to recharge the batteries and replenish stocks before the final days of our trip.

### Day 5 – Dogmans Hut to Buenba Flat – 75kms

It was mountain day today, with our route taking us over Mt Anderson, Mt Pinnibar and Mt Gibbo. The closed section of Mount Pinnibar track meant we had to backtrack up Tom Groggin Track which was much more enjoyable in the daylight as opposed to descending in the dark. We then made good time along the recently graded Mount Hope and Mount





Anderson Roads before turning onto Wheelers Creek Log Road. After a couple of rocky challenges and a tyre off the rim, we reached the Mount Pinnibar Track for the last 2km to the summit. The final climb is rocky but fairly straight forward with no major obstacles. Lunch at one of the highest spots in Victoria you can drive a 4wd was our reward, as we soaked in the stunning vistas.

We had to retrace our steps after lunch going back over the top of Mount Anderson then turning onto Mount Gibbo Track. The climb up to the summit of Mount Gibbo was a bit more cut up than Pinnibar with a rock step that required a few well-placed rocks to negotiate. With everyone up to the summit, we were again rewarded with stunning 360-degree views. The descent was rocky but without the rock steps on the eastern side. We turned onto Buenba Road which gave us a good gravel run to our campsite at Buenba Flat.

### Day 6 – Buenba Flat to Omeo – 91kms

We left the high mountains and alpine views behind today as we transitioned into rolling hills of the Omeo Valley. We followed Buenba Gap Track which had numerous trees across it that required clearing as we worked our way back towards Omeo. Deep Creek Track and Besford Track took

us west to the Benambra - Corryong Road where we turned onto Tablelands Road to take us to the Mitta Mitta River at Taylors Crossing. The picnic area on the bank of the river provided a great spot for lunch, before we crossed the river and had a look at Kennedys Hut. We followed the riverbank to the historic Hinnomunjie Bridge before airing up and heading to Omeo Caravan Park for a welcome shower and feed at the Hilltop Hotel, which offered well priced and good quality fare.

### Day 7 – Omeo to Tambo Crossing via Haunted Stream – 78 km

Our final day on tracks included the iconic Haunted Stream Track with its numerous water crossings. We headed south on sealed roads before turning off the black top at the King Cassilis Mine. The mine was established in the 19th century and the relics of large scale machinery were on full display over a large area.

After airing down and leaving Cassilis we turned onto Charlotte Spur Track which had some very large rocky areas to negotiate as the track contoured around and over the tops of hills. It was slow going and in various places the retaining walls on the low side of the track had been hand built in stone, with a huge drop right next to the vehicle it was a little





unnerving on a very narrow track.

Hema had the track marked as easy, but you wouldn't want to venture along it without a suitably equipped 4WD.

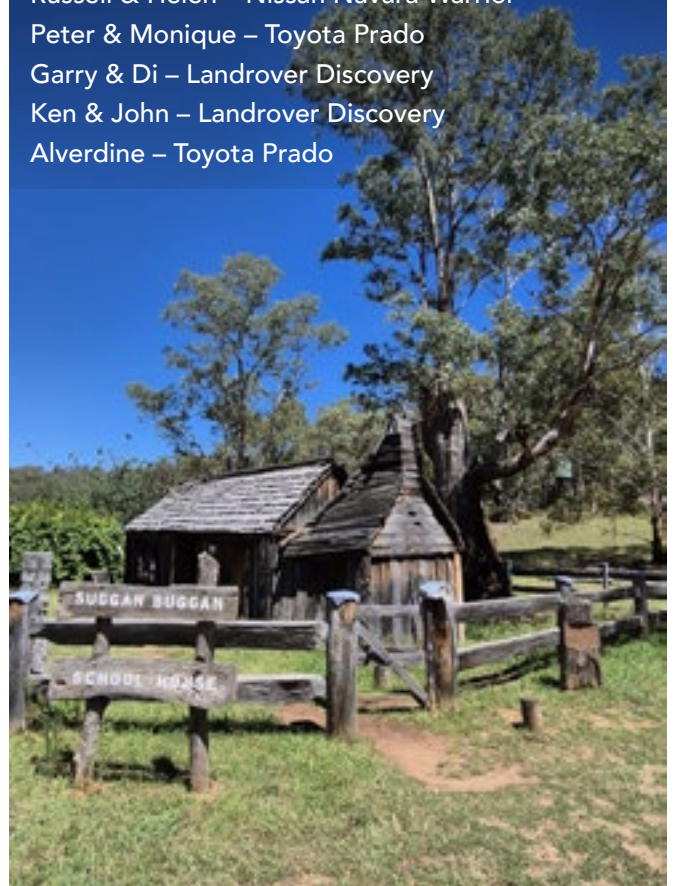
We followed City Track which descended to the old town site of Dawson City and the western end of Haunted Stream Track. A short lunch stop and we commenced with the first water crossing. The track has seen significant maintenance work recently and was in great condition as we crossed the stream a total of 55 times passing the old town sites of Dogtown and Stirling. There are no major challenges on the track, and we reached the closed gates over private property just before the Great Alpine Road before heading up to the Ensay Recreation Reserve to camp.

The final day was the long drive back to Ballarat after another great trip to the Victorian High Country with over 500 kms of tracks and gravel roads and all of our campsites on creeks or rivers. It was another memorable trip and we will no doubt be back next year.



#### Trip Participants

Steve & Viv (Trip Leaders) – Toyota Landcruiser 200  
 Russell & Helen – Nissan Navara Warrior  
 Peter & Monique – Toyota Prado  
 Garry & Di – Landrover Discovery  
 Ken & John – Landrover Discovery  
 Alverdine – Toyota Prado





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## Mud, Salt & Rust

In Australia, every 4WD journey is a trial by fire. Where the blistering desert dust, clinging tropical mud, and relentless coastal salt converge to test your vehicle's mettle. Far beyond keeping your ride looking pristine, proper weatherproofing defends the very heart of your machine. While weatherproofing is often thought of as a way to keep your vehicle looking sharp, effective protection goes far beyond aesthetics. It preserves mechanical integrity, enhances reliability, and secures the long-term and resale value of your prized 4WD.

A solid foundation for any weatherproofing strategy begins with consistent cleaning routines and regular maintenance checks. After every off-road trip, a robust wash, scrubbing away the layers of dust, mud, and salt, is not just maintenance; it's the first step in securing your ride for tomorrow's adventure. These substances may seem harmless at first, but when left to sit on your vehicle, they can bind to surfaces, degrade paintwork, and even cause hidden corrosion before you notice any signs of trouble. Routine inspections of components such as fluid

levels, tire pressures, brakes, and electrical systems not only ensure your vehicle's safety, but they also help you identify early signs of weather-related damage, think tiny rust spots or cracked hoses that could later turn into costly repairs.

Mud forms an integral part of the off-road experience, yet its impact is far from benign. Beyond the obvious aesthetic issues, mud tends to trap moisture against the vehicle's metal surfaces. This constant dampness, especially in less visible areas like chassis rails, accelerates the onset of rust. Preventative steps can significantly reduce such risks. For example, installing high-quality mud flaps limits the amount of mud splattered onto the bodywork, while adopting a smoother driving style—with gradual acceleration and braking—can help you maintain traction when conditions are slick. After returning from a muddy trip, it's critical to hose down not only the visible body panels but also to flush the underbody. Specialized washes enhanced with rust inhibitors and mud-dissolving agents can dissolve stubborn deposits, ensuring that



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even wheel wells and chassis components receive the deep clean they require.

Salt, whether it comes directly from beach driving or the lingering sea breeze, presents another formidable challenge to 4WD durability. Unlike mud, which primarily causes localized damage, salt has a corrosive nature that can work its way into both the vehicle's exterior and internal components. Deposits of salt often settle in the same areas that mud clings to, the undercarriage, wheel arches, chassis rails, and even along door seals. Over time, these salt deposits can corrode not just the visible exterior but can also undermine critical systems such as braking, electrical wiring, and even seal integrity. There are some preventative measures you can take like apply rust protection coatings to vulnerable areas, rinsing with fresh water after salt exposure, and salt-specific cleaners to neutralize corrosive residue. Some owners take extra precautions by applying protective agents like lanolin or fish oil to create an additional barrier against salt intrusion.

It is the underbody of your 4WD that generally bears the brunt of the onslaught from mud and salt. The underside of your vehicle is a hidden battlefield where corrosion often begins unnoticed. Key areas to watch include the chassis rails, which form the backbone of your vehicle. Over time, the combination of trapped moisture from mud and the aggressive chemical action of salt can create rust spots that weaken these crucial supports. Additionally, the brake lines and suspension mounting points can become compromised if salt deposits accumulate, leading to potential mechanical failures. Electrical connectors and wiring looms tucked away beneath the body are particularly susceptible to short-circuiting if sealed compounds begin to degrade under the influence of corrosive substances. Regular inspection of these areas should involve a close look for flaking protective coatings, dark discolorations, or any signs of pitting and rust formation. Using a soaker hose or sprinkler to give the undercarriage a thorough rinse after each off-road adventure is an indispensable step. Furthermore, it is wise to periodically have a professional assess the integrity of underbody components, as early intervention can preempt what might otherwise evolve into a costly repair or even compromise the vehicle's structural safety.

In the grand adventure of off-roading, the war against mud, salt, and rust is never truly over. By committing to a routine of thorough cleaning, smart maintenance, and a few well-chosen protective measures, you're not just preserving metal and paint, you're investing in every future journey across Australia's untamed wilds, allowing you to concentrate on the thrill of your next expedition with confidence.



## 18 Uses for Plasma: The Lifesaving Gift That Keeps on Giving

Plasma, the golden liquid in our blood, is essential in treating a wide range of medical conditions, from burn victims to people with blood disorders. In Australia, over 18,000 plasma donations are needed every week to meet patient demand. While you may never know exactly who benefits from your donation, one thing is certain: they will be deeply grateful for your generosity.

Take Michael Klim, for example. The Olympic swimming legend, known for his iconic performance at the 2000 Sydney Olympics, now faces a personal challenge. In 2020, he was diagnosed with chronic inflammatory demyelinating polyneuropathy (CIDP), a rare autoimmune condition that affects his muscles, particularly in his legs. To manage his condition and stay well, Michael relies on regular infusions made from donated plasma. Every six weeks, he receives treatment derived from up to six plasma donations or 32 blood donations. That's 278 donors worth just for him alone.

But Michael's story isn't unique. Every day, over 1,000 Australians rely on plasma or plasma-derived treatments to manage conditions like autoimmune diseases, blood disorders, burns, and trauma. Plasma is used for 18 different medical purposes, and each donation helps save lives or improve quality of life.

The donation process itself takes about 45 minutes. While that's a little longer than a whole blood donation, the recovery time is much quicker; plasma is needed from all blood types – so you'll be giving exactly what patients need. In fact, you can donate plasma every two weeks, giving you the opportunity to help more frequently. Now that's what we call real impact!

Lifeblood needs a donor every 4 minutes to ensure Australians receive the treatments they need. Your next donation could help someone like Michael Klim. Join the Four Wheel Drive Victoria Lifeblood team today if you'd like to be part of our growing donor community and donate. With over 45 donation sites across Victoria, it's easier than ever to make a difference.

***Safe travels and happy donating!***





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# VW Group Australia - National Fleet pricing for FWDV members



Four Wheel Drive Victoria has now partnered with Volkswagen Group Australia (VGA).

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