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From the President



Welcome to the March Trackwatch and a happy new year to you all. The start of this year heralds the beginning of a new era for the Association with the establishment of the long awaited ministerially appointed Four Wheel Drive Advisory Committee, of which Four Wheel Drive Victoria will be a key member. We look forward to representing our members in our dealings with the rest of the committee and with the Environment Minister who has sponsored this new committee until the end of 2018.

Our first general meeting for the year was very well attended with many of the Association's clubs represented. It was clear that many had come to hear from our special guest, the new CEO of Parks Victoria, Bradley Fauteux. It was great to hear Bradley speak about his past experiences in Ontario, Canada and also on his vision for his new organisation. Also attending our general meeting with Bradley were two members of our new advisory council, Parks Victoria's Andrew Marshall and DELWP's Richard Wadsworth, who were both well positioned to share their view of the new committee. I am indebted to Bradley, Andrew and Richard for being so informative and for sharing their week-end with our members.

Just prior to Easter Wayne and I will be meeting up with Bradley again, in Mansfield, and accompanying him on a visit to a number of high country huts in the local area. We will also be meeting with the local land managers, representatives of the High Country Huts

Association and members of the Taungurung Clans Aboriginal Corporation.

We will also be meeting with the Environment Minister in late March to discuss the new advisory committee and to raise other matters of importance to our Association, such as our ongoing funding arrangements and the proposed Great Forest National Park.

We finished the 2015 year with our usual Oxfam Christmas Tree delivery event, supporting this very important international welfare organisation. It was again a great pleasure to be personally involved in this event and to work beside a number of our members as they gave up their time to ensure the trees reached their welcoming homes. I would personally like to thank all members, and other members of the general public who participated in this event.

Prior to Christmas, the Clean Up The Bush program's latest rubbish search weekend was also conducted, in the Nerrina State Forest, near Ballarat. Around 150 sites were identified for the collection phase which will be conducted in early April. Thanks again to all the willing volunteers who gave their time and also to those who will be participating in the next phase of the program.

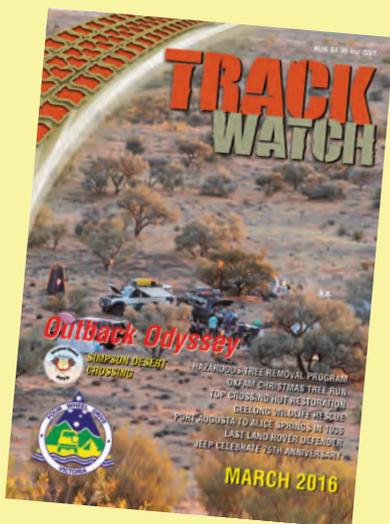
Damian Stock

President, 4WD Victoria

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Simpson Desert campsite
- photo by Garry Doyle



Editorial

Rather belatedly welcome to 2016. Hopefully many of you took the opportunity to indulge in some summer four wheel driving.

Over the New Year, the Board decided to reduce Trackwatch to a quarterly, rather than a bi-monthly magazine. As the principle means of communicating with you, this reduces our capacity to bring you timely and up to date information, reports and news of coming activities.

Similarly Trackwatch is an important conduit to Parks Victoria and other bodies, promoting the exceptional work done by Clubs and their members across a myriad of activities. Personally, it is my opinion that you cannot have too much communication between FWDV and members, with Trackwatch an important element in keeping you informed. Hopefully additional communication strategies will be considered to maintain these strong links.

Once again a big thank you to those Clubs that have contributed to this issue, with news of activities that their Club has been involved. Each month I am astounded by the work that many Clubs are putting in, to not only directly promote our recreation, but to make the bush and the places we visit a better place. Considering I am sure there are just as many projects carried out that we don't receive a report on, the 4WD Club movement deserves high recognition. We are always on the lookout for quality material for possible publication, and I invite Clubs to submit reports on related activities. This month I also thank Robert Norman for the various news items contained in this issue.

It would also be remiss of me to not acknowledge the sterling job that John Farlow has done as FWDV Treasurer. John has worked tirelessly to get our finances into a healthy state, and news of his resignation from the Board is a loss to the organisation. We wish John well and thank him for his astute financial competence that has guided FWDV into a strong financial position. Also if you drop in to the FWDV office, it is great to see the happy face of Alison McLachlan who is lending a hand, following the departure of Wendy.

Yours in four wheeling

Brian Tanner
Editor



News

Parks camping fee changes introduced

Some camping fees in Victorian National Parks were changed in December 2015.

Fees for campsites classified in the 'mid' range are reduced from \$38.90 to \$28 per site in peak season. This change affects 48 campgrounds around the State, such as Borough Huts and Jimmy Creek in the Grampians National Park, and popular sites in the Great Otway National Park including Johanna Beach and Aire River West, and Bear Gully at Cape Liptrap Coastal Park.

In total, there are 55 campgrounds around the State where fees have been reduced. These changes follow the removal of fees at 70 basic campgrounds in 19 parks around the State earlier last year.

Existing discounts of 10% for concession card holders and 10% for school groups will remain in place. Fees vary according to the facilities provided at the site. Fees also vary according to peak, shoulder or off peak periods.

Campers do the right thing

Authorised Officers made contact with about 380 visitors across Gippsland over Australia Day weekend as part of patrols to ensure campers were following campfire safety rules. Department of Environment, Land, Water and Planning (DELWP) Regional Compliance Coordinator, Peter Simpson said most campers were enjoying themselves while also doing the right thing when it came to campfire safety, though there were a few unattended campfires. "Over the weekend we came across 13 unattended campfires—most of these in the Baw Baw Shire area." "It was satisfying, however, to see most campers doing the right thing – we saw a number of people tipping buckets and eskies of water onto campfires before leaving."

"Though we dealt with a few littering issues, most campsites were also left very clean."

"Many of our officers said people were very happy to see them out and about making sure people were abiding by the law. They also appreciated receiving Country Fire Authority information on the do's and don'ts of making and extinguishing a campfire as not everyone is aware of the rules." "We need for everyone to be diligent when building, lighting and putting out their campfires. A campfire can easily escape and cause a bushfire. You must never leave a campfire unattended."

For the rules and regulations on campfires go to <http://www.depi.vic.gov.au/fire-andemergencies/public-land-fire-restrictions/campfires-and-barbeques>

Office Relocation

The task of identifying suitable premises for the relocation of the FWDVic office is proving to be a long and complex task, defining our needs against what any property offers. This remains ongoing and while a number of venues have been looked at, we have not yet secured a location. Negotiations are under way with a number of parties for a property in Donvale, not too far from our current site. Stay tuned for further news.

New Treasurer Required

Recently, our treasurer for the Association, John Farlow retired from the board, leaving the position of treasurer vacant. Under the rules of governance, this is a position that must be filled. If you think you or somebody you know has the skills and qualifications to fill this position, please contact the office for further information. We most sincerely thank John for the hard work he put in as treasurer, turning the financial situation of the Association around in such a dramatic way, and in

such a short time. We will miss his commitment and hard work and express our appreciation to him.

First Aid Certificates

FWDVic, in conjunction with National First Aid, regularly holds First Aid courses. If it has been some time since you last updated your qualifications, then now might be time to consider doing a refresher or new course. You never know when you might need it, and you might just save somebody's life. Please contact the office for further details.

New Parks Victoria CEO

Parks Victoria has a new CEO, Bradley Fauteux. Bradley comes to us from Ontario, Canada, bringing with him a wealth of knowledge and experience. He was manager of Ontario Parks and was responsible for more than 82,000 sq km of a wide variety of parks. We look forward to working with Bradley and the staff of Parks Victoria in a continuing, strong relationship.



News

Cleaning up Victoria's backyard



CLEAN UP THE BUSH PROJECT

The Clean up the Bush project recovery and removal stage will take place over the weekend of the 2nd and 3rd of April in the Nerrina State Forest area, five minutes north of Ballarat. This follows on from the successful search weekend held in early December last year. Since then, however, there has sadly been a significant increase in the rubbish dumped over the Christmas/New Year break. Household waste, building materials, car bodies, tyres, televisions and white goods are among the rubbish to be collected. We are looking for volunteers to come and take part; people from Parks Victoria, DELWP, FWDVic and a multitude of 4WD clubs.

If you would like to be a part of this weekend, please contact the office so that we can arrange catering and allocate areas. Hot showers, flushing toilets, a flat, grassy camping area, and four catered meals are all included. And after all the hard work, there is the satisfaction of a job well done and knowing we have made a difference.

A large-scale rubbish recovery weekend marks the next stage of the Clean up the Bush program, which tackles illegally dumped rubbish in Nerrina Heritage Park.

Following a successful reconnaissance trip late last year, a team of enthusiastic and dedicated volunteers will be spending their Saturday and Sunday helping remove the tonnes of illegally dumped rubbish that have been affecting Nerrina Heritage Park and surrounds.

With a friendly inter-club atmosphere to the event, our members will be making a big difference to the forests we all love to experience while enjoying a great drive.

Thanks to the generous support of the Ballarat Light Car Club by donating use of their club rooms, along with the invaluable contributions by local businesses featured below, this really is a program for Ballarat, by Ballarat.

Forest Fire Management Regional Manager, Amanda Carabott, said: "Because we now know where to find

the rubbish [after the reconnaissance trip last year], the actual work during April's clean up will be quicker and easier."

"The event also gives us a chance to increase public awareness about the impact of illegally dumped rubbish on the forest." Ms Carabott said.

DELWP, Parks Victoria and Four Wheel Drive Victoria have a formal working partnership across the State to try to change the attitude towards dumping rubbish on public land, and will be conducting another Clean up the Bush in the Wombat State Forest in May-June.

People who are interested in getting involved in this event can also contact Four Wheel Drive Victoria.

Thank you to our generous sponsors: SUEZ Recycling & Recovery, Mega Meats, Coles Bakery Hill, Beechworth Bakery, Hip Pocket, Bunnings Ballarat & ARB 4x4 Accessories.

Kate Waller





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News

A Special Outback Experience in 2016

If I was speaking with my suburban neighbours and I introduced words such as Vestey, Lingiari or Wave Hill into the conversation, I suspect I would probably receive quizzical looks on uncomprehending faces, or looks of boredom. There might be a spark of recognition if the people happened to be fans of singer/songwriter Paul Kelly. Seasoned 4WD travellers would no doubt be the group who would most likely understand me. Those people who have travelled the Buchanan Highway (partly embracing the route of the infamous old Murrundji Stock Route) and the Buntine Highway as they made their way between the Stuart Highway in the Northern Territory, towards Old Halls Creek in Western Australia. Or perhaps they had travelled the Buntine as they entered the Gregory National Park. "So what" you say? All of the abovementioned people or places have a connection with an important event whose 50th anniversary will be celebrated between

19th and 21st of August 2016 near Kalkarindji and four wheel drivers are invited to attend camp and join in the festivities.

I refer to the 50th anniversary of the Walk off from Wave Hill Station by the Gurindji people, who had been supplying the vast majority of the station's workforce. This was the beginning of aboriginal land rights and a big change in the pastoral industry. It was a somewhat polarizing event in our history.

Regardless of your point of view, it will be a unique event to be part of. Make it a part of your winter travel plans. It would be ideal to visit before or after you travel the 600 plus km of isolated tracks that the nearby Gregory National Park offers to the adventurous. You could call in after having been travelling in the Kimberley or leaving Old Halls Creek and the Bungle Bungles. Perhaps you might call in after having travelled up the Canning Stock Route.

The official program will be launched later this year but there will be a music concert. Paul Kelly, Kevin Carmody, Archie Roach, Missie Higgins and Dan Sultan have all celebrated the event in song, so I wouldn't be really surprised if at least some of them eventually appeared on the program.

Interpretive signage relating to the event has been installed along the Buntine Highway for people doing self drive tours through the area. There is also some possibility of escorted four wheel drives being conducted in the area.

Past celebratory weekends have normally included a visit to Vincent Lingiari's grave, traditional dancing by Gurindji women, an art exhibition, football, baseball and basketball competitions and a battle of the bands.

Four Wheel Drive Victoria will publicise the official program as soon as it released. Meanwhile, mark in your diary.

Geoff Kenafacke
Midweek 4WD Club



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News

Regional REPS Meeting

A meeting will be held on the weekend of 14th – 15th of May at Bendigo. This meeting is the first for the year and will bring together land managers from Parks Victoria and DELWP and Regional Reps from the various areas and Clubs around the state so that we can work together co-operatively to maintain access to the bush and tracks. It was with regret that the meeting scheduled for October last year had to be cancelled due to the fires in the Cobaw Ranges.

Camp Host

Already this year, a number of clubs have conducted successful Camp Host weekends. This program puts club members in specific camping areas to be a presence and interface between the public and the various stakeholders.

It has been shown that when a Camp Host is held, hoon behaviour and vandalism is reduced in the vicinity. One of the requirements of Camp Host is the collection of survey data from the campers in the assigned area. Carrying out these surveys allows an interaction and to find out why people go to that place and what they want and expect. It can be a great recruitment tool as well. Get your club involved and have a fabulous experience at the same time. For further information, contact the Four Wheel Drive Victoria office.

Ministerial 4WD Advisory Committee

A Ministerial advisory committee has been formed to advise the Minister for the Environment on all matters Four Wheel Drive. We are pleased to announce that FWDVic has a seat on this committee giving us a voice at the highest levels. The first meeting has been held and was a very positive atmosphere.

Australian 4WD Gathering 2016

The 11th Australian 4WD Gathering will be held August 19-22, 2016, at Barmera, SA.

Just 2 hours east of Adelaide the Gathering is open to all four wheel drivers. There will be 4WD tours, product demonstrations, competitions, camp oven cooking and activities for the children.

Details and registration:
www.gathering4wd.wix.com/gathering
www.4wdgathering.org.au



Club Spotlight



TOP CROSSING HUT RESTORATION

Top Crossing Hut, nestled in the Alpine National Park south of Whitfield, was renovated over the weekend of the 16th and 17th January after some parts of it was destroyed by vandalism.

Several members, new and old, from Wangaratta Four Wheel Drive Club alongside a member from Parks Victoria attended a working bee to repair and replace wooden beams, iron cladding, replace and cement some rocks from the fireplace and strengthen the door before the hut received a fresh coat of paint.

The Club is part of the Adopt a Hut Program and work with Parks Victoria to look after Top Crossing Hut and Lake Cobbler Hut. At the end of the working bee on Sunday, members ended the weekend with a drive to the iconic Craig's Hut which was the setting for the famous movie, The Man from Snowy River.

By Kate Burke



TRAINING COURSES 2016

BOOK ONLINE

Open to all club members, thw general public and corporate organisations.
Browse courses online at website www.fwdvictoria.org.au and call the office to book on (03) 9857 5209

PROFICIENCY COURSES



- Tuesday 5th April - PC160409 - Nth Balwyn
- Saturday 9th April - PC160409 - Practical Werribee
- Tuesday 17th May - PC160521 - Nth Balwyn
- Saturday 21st May - PC160521 - Practical Werribee
- Friday 3rd June - PC160604 - Nth Balwyn
- Saturday 4th June - PC160604 - Practical Werribee
- Tuesday 12th July - PC160716 - Theory
- Saturday 16th July - PC160716 - Practical Werribee
- Tuesday 16th August - PC160820 - Theory
- Saturday 20th August - PC160820 - Werribee

TRACK CLASSIFICATION COURSE



- Saturday 7th May - TBA
- Saturday 10th September - TBA

4WD WINCH RECOVERY COURSE



- Sunday 10th July - WR160710 - Practical

FIRST AID COURSE



- Saturday 16th April - FA1604416 - Nth Balwyn
- Saturday 2nd July - FA160702 - TBA

WINTER DRIVING COURSE



- Friday 12th August - WD160812 - Mt Skene District
- Saturday 13th August - WD160812 - Mt Skene
- Sunday 14th - WD160812 - Mt Skene District

CHAINSAW COURSES



- Friday 5th August - CS160805 - TBA
- Saturday 6th August - CS160805 - TBA
- Sunday 7th August - CS160805 - TBA

OZIEXPLOER COURSE



- Friday 15th April - OZ160415 - Nth Balwyn
- Friday 26th August - OZ160826 - Nth Balwyn
- Friday 25th November - OZ161125 - TBA

SAND DRIVING COURSE



- Friday 29th April - SA160502 - Practical Portland
- Saturday 30th April - SA160502 - Practical Portland
- Sunday 1st May - SA160502 - Portland
- Monday 2nd May - SA160502 - Depart Portland

GPS COURSE



- Friday 22nd June - GPS160722 - TBA
- Friday 11th November - GPS161111 - Nth Balwyn

MAP READING



- Friday 17th June - MR160702 - Nth Balwyn
- Friday 21st October - MR161021 - TBA

FOR ALL BOOKINGS & ENQUIRIES

PHONE (03) 9857 5209

or email:

training@fwdvictoria.org.au



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 - 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, (see below).

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

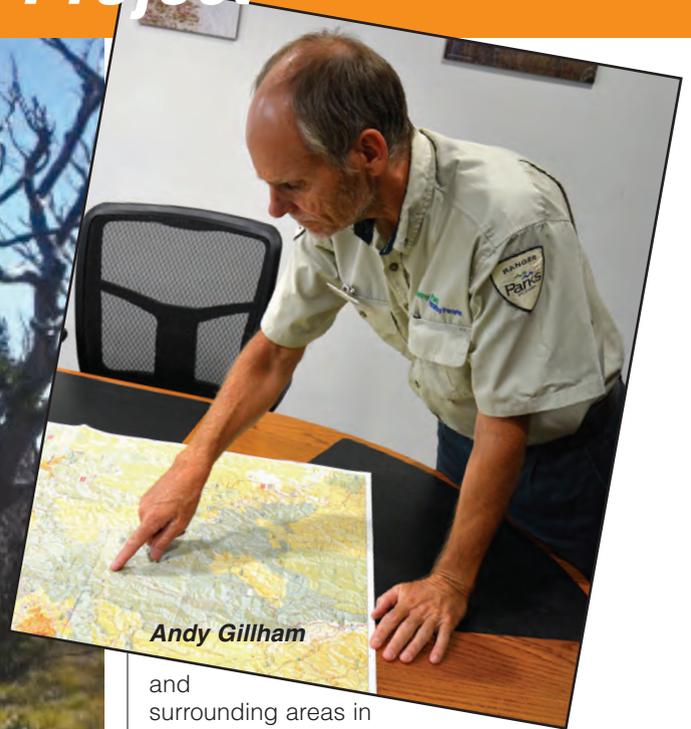
Course Cancellations: FWDV will make a full refund of all fees paid should a course be discontinued. FWDV reserves the right to cancel a course if a minimum number of participants are not achieved or for Occupational Health and Safety reasons. Should the students desire to take an alternative course with FWDV, fees will be fully transferrable 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.

Hazardous Tree Removal Project



**Report by
Greg Rose and Andy Gillham**

Australia is one of the world's most forest fire prone nations and Victoria, with our vast eucalyptus forests, is the most volatile. As far back as February 1851, when the Black Thursday Bushfire burnt through nearly a quarter of Victoria, to the present day, we live in uneasy relationship with fire. The immediate impact of major bush fires is evident. Devastating loss of bush land environments and habitats, loss of property and infrastructure and all too often loss of human and animal life. Long after a fire is extinguished the negative effects on our bush land continue. Fine silty ash washes into watercourses causing environmental damage, a lack of under-storey vegetation leads to erosion, opportunistic plant species establish before the natural flora of an area can regenerate, and trees burnt but still standing can be a hazard for many years into the future. Hazardous trees are of particular concern to land management staff and recreational forest users. Since 2003 vast areas of the Alpine National Park



Andy Gillham

and surrounding areas in Central Gippsland have been impacted by a series of severe very hot fires. Most species of eucalypt will regenerate after fire and you may see epicormic regrowth from shoots protected by the layer of bark. The epicormic growth gives the trees an odd appearance as new shoots spring from the trunk rather than the branch tips as in normal growth.

Some trees are too badly damaged by fire to regenerate or are damaged by other factors like long term drought, in a way that means they will be an ongoing hazard. Double burnt ash trees are very brittle and are the most dangerous. There are tens of thousands of these double burnt trees in our forests. In time these weakened trees will fall.

**Above: Blue Rag Track
Below: FDT Moroka Road**



Hazardous Tree Removal Project

A damaged tree falling on a vehicle could have tragic consequences. Fallen trees blocking tracks can be anything from a minor inconvenience to a major operation to cut through safely. Although most likely to fall in windy conditions or if heavy rain loosens the soil around burnt root systems, the trees sometimes weighing several tonnes, can come crashing down at any time.

The Department of Environment, Land, Water and Planning has instituted the Hazardous Tree Removal Project to reduce the risk to recreational forest users, land management staff and fire-fighters. Some areas have already been treated, for example Grant Road / McMillan Road from the Dargo High Plains Road turnoff to the Grant township site. The roadsides can be visually confronting immediately after the contractors have worked in an area. The felled trees are left on the ground to provide habitat and nutrients for regrowth as they decompose.

Andy Gillham, Parks Victoria Ranger In Charge, Fire and Emergency Operations, Central Gippsland has inspected and endorsed the roads and tracks to be targeted in Central Gippsland during the 2016 program. Four wheel drivers frequently use many of the targeted areas and some of the tracks are sections of Iconic Drives. (See list below). Works undertaken follow strict prescriptions and only the identified hazardous trees are treated. Biodiversity and any sites of indigenous or non-indigenous cultural or historic importance are considered in the planning process.

Epicormic Regrowth



FDT Moroka Road

The program for 2016 will be carried out between February and July. Although the work requires road closures for the safety of both the contractors and the public, DELWP have indicated they will try and keep visitor disruption to a minimum. The contractors may be working over public and school holiday periods.

If you are venturing into any of the listed areas it would be advisable to check DELWP's Public Access Map (PAM) at www.delwp.vic.gov.au and Parks Victoria's website

<http://parkweb.vic.gov.au/safety>. Four Wheel Drive Victoria will be continually updated on the contractor's timetable. The timetable will have a degree of flexibility to allow for machinery issues or unfavourable weather conditions.

Approved tracks for the 2016 program are described below:

Alpine National Park

Tamboritha Road (section from Bennison Lookout to Arbuckle Junction) – treatment area is 10 metres either side of road in mixed species forest.

King Billy Track (section from Howitt car park to Macalister River) – treatment area is 10 metres either side of road in ash forest

Zeka Spur Track (first 12km section from Howitt Road) – treatment area is 10 metres either side of road in ash forest

Howitt Road (section from Arbuckle Junction to Zeka Spur Track) – treatment area is 10 metres either side of road in snow gum forest and 15 metres either side of road in ash forest.

Black Soils Gully Track (entire length) – treatment area is 15 metres either side of track.

Caledonia Track (Howitt Road to helipad) – treatment area is 15 metres either side of track.

Mt Wellington Track (Moroka Road to Miller Gap) – treatment area is 15 metres either side of track.

Moondarra State Park

Seninis Track (section from Moe Road to Tyers River) – treatment area is 15 metres either side of track.

S6 Track (entire length) – treatment area is 15 metres either side of track.

Dwyers Track (entire length) – treatment area is 15 metres either side of track.

Walhalla Historic Area

Mormontown Track (entire track) – treatment area is 15 metres either side of track.

Britannia Spur Track (entire track) – treatment area is 15 metres either side of track.

Cricket Ground Track (entire track) – treatment area is 15 metres either side of track.



Special Project



ANNUAL OXFAM CHRISTMAS TREE RUN
Four Wheel Drivers pitch in to help

Over the weekend of the 5th and 6th of December last year, more than 100 four wheel drivers from clubs helped Oxfam deliver more than 2750 Christmas trees across Melbourne and Geelong.

Members from more than a dozen clubs gave up their weekend to help bring Christmas cheer to households across the suburbs and in turn, help those less fortunate than ourselves.

Members roll up early on Saturday or Sunday morning to collect their trees and allocated delivery area. Many decorate their vehicles and dress themselves up to further show the Christmas spirit. Trucks arrive, bearing the freshly cut trees and a frenzy of activity ensues as willing hands go to work to unload the trucks and get the trees into trailers, utes, vans, and all manner of vehicles, ready for delivery. The scent of fresh pine fills the air, and pine needles cover the ground. Trees are counted and loaded, then out comes the Melway, or more often, the GPS. Addresses are looked up, sorted, and entered to find the most efficient way to deliver all the trees, so that they do not drive to and fro, back and forwards to get the job done. Loads secured, they head off. From Donvale in the east, and Princes



Hill in the north, they sally forth to bring joy and happiness to thousands, north and south, east and west. Navigators furiously keep track of where they are; drivers watch the traffic vigilantly.

From Geelong to Mount Evelyn, Melton to Frankston, and Craigieburn to Berwick, and everywhere in-between, they spread out, fanning over the roads to where people wait expectantly for their tree to arrive.

The doorbell rings, and the cry of children comes through the front door, "It's here, it's here!" as they bounce down the passage, smiles lighting up their faces as "Santa" gives them a hearty "Ho, Ho Ho"! and wishes them "Merry Christmas"! And the smiles are returned. It's a time for fun and frivolity. Greetings and good wishes are

exchanged, and soon they move on to the next home.

Their journey progresses, and the trees in the back become fewer. The body tires and grows weary, but they press on, knowing the difference they make. They are helping to make the world just that little bit better by their efforts, and with so many each putting their own little bit, it becomes a huge difference.

And as they drive away from the last driveway, they allow themselves to relax, looking forward to a well-earned rest and already planning for the next time.

Four Wheel Drive Victoria affiliated clubs have taken part in Oxfam's Christmas tree drive for more than twenty years now, and have helped raise more than three million dollars that goes toward relieving poverty, helping to provide education in impoverished areas, and to bring hope to the world's least fortunate.

You too can make a difference. This year, take part in an extraordinary experience, and witness the changes that you can bring about. And the fun and joy that is brought to so many will bring a smile to your face too.

Contact the office for further information.

Dave Robertson





News

Concealed cameras catch vandals

An Orbost man was found guilty last month in the Orbost Magistrates Court after being caught on concealed camera driving off formed roads in the Orbost State Forest.

Department of Environment, Land, Water and Planning (DELWP) Regional Compliance Coordinator Peter Simpson said: "DELWP set up concealed cameras after authorised officers detected off road tracks being made in an area of the State Forest north of Orbost.

"The Orbost man was caught on camera entering the forest and deliberately driving off the formed roads." "Using the camera footage, we were then able to follow through with this information and interview and prosecute the man."

It is a timely reminder that it is illegal to ride motorbikes and drive 4WD vehicles off formed roads in all Victorian state forests, parks and reserves under the Land Conservation (Vehicle Control) Regulations 2013. "Driving off the formed tracks in our forests causes significant damage to the native

vegetation and can also cause soil erosion," Mr Simpson said. The man pleaded guilty and was ordered to be of good behaviour for three months, with a condition to pay \$200 to the local Country Fire Authority, plus costs of \$222.

"Our compliance work covers all of Gippsland, and in addition to regular patrols we use concealed cameras where we feel it will assist compliance operations." If you see something, say something – report environmental crime to DELWP on 136 186, to Crime Stoppers on 1800 333 000 or to your local DELWP office or police station.

Naked Amarok

No exterior panels. No soft-touch plastics. No clever infotainment systems. Not even a shred of fabric or



cushioning on the seats. There's not a lot left on the skeletal frame of the Naked Ute, bar what matters most.

As part of a multi-platform marketing campaign, Volkswagen Commercial Vehicles Australia stripped back its award-winning Amarok ute to the bare bones: exposing its tough, reinforced and extensively engineered chassis, free from badges and class-leading Volkswagen design features.

The Naked Ute was then assessed by some of its toughest critics: working ute owners from rural Australia. This 'blind' road test saw the Naked Ute driven in a range of off-road environments, designed to test the core strength of the Naked Ute.



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> Club Spotlight

After the Otway fires the Geelong Branch of the Toyota Land Cruiser Club of Victoria contacted several local wildlife shelters to offer our help with food and water drops to the more remote areas of the Otways.

Unfortunately, the fire areas in the Otways are still closed, so we looked for other ways to help.

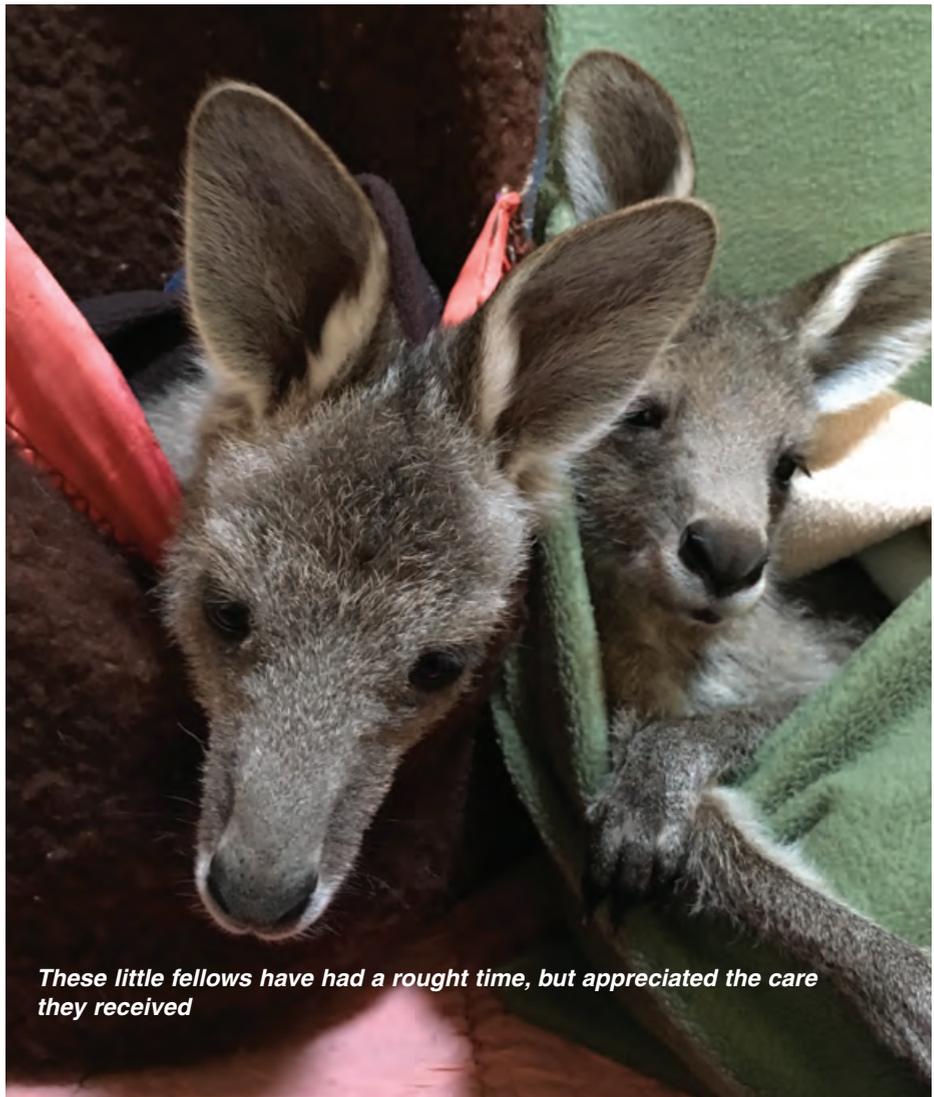
On Sunday 7th February, the Bellbrae Shelter contacted us and asked if we could help the Kilmore Shelter, as they have 68 kangaroos under care after the recent Kyneton fires.

We managed to fill a trailer with donated grass hay and lucerne for the animals. We had a wonderful day cuddling joeys and wombats at Wild about Wildlife in Kilmore. We also worked with Jirrahlinga and West Coast Wildlife who donated some of their excess joey pouches, bunny rugs, masses of new bandages and wound care items.

The Kilmore shelter is an amazing family operation that receives no government assistance.

They would welcome any donations from members to help care for these animals. They need crepe bandages, bunny rugs, or even a few dollars.

**Alison Williams
TLCCV**



These little fellows have had a rough time, but appreciated the care they received

WILDLIFE RESCUE
*Following the devastating Otway fires, it wasn't only the the local residents needing assistance, but large numbers of native wildlife that have had their live's up-turned as well!
The Toyota Land Cruiser Club of Vic stepped in to assist...*





Cover story

'Outback Odyssey'

SIMPSON DESERT & BEYOND

Eighteen months in the planning, three weeks in the execution and years of memories going forward. That's a quick summary of what a Simpson Desert trip takes to complete.

It doesn't do justice though to one of the most iconic trips you can undertake in Australia. The Simpson Desert is still largely untouched (if you keep clear of the French Line) and the days and nights travelling the desert take you to the ends of the Earth and back. It's an experience I've had twice before and it certainly won't be the last time I travel into this remote area of our great country.

I mentioned this trip to a number of people as far back as the beginning of 2014 when it was simply an idea. We had a cousin over from England who

was staying and we were talking about our last trip to the Simpson and he said if it was on again, he'd be there – just tell him the date. So I started putting out the feelers and before long we had over 10 families interested. The final numbers reached 14 cars which meant two convoys so the planning had to be thorough. We planned the route which was to take in the Flinders Ranges as well as the Simpson and would take three weeks in July 2015. We needed to get things organized and cars needed to be prepared. It mightn't sound much, but as this would be the first time the others crossed the desert, there was much to do. Long range fuel tanks, changed suspension, bull bars and interior drawers and fridges.

All needed time to buy and install. Several of us had major vehicle issues earlier in the year so it was touch and go. I had a flywheel fail (dual mass flywheel on a Nissan Patrol) but once identified, was a quick and effective fix. Another vehicle had an engine failure caused by damage on an earlier trip. Fortunately the insurance covered the repair and a newer engine was fitted to the Rodeo. So with only weeks left before the trip, the numbers dropped to eight vehicles and only minor works to finish.

We'd had several meetings in the lead-up and I produced books with planning hints and expected everyone to have a pre-trip check conducted by an experienced workshop.



SIMPSON DESERT

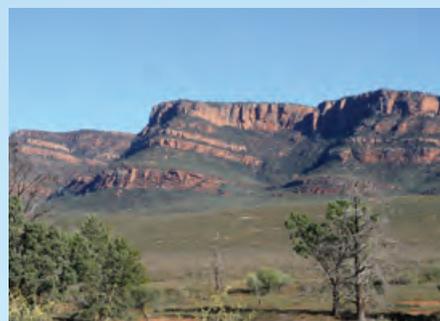
We had vehicle decals and maps and all sorts of advice packed and ready. Meals, fuel, clothes and spare parts. The cars were fully loaded and the participants were equally excited. This was going to be a great trip with great company.

Ironically we left on July 4th – Independence Day. Two vehicles had camper trailers and the rest had roof top tents or swags. Day 1 saw us leave Ballarat early and it was pleasing to be able to leave the cold and fog. We would catch some on the way, but it was to be a long first day. Morning tea at St Arnaud, lunch at Ouyen, afternoon tea at Pinaroo and we were in South Australia. The first night was at Martin's Bend camping area at Berri, right on the Murray River. We got there just on dusk and after setting up, visited the super-market to get the fresh vegetables and fruit we couldn't take into the fruit fly exclusion zone. Berri is a great place



but when you're in a crowded, popular campsite, there's no fire wood so we struggled. That is until the two four year olds with us collected small twigs and leaves and insisted we light them. Well that fire lasted for a couple of hours and successfully had everyone gather around, just like a good fire can.

Day 2 and we travelled via Peterborough where we had lunch by the information centre and onto Hawker for a coffee and toilet break.



It's like an oasis the rest area in Hawker. It's clean, there's a playground for the kids and right opposite is a coffee shop. It's a great place to stop for a meal or just a coffee. The trip from there was short up to Rawnsley Park where we would set up camp for two nights. On checking in I noticed that firewood was for sale by the bag. Good quality redgum. Everyone bought a bag so we ended up with 8 bags of wood.



SIMPSON DESERT

One of those bags travelled all the way with us and ended up in part coming all the way back home. Great economy! We rationed the wood though as we weren't sure what the rest of the trip would hold and we wanted to have a warm fire each night.

Rawnsley Park is close to Wilpena Pound but the camping is just like free camping but with amenities.

Day 3 saw a short round trip through the southern Flinders Ranges. We bought park passes and travelled through the centre of the ranges to Parachilna Gorge where we stopped and had lunch. After only two days a tradition had begun. Our grandson, Evan had brought with him his footy, so at every stop, out came the footy and even Joe the Pom was playing before too long. Along the Geological Trail where the signs indicate the age of the rock and the Flinders really feels old, and it should, it's over 600 million years old. This track even had a water crossing where we all had to wash the cars and some got photos taken. Back to the bitumen and into Wilpena Pound for a refuel and a coffee. Some of us even bought souvenirs. We did stop at some of the lookouts along the track and the best views were had from the camping area. When the sun sets, it shines on the rock walls around the Pound and the colours are stunning. The southern Flinders is a great place to visit with its history and the old building ruins. It's worth a trip from home and can easily be achieved in a week, and that includes the Gammon Ranges to the north as well.

Day 4 and we headed off along the Moorallanna Scenic Route along the gorge to the bitumen where we turned north and for 40 kilometres or so, the road didn't meander. Past Parachilna and turn right toward Brachina Gorge. The gorges of the Flinders are magnificent and you can spend a lot of time exploring, especially on foot.

We arrived in Blinman just in time for lunch and there was quite a crowd, so off to the North Blinman hotel for lunch. A bit of a wait, but the food was great and the sun was shining so we were starting to warm up. We were heading for Arkaroola and just out of Blinman the road again turned to dirt as it would be for a large part of the trip.

We had to spread out quite a bit along this section as the dust was thick and there was little breeze to move it away. We arrived in Arkaroola mid afternoon so had plenty of time to find a great campsite by the creek

Touring in Flinders Ranges SA

SIMPSON DESERT

which was to be home for three nights. I was fortunate to catch up with Marg Sprigg who I first met in 2011 when we were planning the Nissan 50th Anniversary of the first vehicle crossing of the Simpson Desert. It was great to catch up again and Marg and Doug have a great place in Arkaroola – it's well worth staying a few days.

Day 5 saw a trip out the back of Arkaroola, and although the distance was relatively short for these areas, the travelling was slow due to the rocky nature of the tracks. The first stop was Bolla Bollana Mine site and that was soon followed by the Wheel Turner Mine site. This is where we had lunch and once again, the weather was sensational. Copper deposits on the creek bed and a walk up the gorge to where the dam was located to hold back the water for the mine. Many of these places are hidden so it pays to do some research or you'll miss a lot. We had kept the best to last though as the trip took us to the Yudnamutana Mine site. This is spectacular and there are still many relics scattered all over the site. It's not marked on many maps so again, do the research. The cemetery had one headstone that the boys took photos of. It stated that a woman was shot by husband and that's how she died. On the way back to camp, we stopped to collect fire wood which was everywhere next to the track outside the Arkaroola nature reserve. This would keep us going for a couple of nights.

Day 6 and one of our group was having a birthday so we had to celebrate, but that would come later. Today was the day for some genuine four wheel driving and plenty of low range. We'd planned to do one of the back track tours out of Arkaroola. This track takes in lots of steep terrain, plenty of rocky tracks and the best views of the Gammon Ranges. There's a smaller

Pound similar to Wilpena so you get a great sense of what the larger Pound must be like. One hill was steep and only had space for two cars at the top, so we took it in turns to go to the top to take photos. The track isn't clearly mapped and what was mapped looked short and straight forward. It did take over four hours to do this loop of about thirty kilometres, but everyone had a ball getting some genuine off road experience in the Gammons. Some of the ladies stayed behind and when we got back, we had a birthday celebration. They'd made a birthday cake and scones and jam and cream. Along with a drink or two, we celebrated. In fact I think we might have celebrated even if there wasn't a birthday – we'd had such a great day, but tomorrow was another long drive so it was a reasonably early start.

Day 7 and we travelled back toward Lake Frome and past Frome Downs. This track passed lots of nothing but was at the same time a great drive. The track was damp in places so was a pleasant drive without the dust. We were heading for Yunta on the Barrier Highway where it would be lunch time. Not only was the roadhouse a great place for a meal, but it had fuel that was amongst the cheapest we'd seen on the trip and as it turned out, would be the cheapest for the rest of the trip. From Yunta we used the Barrier Highway to get to Broken Hill, where one of the littlies decided she'd work hard to see if she could fix it. Broken Hill would be where we said goodbye to one of the group as they were travelling back home – it's a bummer when you can only get a week off.

The rest of us dropped into a large shopping centre as we needed fresh food before heading for Silverton. We got there in the dark and the drive was a little scary. There were lots of animals on and just off the road including brumbies, goats and kangaroos. Silverton isn't large but has some great history. We had to make sure tents were well pinned down though. That was the weekend when the whole of



SIMPSON DESERT

South East Australia suffered that massive cold weather event. It was snowing back home but we ended up with strong winds and rain. The wood was still going well though and we had a few bags left, but they sold it at Silverton as well so we bought a few more bags – just in case.

Day 8 was a day off so everyone did their own thing. As it happened, the weather was cold and wet so we ventured into Broken Hill proper to look around before heading back to Silverton Pub for lunch. What another great country pub and great hot dogs! We visited the museum with a couple of others whilst others in the group visited the Mad Max Museum. It was a restful day and fortunately the rain dried up but there was still a cold wind. Silverton is another place to book-mark for later. It's well worth exploring as is Broken Hill. But we were on our way to bigger and better places, so after two nights we were on our way again, this time north back to outback territory.

Day 9 and we had to fuel up and everyone needed water. One of the group had a puncture (caused by a screw driven over in Broken Hill the day before) so we had a slow departure. The drinking water is available from the Information Centre but the tap is the



slowest I've experienced. We had around 300 litres of water to fill for everyone so we were there for an hour. That was OK as it allowed for more coffee and a puncture repair. North bound may have been a challenge because of the rain so a check at the Information Centre put minds at ease as the track was fine. They did advise of an alternative camping area in Tibooburra rather than the Sturt National Park. Lunch was at Packsaddle and Tibooburra was reached in good time. The wind was less now so that would

make camping easier. Check in at the General Store to pay for the Aboriginal run camping area just out of town. This is one great spot – hot showers, flushing toilets and plenty of room to camp. Our only mistake was we collected some timber along the way. It was left over old power poles and when we put it on the fire, the creosote in the timber meant we couldn't get too close. It was a great place and it's down the road next to the roadhouse. I can recommend this if camping in Tibooburra.



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SIMPSON DESERT

Day 10 and we wouldn't be seeing bitumen for some time. Fueled and fed at the roadhouse we were off. We came across a 'Cruiser with a van that had broken several spring shackles and was heading to the bitumen to get it fixed. That was the first of lots of vehicles we'd see with problems. Our group had no problems at that stage so we were able to make good time. We were heading for Innamincka and would take in Cameron Corner along the way. The road conditions varied between soft sand, smooth gravel and corrugations like no other. Arriving at Cameron Corner not too long before lunch we stopped, took the obligatory photos whilst being in three states at once and then to the roadhouse where the hot chips and cold drinks were welcome. We stopped on the Strezlecki Track for lunch just near the man of bones. This track is in great condition and there was work being done in many places. Innamincka was busy but there was plenty of camping in the Common where there are long drop toilets. If you want a shower you have to go into town to the Trading Post.

Day 11 and Burke and Wills were on the agenda. We'd been talking about the famous Burke and Wills Expedition and everyone in the group was looking forward to seeing the Dig Tree and Burke's Grave. We decided to travel the back road out of Innamincka and head up inside South Australia for most of the way, crossing briefly into Queensland. The track had seen some rain recently and had become quite chopped up and rutted so the going was slow. It was rocky in spots and travelled predominantly through pastoral land so the scenery was amazing. Back onto the

main road and we soon turned off for the Dig Tree and the Cooper Creek. The Cooper Creek had water but it was low. The pelicans were there as they have been for a while and that's an amazing sight. On leaving the Dig Tree site, we travelled closer to Innamincka and turned off for Burke's Grave. To understand the history but also to see the beauty and remoteness of where Burke died is just amazing. I'd recommend this for anyone travelling to Innamincka.



Day 12 was a long day. We wanted to see Haddon Corner, Cordillo Downs and of course get into Birdsville. We fuelled up at the Trading Post and this was as we expected, the dearest fuel we would find on our trip.

We left for the Cordillo Downs Road to get to the Station. The road was in good condition but dusty. In places the sand was also quite soft and we'd have to travel the 40 or so kilometres to Cordillo Downs before returning to this place to make our way up through Queensland to Haddon Corner. We arrived at the Shearing Shed and spent about an hour looking over the ruins. The drive up to Haddon Corner was much the same as we'd already experienced but we did travel our first soft, albeit small dunes on the 15 kilometres to the corner. We made our way to the Development Road and turned to

Birdsville. We stopped off at Dion's Lookout which is also well worth a stop, if nothing else but the toilet break. The view is terrific and the story of Dion is tragic. From there a couple more hours and we were in Birdsville. We arrived late afternoon. Dinner that night was of course at the pub.

Day 13 and a look around town, the obligatory curried camel pie at Dusty Miller's Bakery and a look over the Information centre. There was something we had to do this day and that was have a decent go at Big Red. One of our crew stayed back to try and fix an oil leak that was concerning him, but the rest of us went to the big dune to have a look and a play. There are many tracks up Big Red and they range from easy to difficult. The sand was extra soft and so tyre pressures were also quite low. Everyone had a go but not everyone made the challenging track. It was also interesting to see how others attempted the dune. I have video of one Prado with the front wheels at least 3 feet in the air as he took off over the bumps. We all took it easy as the desert is unforgiving. The Triton, the 200 Series V8 Cruiser and the Patrol made it. The others didn't but at least there was one variant of each brand. Back in Birdsville and the decision was easy for dinner – back to the pub. Some even had time for a Camel ride around the oval. Day 14 and it was a reasonably early start. We needed to pack up the camper as it was staying in the caravan park. Packed and ready breakfast had at the bakery and we were ready for the challenge that lay ahead. We went up Big Red from the back and took our group photo at the top.



SIMPSON DESERT

The 80 series had decided not to risk the trip with the oil leak and that was a very wise decision. The engine consumed a large amount of oil on the return trip to Ballarat, so it wouldn't have been any fun breaking down in the middle of nowhere. As it happened, the 200 series Cruiser also did a front strut on day 1 so we used the satellite phone to order new parts into Mt Dare. The first day across the desert was great. The track was rough (QAA Line) as everyone uses it. We did collect some large pieces of wood close to Eyre Creek as there hadn't been much wood and the nights would be cold. We didn't get all the way to Poeppel Corner and stopped beside the track around site 7. Camp was in a good place and as dusk arrived, the only wildlife we encountered were a couple of foxes – not dingoes. In fact we didn't hear a dingo howl at all. The funniest site was Rod when he was trying to catch the foxes. Here's a grown man with a head lamp on, a shovel in his hand and a stalking movement that would have done an Aboriginal tracker proud. Needless to say, the foxes were smarter than the hunter. A cloudless sky and the first time we saw the night sky in all its splendor.

Day 15 and day 2 in the desert. Along

the WAA Line you cross several salt lakes and traverse the boundary of another. For a brief moment you enter the Northern Territory so on this trip we had now driven four states and one territory. We arrived at Poeppel Corner where we took the photos we needed. This was our last corner of corner country so it had some special significance. Lunch here and we continued on our way. We travelled the French Line which was extremely slow and rough. We averaged 13kph along this section and it's due mainly to the soft sand and the fact that people were towing and had become stuck leaving holes on the up and down sides of dunes. Mid afternoon we arrived at Knolls Track which is where we turned off to make our way south. The going was much easier except for the limestone outcrops close to the Approdina Knolls, but once past that the track certainly smoothed out. Travelling the swales between the dunes is much easier. We had a plan to set up camp by 4:00 each afternoon so we stopped along Knolls Track. There was plenty of wood, dead bushes everywhere. We didn't need the wood we brought, but that was in case. That night we set up the projector and watched the film about Tom Kruze.

There's nothing like sitting around a fire in the desert, having eaten dinner and then watching a film.

Day 16 and more to see. We reached the Rig Road and continued south. Our target was the Lone Gum. Now that's one big gum tree out here in the middle of nowhere. We reached here in time for lunch and while we were eating, someone spotted a koala in the tree. Not believing them, we all rushed

for the tree to find there was in fact a koala. It had obviously been there for a while as it was stuffed. It wasn't real of course, but made a great talking point. Interesting fact is that there are at least 4 more trees growing from seeds around the massive Coolabah. We returned the way we'd come for a short way before turning onto the WAA line. This track runs through the centre of the Simpson Desert and like the Rig Road, has many clay topped dunes. Normally the trip from East to West is harder with the climb up the steeper part of each dune. This year the trip was easier as the approaches were much smoother, obviously from cars sliding down the steep face. The western side was quite chopped up. We stopped near Lynnies Junction to view a memorial to a past club member of the Ballarat Light Car Club who was killed in a motor cycle accident. The day was getting on and we wanted to be past the junction so we had about 5 more kilometres before setting up camp. This put us in a good position to make Dalhousie next day.

Day 17 and the last day in the Desert. We travelled on the Rig Road back to the French Line and the roughness again. All cars were travelling well, even the broken Landcruiser and Rod heard via the HF radio that our 80 series had arrived home safely, so that was great news. He'd used more than 8 litres of oil, so his decision to miss the desert was the right one. The first stop of the day was the sign announcing the Simpson Desert. The cars were positioned and we gathered by the sign as cameras were loaned out for the photos. A brief stop at Purni Bore and a toilet break then on to a roadside stop for lunch. The track had now changed from sand and the dunes to gravel once more.

The corrugations had also returned. A couple of stops for photos and to dump rubbish in the tip at Dalhousie Springs and onto the campsite – and it was only mid-afternoon.



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SIMPSON DESERT

That meant one thing, set up camp and wash the dust off in the spring. An hour and a half in 38 degree water is just the ticket after 4 days of dust and dryness. Everyone had a great swim and relax. There are no fires allowed at Dalhousie and combined with the fact we'd camped over a wide area, meant socializing around the fire wasn't going to happen. It was also very cold, so we ended up putting the little fella to bed and 10 minutes later following him – just to stay warm.

Day 18 and leaving the desert, we travelled toward Mt Dare. The rains a month or so earlier had made Pirdirka Track impassable, although that was open again but we'd planned a fuel stop at Mt Dare. The trip was reasonable and we arrived at the Mt Dare Hotel around 11:00am. The first thing I noticed was a sign on the diesel pump No fuel – delivery tomorrow. Fortunately tomorrow was today and the truck should arrive anytime. We waited about an hour and there were quite a few others there also waiting for fuel. We drank and ate and there isn't much more to do so I checked on how much fuel we had and ended up with just enough to get to Oodnadatta – maybe. Anyhow it would be close enough to get towed. The 200 series was staying as we'd phoned ahead and organized parts by plane from Alice Springs. They'd arrive the next day and the cruiser would be on its way a day later. We said our good-byes and left for Oodnadatta.



What we did know was that Oodnadatta had just received a fuel drop so we should be OK. With low fuel warning lights on, we made it to the Pink Roadhouse. I took 143 litres into a 145 litre tank. Others took similar amounts, but fuelled up and fed, we made off for Algebuckina where we'd set up camp for the night. Now Algebuckina has a big steel bridge from the old Ghan railway and it's a magnificent site. We set up camp on the top of the ridge which was great when we got there but overnight when the wind picked up, the light weight tents gave us grief. Day 19 and the last day the group would be travelling together. Heading off down the Oodnadatta Track we

stopped a few times to take in the sights. The Bubbler was a terrific example of the springs in the area. We helped a stranded Navara owner change his tyre. He couldn't get the car high enough with the standard jack. It pays to read the owner's manual to see how you locate the jack in the rear – and it's not under the sill. Not much further and the William Creek Pub was a great stopping point for lunch. The weather had also warmed up and when we left, the Navara owner was just leaving with a new tyre – still at highway pressures. Lake Eyre was our next stop and Lake Eyre South has plenty of water so it was a great picture. The day was getting on and we wanted to look around Marree. The original plan was to get to Farina another 50 odd kilometres, but we decided to stop at the Marree Caravan Park and have a pub tea for the final night together. The Caravan Park was OK and the pub great. We had to visit the Tom Kruze room which we did and took photos of his truck as well as Scobie's truck. Marree isn't big but it was a great place after where we'd travelled. The next morning we had our group photo at the railway station before heading off in different directions.

Day 20 and we were travelling up the Birdsville Track to collect our camper. The Rodeo joined us as they were heading for Mt Isa. The fellas headed south toward Morgan where they'd split up the next day. The Triton stayed an extra day in Marree to let their little girl rest. It was a sad departure, but there were a few days left yet. The trip up the Birdsville Track was fast and smooth. We stopped on the track where Burke and Wills crossed it many years ago (I don't think it was there then) and had lunch and a kick of the footy. Now not many people can say they have kicked a footy on the Birdsville Track for a half an hour and not been disturbed by passing traffic. Into Birdsville and a quick stop at Burke and Wills tree and back to the caravan park. We collected the camper and put it up for the last time before getting ready for the trip home next day. Once again the pub beckoned so we had a final dinner before settling in for the night. It was also the warmest night of the trip with the temperature hovering around 21 degrees. Overnight there were a few drops of rain, but the warmth and wind kept it dry.

Day 21 and we met the others for breakfast at Dusty's bakery before saying goodbye and heading south by ourselves. There was no real plan on how far we would get that day, but it started out with a challenge passing several caravans and their dust. In clear air, we were able to get a good few kilometres

under our belt before reaching Mungerranie where we stopped for a coffee. The track had been a little damp and I found out we'd had 2mm of rain overnight. That was perfect, however after leaving Mungerranie the track got decidedly wetter. In fact it was a challenge keeping car and camper on the track with the slippery conditions. It didn't improve much all the way to Marree where we had to stop for fuel. We'd used a fair bit due to the head wind and the mud. The total rig must have weighed close to maximum with the build-up of Birdsville Track under the wheel arches. Back on the road south, we stopped to pump tyres up to normal cruising pressures before heading off. A brief stop at Farina to check out the ruins and the camping area before settling back to the bitumen. We started looking for a place to stop as the day was getting on and with Hawker being still 60 kilometres away, we opted to free camp on Moorallanna Scenic Drive. What a magnificent night, plenty of red gum, great views of the Flinders in the setting sun and peace and quiet. A great finish to a great trip, but we still had to get home.

Day 22 and as it turned out, our final day on the road. We left our camp and were on our way by 8:15 am. Through Hawker and onto Peterborough for morning tea and a fuel up. We stopped by the Murray River at Morgan for lunch and another kick of the footy. Almost back in our home state. We followed the Murray and decided to cross on the ferry into Waikerie. Evan thought that was excellent, going on a boat with the camper as well. We took a short cut to Pinaroo where we fuelled up and had another ice cream. The final 100 kilometres to Ouyen where we had planned to stop the night. Our friends in the 200 series were also making their way there from further north so we planned to meet up. We got to Ouyen around 5:30pm and we weren't going to catch up as the other's GPS took them in the wrong direction. It was getting on; we were in Victoria; there was only one place open for something to eat; only 4 hours to drive home. It was soon dark and lucky we'd stopped for something to eat, the Sunraysia is a lonely place on a Saturday night. We got home around 9:45 and were looking forward to our own beds.

It was a great trip and we had a six year old that knew all about Burke and Wills, Tom Kruze, the Birdsville Track and plenty of Lee Kernaghan's songs. In fact he was judging the size of towns by saying there's a pub, a store and not much more.

Bring on the next trip in 2016.

Garry Doyle

END OF THE LINE FOR A LEGEND

Land Rover celebrated 68 years of history in February as the last of the current Defenders was produced at its famous Solihull production facility.

To mark the occasion Land Rover invited more than 700 current and former Solihull employees involved in the production of Series Land Rover and Defender vehicles to see and drive some of the most important vehicles from its history, including the first pre-production 'Huey' Series I as well as the last vehicle off the production line, a Defender 90 Heritage Soft Top.

At the same time, Land Rover announced a new Heritage Restoration Programme, which will be based on the site of the existing Solihull production line. A team of experts, including some long serving Defender employees, will oversee the restoration of a number of Series Land Rovers sourced from across the globe. The first vehicles will go on sale in July 2016.

Dr Ralf Speth, CEO of Jaguar Land Rover, said: "We celebrate what generations of men and women have done

since the outline for the Land Rover was originally drawn in the sand. The Series Land Rover, now Defender, is the origin of our legendary capability, a vehicle that makes the world a better place, often in some of the most extreme circumstances. There will always be a

special place in our hearts for Defender, among all our employees, but this is not the end. We have a glorious past to champion, and a wonderful future to look forward to."

Nick Rogers, Group Engineering Director at Jaguar Land Rover added:



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IF YOU CAN'T COME TO US - THEN WE WILL COME TO YOU!



“This is a special day of fond celebration for Jaguar Land Rover. We all have personal memories of Defender. It’s a true motoring icon and is much loved around the world. The world has changed dramatically in the last 68 years, but this vehicle has remained a constant – something no other vehicle can claim. The last of the current Defender models embraces the vehicle’s simplicity, honesty and charm – it represents its Series Land Rover heritage. Creating the Defender of tomorrow, a dream for any engineer or designer, is the next exciting chapter and we are looking forward to taking on that challenge.”

The Defender Celebration in Solihull saw more than 25 unique vehicles from Land Rover’s history come together in a procession around the Solihull plant, featuring the final current Defender vehicle off the line. Land Rover associates were joined by a number of previous employees from the past 68 years to help celebrate this historic day. The last of the current Defender vehicles includes an original part that has been used on Soft Top specifications since 1948 – the hood cleat. The vehicle will be housed in the Jaguar Land Rover Collection.

Land Rover Heritage Restoration

Land Rover’s Heritage Restoration program will see the Series Land Rover and Defender’s name continue at Solihull. A team of twelve experts, ten of whom will transfer over from the existing production line, will lead the project, which will initially begin with the restoration and sale of early Series Land Rovers. The team has 172 years of combined experience working on Defender or Land Rover production. One employee who will transfer onto the programme, Tony Martin, has worked at Solihull all of his life, following in the footsteps of his



father and grandfather; in effect, he will be restoring some of the vehicles his grandfather helped to build. Tim Hannig, Jaguar Land Rover Heritage Director said: “Land Rover Heritage will be offering cars, services, parts and experiences for all owners and fans around the world. Our new restoration service and the sale of expertly restored Series I vehicles is just the start of making sure that classic Land Rovers are not only part of our past but part of our future.”

Defender Journeys – Digital Scrapbook

Land Rover has also announced the upcoming launch of its online ‘Defender Journeys’ platform, which will allow the legendary model to live-on in a digital

environment. The innovative online hub will allow owners to upload details of their most memorable journeys in a Series Land Rover or Defender. The aim is to crowd source journeys from Land Rover drivers and plot them on a single online map, preserving the memories of amazing adventures that have taken place in the iconic 4x4 for future generations.

The closure of the Solihull production line will also bring an end to Land Rover’s Celebration Line exhibit, although this too will live on. The replica 1948 production line has attracted more than 10,000 visitors in the last 12 months and charts the life of the Land Rover Defender from its origins in 1948 to the present day.

SOLIHULL AND THE SERIES LAND ROVER/DEFENDER FACTS

- The original Series I Land Rover cost £450 in 1948. It was powered by a four cylinder 1.6 litre engine with just 50 hp.
- Since 1948, 2,016,933 Series Land Rovers and Defenders have been built on the production line at Solihull.
- It takes 56 man hours to build each Defender.
- A new Defender rolls off the production line every four minutes.
- Over 10,000 Land Rover owners and visitors from all over the world have visited the Defender Celebration Line, which recreates the original 1948 production line, in just 12 months since it opened.
- Famous owners include the Queen, Sir Winston Churchill and actor Steve McQueen.
- The world famous Land Rover Experience operation brought a new dimension and adventure to 4x4 ownership when it was formed in 1990, taking over from the Demonstration Team that had been set up by Roger Crathorne to show the exceptional talents of the vehicle around the world.
- The Defender became a movie star when it featured heavily in the film Born Free (1966) about the story of Elsa the Lion. Defenders are still used today by the Born Free Foundation and its founder, Virginia McKenna OBE and her son, Will Travers OBE who both fitted parts to Defender 2,000,000.
- Two original parts have been fitted to all Soft Top Series Land Rovers and Defenders since 1948 – the hood cleats and the underbody support strut.
- With 7,000 parts - it takes 56 hours to hand build every Defender, compared to 48 hours to build a Land Rover Discovery Sport.
- Associates have their own nick names for parts of the vehicle; the door hinges are known as ‘pigs ears’ and the dash board is the ‘lamb’s chops’.
- Jaguar Land Rover Solihull currently produces Range Rover, Range Rover Sport, Discovery, Jaguar XE and Jaguar F-PACE models.

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Australia is home to some of the harshest environments known to man. To ensure your vehicle thrives in these tough conditions, ARB devotes countless hours to development, engineering and manufacturing in order to develop the world's best range of 4x4 protection equipment.



ARB Protection Equipment Includes:

- | | | |
|---------------------|-----------------------------------|--------------------------------|
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| ARB Sahara Bars | ARB Under Vehicle Protection | ARB Rear Step Tow Bars |
| ARB Alloy Bars | ARB Side Rails & Protection Steps | ARB Diff Covers |
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> Industry News

Jeep 75th anniversary special editions

Born in 1941, the Jeep brand celebrates 75 years of history this year. To promote and maximise the promotional potential of the milestone, Jeep is creating distinctive 75th Anniversary special-edition models of all vehicles in its line-up.

“In honour of the brand’s 75th anniversary, we have created eye-catching, special-edition models of each vehicle in our line-up that celebrate the unparalleled history of the legendary Jeep brand,” said Mike Manley, Global Head of Jeep Brand.

All 75th Anniversary special-edition models will be available in a Jeep-exclusive colour range, with unique interiors, including seats with embossed 75th Anniversary logo and a 75th Anniversary exterior badge.

Highlights of the range are:

2016 Jeep Wrangler and Wrangler Unlimited 75th Anniversary edition



Based on the Jeep Wrangler Overland, features include:

- 17-inch wheels, front and rear tow hooks, unique front and rear steel bumpers, all in Low Gloss Bronze
- Body-colour grille with Low Gloss Bronze grille throats and headlamp rings
- Power dome hood with air vents
- Leather-trimmed heated seats with accent sport mesh inserts
- 75th Anniversary grab handle
- Goodyear Wrangler Silent Armor tyres
- Unique off-road rock rails
- Available rear locker
- Jeep Command-Trac 4x4 transfer case with 2.72:1 ratio
- Dana 30 front axle and heavy-duty Dana 44 rear axle
- 3.21 or optional 3.73 axle ratio
- 6.5-inch touchscreen radio with handsfree phone and SiriusXM Radio

2016 Jeep Grand Cherokee 75th Anniversary edition

Based on the Grand Cherokee Limited, features include:

- An all-new, unique front fascia, grille and headlamps
- Exclusive 18- and 20-inch wheels, tow hooks, grille rings, fog lamp bezels, lower fascia applique, roof rail and badges, all in Low Gloss Bronze



- New Gode-Tex seat cloth insert or leather trimmed heated seats with embossed 75th Anniversary logo
- Gloss Black painted body accents, Blind-spot Monitoring, power sunroof, and an 8.4-inch NAV-ready radio

2016 Jeep Cherokee 75th Anniversary edition

Based on the Cherokee Longitude model, features include:

- New 18-inch wheel, badges and trim accents in Low Gloss Bronze
- New Gode-Tex seat insert cloth with accent stitching
- Dual-pane sunroof
- 8.4-inch touchscreen radio.

Note Australian specs are yet to be confirmed.

Special Jeep Trailhawk and Summit models revealed at New York Motor Show.



Jeep has introduced the 2017 model Grand Cherokee Trailhawk and Summit models at the recent New York Motor Show.

Jeep make the claim that the Trailhawk is the the “most capable factory produced Grand Cherokee ever”.

Grand Cherokee Trailhawk models are equipped with a host of standard off-road capability features, including Jeep’s Quadra-Drive II 4x4 system with rear Electronic Limited Slip Differential (ELSD) for all powertrains, a unique version of Grand Cherokee’s Quadra-Lift air suspen-



2017 Jeep Grand Cherokee Summit

sion – developed for Trailhawk – that offers improved articulation and total suspension travel, as well as Selec-Speed Control with Hill Ascent Control. Skid plates and a Trailhawk-specific anti-glare hood decal are also standard.

Approach angles on the Jeep Grand Cherokee are 29.8 degrees or 36.1 degrees when the lower front fascia is removed for severe off-roading, while the breakover angle is 27.1 degrees and the departure angle is 22.8 degrees. Grand Cherokee Trailhawk models offer up to 10.8 inches of ground clearance.

ARB First Aid kit

It can happen at any time. A cut, a burn or other mishap when out in the bush.

A comprehensive first aid kit is essential gear to have in your 4WD. ARB have put together three well equipped kits. There’s the Family, Personal or Snake and Spider Bite kit to choose from.

The Family kit is compact and water resistant, with fold out compartments containing critical first aid supplies and instructions.

it contains over 42 quality supplies, from an eye wound kit, bandages, antiseptic dressings, to a handy bottle of sunscreen. The Personal kit has 33 items to treat cuts, abrasions, sprains, fractures, minor burns, eye injuries and more.

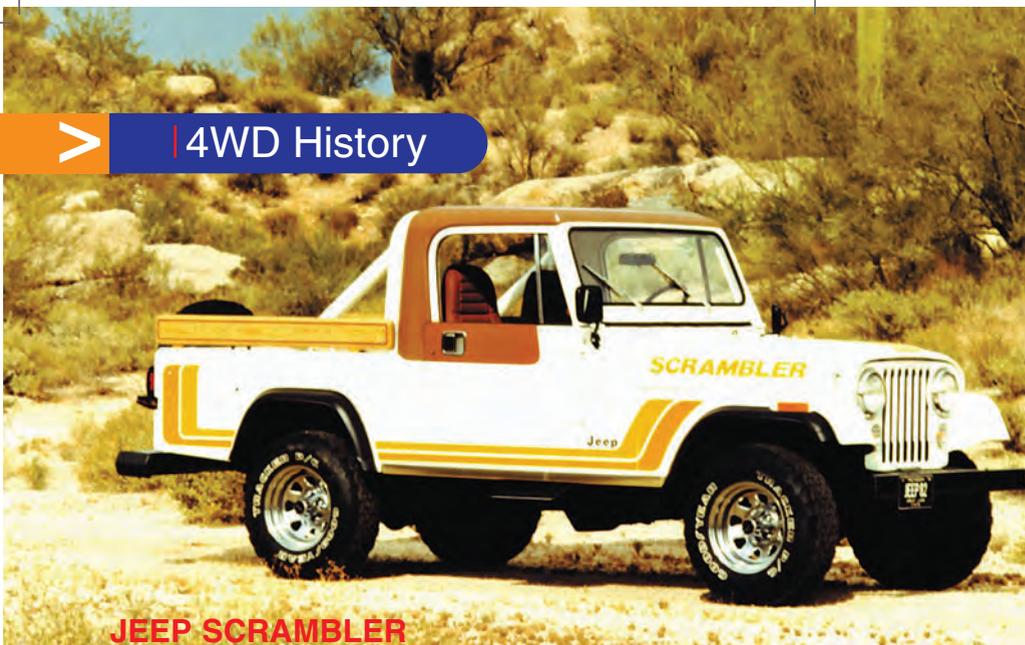
ARBV say that more than 345,000 Australians are bitten or stung by snakes and spiders each year, hence their Snake & Spider Bite Kit. Specially designed to treat bites from these nasties, it contains materials designed to aid in the event of a bite.

For details visit:
www.arb.au/first-aid





4WD History



JEEP SCRAMBLER

JEEP BUILD A 4x4 UTILITY

Introduced in March 1981, the Scrambler was Jeep's version of a 4x4 pickup. It was designed to counter the success of imported Japanese pickups.

American Motors (Jeep) were not prepared to design a new vehicle from scratch, with the Scrambler based instead on a CJ chassis. The vehicle had to have universal appeal being open-topped with a genuine cargo box behind the cabin. The first prototypes were based on the 103.5-inch CJ-6 platform. It was 10-inches longer than the CJ-7 and 20-inches longer than the CJ-5.

The pickup conversion was initially thought to be an easy task, merely requiring an adapted hardtop, removal of the rear seat, tailoring of the soft top to fit, and use of the same running gear as other CJ's. It wasn't that simple! The doorway of the CJ-6 was cramped and necessitated a redesign. The CJ-6 frame had to be fully boxed and reinforced and the bed braced to take the proposed 1,485-lb payload. Gradually the Jeep pickup became less of a compromise, and took on its own unique character.

The cargo box was not removable, but an integral part of the body. It was separated from the cab by a low bolt-in sheet metal bulkhead. The cab was designed to accept a removable fiberglass hardtop with detachable locking steel doors, a vinyl soft top with vinyl or steel doors or no top at all, making this America's only roadster pickup. To reinforce the perception that the pickup was not merely a converted CJ-6 it carried the Scrambler name and was designated the CJ-8.

One of the key characteristics of the Scrambler was the five-foot cargo box. Controversy raged within Jeep over whether the cargo box should be the standard 6 foot or five-foot. The smaller box won the day because its centre line was directly over the axle, whereas the six-foot box would have extended the

load beyond the axle, creating an imbalance.

The cargo box unfortunately was of single wall construction and the spare wheel was attached to the tailgate, which when lowered was supported by plastic covered cables. As an option, a swing away spare wheel mount was available allowing the tailgate to form a flatbed with the box bed.

From the windscreen forward the Scrambler was all CJ Jeep in appearance with CJ dash, steering wheel and seats. The longer wheelbase of the Scrambler produced a better ride than the standard CJ and felt more secure. Its weight distribution was about 50/50 measured at its chassis centreline.

The fully boxed frame provided a 103.5-inch wheelbase and a front tread of 51.5-inches. Rear tread was 50-inches. Wherever possible the Scrambler used existing CJ parts. The front suspension used 4-leaf semi-elliptic springs and tubular shocks and a live axle rated at 2200-pound capacity, free wheeling hubs and an ant-roll bar. At the rear a semi-floating 2,650 pound capacity was supported by 4-leaf semi-elliptic springs with a 185 lb/in rate. Scramblers ordered with the fibreglass hardtop were fitted with 5-leaf springs. An extra-heavy duty suspension option was available.

Powerplant

The Scrambler's standard engine was the 82hp 4-cylinder 151ci engine AMC had obtained from Pontiac. Also offered was the AMC 258ci six-cylinder with 8.3:1 compression ratio and 2-barrel carburettor. Four-speed transmission was an all synchromesh Warner SR4 linked to a Dana 300, 2-speed transfer case. Six-cylinder Scramblers were available with an optional Tremac T-176 all synchromesh 4-speed manual transmission.

Two Chrysler built three-speed automatic transmissions were optional for the Scrambler.

Providing stopping power were 104-inch front disc brakes and 10 x 1.75-inch rear drum brakes. Power assisted front disc brakes were optional. A limited slip differential was also available and power steering with a 17.6:1 ratio instead of the standard 24.0:1 ratio.

Features

The Scrambler was well appointed with comfortable CJ high back bucket seats finished in black or beige vinyl. Standard gear included 2-speed windscreen wiper/washers, heater/demister, painted front bumper, dual exterior mirrors and a folding windscreen. Instrumentation was modest, with optional tachometer and clock.

Two appearance option packs - the SR and SL sport packages - were available.

Upgrades

With the various options available for the Scrambler, there were few additions to the Scrambler in 1982 with the exception of an enlarged 20-gallon fuel tank, and 5-speed, overdrive transmission as further options. The standard mounting for the Scrambler's spare wheel was relocated to the roll bar in 1983.

The new Comanche pickup was ready for the 1986 model year and the Scrambler was dropped at the end of the 1985 model year. Modifications for 1985 were minor with chrome lettering on the rear fender in place of hood identification. Both the SR and SL packages were dropped, with their places taken by the Renegade and Laredo options.

Summary

Although only in production for 5 years, the Scrambler was a tough 4WD and an interesting variant in the CJ series. Known as the CJ-8, the five-foot box cargo put it at a disadvantage in the mini-truck market, although a traditional 6-ft bed would have greatly unbalanced the Jeep. The four-cylinder variant whilst fuel efficient was slow and lacked the punch of the optional six-cylinder engine.

The Scrambler was a comfortable vehicle, and with the optional SR or SL packs offered a high level of comfort and features. The hardtop was superior to the soft-top providing a level of security and less noisy ride. The Scrambler enjoyed its most successful year in 1981 when it was first introduced. Thereafter sales declined every year. Nearly 28,000 Scramblers were built in a 6-year period and they offer good value if you can find one!

Running gear and mechanicals were all standard CJ as per the CJ-5 and 7. The Scrambler introduced the concept of a Jeep pickup to the American public, and provided a useful stopgap before the impressive Comanche pickup truck was released in 1986.

Brian Tanner

**Insurance****ROOF RACKS - The first shall be last ...**

We all love a good roof rack (well OK, I do). So they ruin the streamlined shape of your vehicle, increase fuel consumption and can affect vehicle stability. There's also the fall factor when climbing up on top to load and unload stuff: more than one good man has fallen from a roof rack. But at the end of the day (generally just before you are about to head off) whatever you can't fit inside gets chucked on top! ... but here's the thing, it's vital you know how much is too much.

Roof racks range from the simple cross-bars attached to your roof rails (you do have roof rails don't you?) to complex welded basket structures that bolt directly to your roof (like my ARB deluxe aluminium roof rack). What you choose will depend on the type of vehicle you have and what you need the rack to do.

The starting point is your vehicle's roof load capacity: it's listed in most vehicle handbooks. Most 4WD vehicles have very limited roof load capacity and around 70 kg and up to 100 kg being typical. These limits are static load weights but are based on dynamic conditions – whilst driving the car. It takes into account vehicle handling, rollover risk and dynamic loading.

Dynamic loads can be significantly more than static loads. So we know that the roof of your vehicle can hold a lot

more than the load rating, because that rating takes into account hitting bumps and other stressful forces that take place when driving. This does not mean there is "room to move" when loading up your roof rack, for every extra kg added you could be effectively adding 5-6 kg's of stress onto your vehicle. You should never exceed the manufacturer's roof load ratings.

It is very important to note that the roof load rating includes the weight of the rack. Some of the full-length steel racks I've seen exceed many vehicles roof loads...without anything else on them!

If you know the weight of your roof rack you simply subtract that amount from the roof load rating to get the rack payload figure you're allowed

For example, if the rack weighs 40kg and the roof load rating is 100kg, you can stow up to 60kg on it.

Racks are ideal for light stuff that won't have too much effect on your 4WD's centre of gravity. Swags and tents are bulky rather than heavy and rain and dust won't damage a well packed tent on a roof rack. If your roof rack is carrying a tent, poles, folding camping chairs and table, an unmounted spare tyre, empty jerry cans and a couple of small gas bottles, it's probably full.

Loading

It's a good idea to streamline your load as best you can. Tapering the load profile from front to rear is beneficial. A wind deflector at the leading edge of the rack could improve the aerodynamics and a hard or soft cover will also aid streamlining as well as offer weather protection.

It's vital that anything in a roof rack is strapped down so that it can't work loose and fall off. Gas bottles are notoriously difficult to strap down. They need to sit in mounting rings or chocks, so they can't wander around on the rack floor. Non stretch ratchet straps are good for clamping-down gas bottles. Things like folding chairs and tables are easier to secure if they're stowed inside canvas bags. It is also very important that the attachment screws are checked for tension as they can work loose when driving over rough or corrugated tracks. Loose screws result in damaged threads at best and a departed roof rack at worst.

If you are considering fitting a roof rack to your 4WD or are about to load up your existing one, think carefully about what you plan to put up there. It might be best if it is the first thing you load and what can't be put up top can go inside.

Enjoy the journey!



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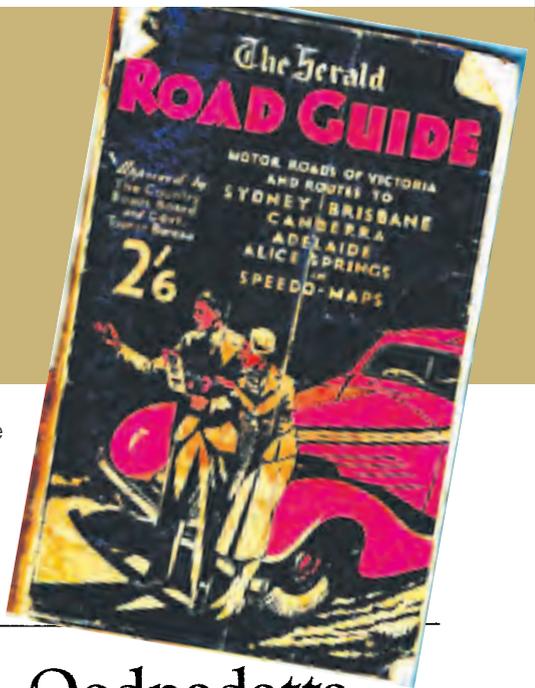
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> Of Interest

1936 - Port Augusta - Alice Springs

In 1936, the trip from Port Augusta to Alice Springs was considered a major expedition. The Herald published a booklet of strip maps detailing the trip. The comments beside the maps are very interesting, and certainly far from how we view the trip today. Many thanks to Peter and Thea McLean (TLCCV) for providing these interesting maps.



IDE

THE HERALD RO

gusta-Maree

On the Way

It is unlikely that the road to Oodnadatta and Alice Springs will ever become a popular tourist route, but the number of motorists who use it for pleasure is increasing each year.

The trip involves much difficult travelling, chiefly on account of the long stretches of sand, and, after heavy rain, it is often impossible to cross the Finke River for several days.

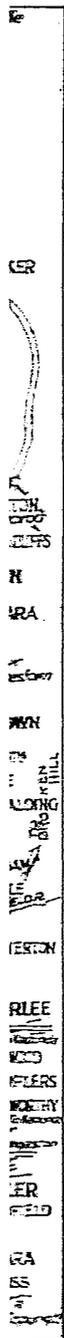
Several parties from Melbourne have visited Alice Springs in the past year or two, and have accomplished the journey in less than three weeks, but long distances had to be covered each day.

It is essential that at least one of the party should be a competent motor mechanic, and more than one must be an experienced driver. The trip calls for resourcefulness and physical fitness, and it is advisable to carry a spare spring.

Petrol is obtainable along the route, but it is advisable, before leaving Melbourne, to consult the leading oil companies, who will give information about available supplies and other advice that will be found of value to the tourist.

The first part of the road on this section is in good order. It passes through the attractive country of Gawler and Clare, and then goes on to Port Augusta, where the transcontinental railway begins.

If the tourist does not wish to spend the night at Port Augusta he can turn right at Stirling North and push on to Maree.

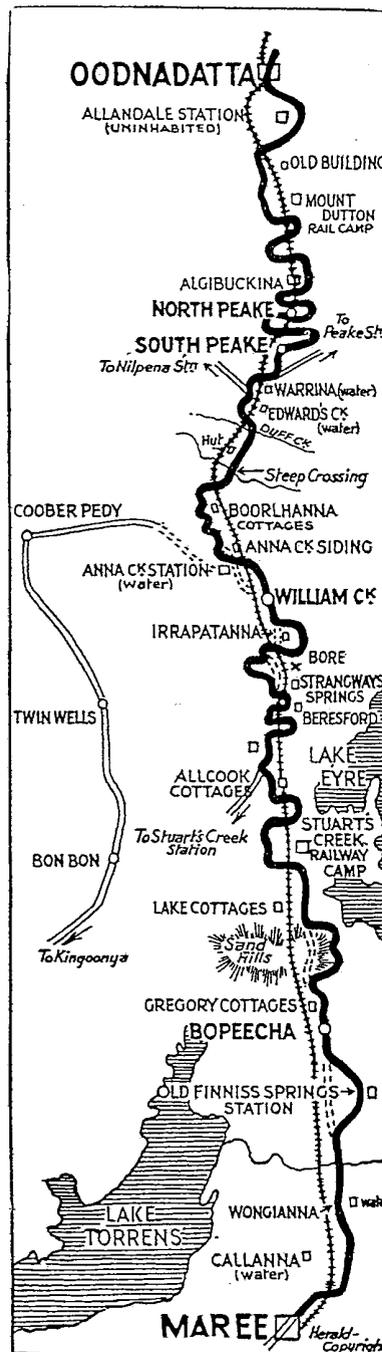


Maree-Oodnadatta

Read Upwards

Oodnadatta-Maree mileage in parentheses.	
287.0 OODNADATTA.	(00.0)
266.1 Cross rail.	(20.9)
256.2 Rail Camp.	(30.8)
Cross rail three times.	
246.9 Albiguckina.	(40.1)
Cross rail twice.	
238.0 North Peake.	(49.0)
Cross rail twice.	
234.5 South Peake.	(52.5)
226.3 Cross rail.	(60.7)
223.4 Warrina.	(63.6)
222.0 Edwards Creek.	(65.0)
210.0 Cross rail.	(77.0)
202.0 Duff Creek Hut.	(85.0)
197.1 Cross rail.	(89.9)
189.6 Boorlhanna.	(97.4)
168.3 Anna Creek Siding.	(118.7)
159.8 Cross rail.	(127.2)
149.0 WILLIAM CK. (Hotel).	(138.0)
120.0 Cross rail.	(167.0)
117.1 Strangways Hotel.	(169.9)
Cross rail.	
98.4 Beresford Dam.	(188.6)
Cross rail three times.	
91.8 Coward Springs. (Hotel).	(195.2)
84.7 Allcock Cottages.	(202.3)
Cross rail twice.	
72.8 Stuarts Ck. Camp.	(214.2)
Cross rail.	
52.0 Gregory Cottages.	(235.0)
48.0 Bopeecha.	(239.0)
38.0 Alberee Ck.	(249.0)
26.0 Wongianna Camp.	(261.0)
12.0 Callana.	(275.0)
Cross rail.	
00.0 MAREE.	(287.0)

Map 91. Maree-Oodnadatta



On the Way

This second stage of the trip to Central Australia calls for careful driving. Some of the crossings are steep, and there are long sandy stretches.

The route varies slightly with the seasons, and it is advisable to make inquiries at stopping places, so that the best road can be followed.

The Coorlhanna opal fields are an interesting feature of the country. For many years opals have been won in these parts, and the miners and their families live in underground dugouts.

This picturesque life has its compensations, as only in these dugouts is it possible to live comfortably in the extremely hot climate.

NOTES:

ENGEL

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Collector's Items



Legacy is an Australian charity dedicated to caring for the families of our veterans. With a 90-year history in Australia, Legacy today assists over 90,000 widows and 1900 children. Part proceeds of each Legacy fridge-freezer and transit bag sold go to Legacy.

ENGEL 'LEGACY' SERIES FRIDGE-FREEZERS

In 2015, Australians will commemorate 100 years since our nation's involvement in the First World War. Like all Australians, Engel Australia are doing their part to acknowledge this significant event in Australian history. Engel have released two special edition army green portable fridge freezers and matching camouflage transit bags. These collectors items will be available from mid-March and while stocks last.

Part proceeds will go directly to Legacy to help support the families of returned service men and women.

SPECIAL EDITION LEGACY FRIDGES

- Fully endorsed by Legacy
- Army green colour with Legacy badge
- Features Engel Digital Technology
- Sawafuji Swing Motor
- Tough steel construction
- Available in the 40 litre and 60 litre model
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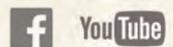
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The screenshot displays the Patrolapart website interface. At the top, the logo 'Patrolapart' is accompanied by the tagline '4 x 4 ACCESSORIES, PARTS, SERVICE, SALES' and the slogan 'The Ultimate Online parts shop for Patrols'. A navigation menu includes links for Home, About Us, Our Speciality, Upcoming Events, Blog, FAQ, Cars for Sale, Cars for Dismantling, and Contact Us. A 'Quick Search' sidebar on the left allows users to filter by engine type, year, category, and product name. The main banner features a 'PATROL DISMANTLING SPECIALIST' advertisement with an image of a car in a snowy environment. Below the banner is a row of partner logos including Ferans, Bendix, VRS, Load, CBC, and RIDERBO. The 'Browse Products' sidebar lists categories such as Accessories, Mechanical, Lighting, Electrical, Body Parts, Wheels & Tyres, Interior Parts, Recovery Equipment, and Camping Accessories. The main 'Products' section highlights two items: 'Nissan Patrol GQ & Maverick Genuine Body Mount Set' (RRP: \$454.50, Our Price: \$391.23) and 'LED Driving Light' (Our Price: \$250.00). On the right, there are buttons for 'Member Login', 'NISSAN PATROL', 'WATCH VIDEO', and 'FAN PAGE'.