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HORSEYARD FLAT CAMPGROUND UPDATE
THE LAMBERT CENTRE VISITOR BOOK
DISCOVERING THE HOLLAND TRACK
HIGH COUNTRY 'ICON' TOUR
VICTORIAN 4WD SHOW**



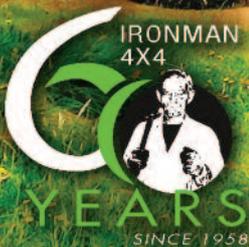
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From the President



Welcome to 2018, and I hope the year has begun well for you. We have been extremely busy at Four Wheel Drive Victoria since the office opened in late January, with lots of activity including training taking a lot of our time. Wayne has been taking bookings for accredited training courses, which seem to be more prevalent with many organisations needing training for WHS reasons. That's great for the Association and we are well ahead of budget in this area.

The Board have also held their first meeting for the year and several discussions took place, particularly around the Care for the Bush Trust. FWDV has responsibility for this and a decision was made late last year at the Ministerial Advisory Committee that the funds held by this trust are used to create a training or education program. The initial thoughts are that we build a smart phone app that educates people around the content of the 4WD Code of Ethics. This covers off on many of the specific objectives of the strategic plan so I think it's worth pursuing. If anyone has any ideas on how we can make this a reality, please let me know. I'd like to establish a small working group to take this from concept to reality. At the next Ministerial Advisory Committee we will get a copy of who has responsibility for the objectives in the strategic plan and will then be in a position to bring some specific actions back to you, our club members.

We have also been meeting with DELWP and Parks representatives to set up the next Clean Up the Bush activity, which takes place in early April. We do these activities when we get an indication from DELWP or PV that there's a forest area that needs some help. In this case, the offices in Sebastopol have told us that there are many car bodies, old car and truck tyres and some rubbish in and around the forests of Ballarat. These include Mt Mercer, Dolly's Creek, Haddon, Nerrina and others. The focus of this next activity will be to remove the car bodies (over 12) and bring them back to a scrap metal dealer in Ballarat. DELWP have taken responsibility for the tyres but we'll bring them out of the bush and we have two skips organised for the

other rubbish. If you can, please make the weekend or at least one day available. We have a camp set up in Smythesdale and as usual FWDV will cater the main meals.

Late last year the Board and I received around 6 requests from clubs asking for clarification on the role of, and the benefits we receive from the National Council. I put a formal letter with these requests to National President late in January, and have not yet received a response. The next National Council meeting is in April and Wayne and I will be asking the questions directly when there. If you sent a letter, please be patient and we'll have an answer one way or the other as soon as possible.

On a positive note, my club – Eureka 4WD Club Ballarat uses Team App as our main source of communication. We use this to publicise events, provide news, post documents and images from trips, and this includes videos. We can post information which gets to our members quickly and many of our members use the blog facility. It's free and will keep track of attendances at events and trips meaning we don't need the paperwork. I have had discussions with Team App and have created a Four Wheel Drive Victoria App as the Association, which anyone who is a member of an affiliated club can join. You join and select your club as the group at login. Some clubs already use this app so if you aren't, it's worthwhile considering. You even get a web page as part of the setup. In the June Member Update, we'll have someone from Team App present to give us all the information we need.

For now, I'll see you on the tracks.

Garry Doyle
President

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CLEAN UP THE BUSH VOLUNTEERS WANTED FOR A DIRTY WEEKEND!

6th-8th April, 2018



Are you looking for a dirty weekend away?

If you are, then you're just the sort of person we're looking for. Clean Up The Bush is on again! Over the weekend of Friday 6th to Sunday 8th of April, FWDV is heading into the bush at Smythesdale, 18km south west of Ballarat to haul the rubbish out of the bush in the area.

We are looking for volunteers to help make this weekend a success like those before. There is general rubbish, along with car bodies and a large number of tyres. We need vehicles suitably equipped with winches and can tow trailers that can fit car bodies on them. We also need trailers into which general rubbish can be thrown. But most of all, we need YOU! This can only happen if we have the people to do it. And it is you, the Club Members that make it so.



The plan is to meet on Friday evening or early Saturday morning at the Smythesdale Gardens camping ground where we will be based, and have our briefing before heading out.

All rubbish collected will be brought to a central point where we will have skips and a dump point for cars and tyres. Then it's back to base for a

hot shower and an enjoyable evening before heading out again for Sunday morning. Then it's time to pack up and head home.

If you would like to be part of this and get rid of the garbage, clear out the crap, fling the filth, take out the trash, or remove the rubbish, please contact the FWDV Office to register your interest.



100th Anniversary of Wonnangatta Murders

Over the March long weekend the Centenary of the Wonnangatta Murders in Wonnangatta Valley was celebrated by Parks Victoria, in association with Friends of Wonnangatta, MCAV, FWDV, Vic High Country Huts Assoc. and Aust. Deer Association.

In 1918 a double homicide came to be known as the Wonnangatta murders. The victims were Jim Barclay, the manager of Wonnangatta Station at the time, and his assistant John Bamford. Although there are a number of suspects, the mystery has remained unsolved.

The weekend comprised a number of special events, historical talks and open air movie.

Camp Host



Over the long weekend, members from the Toyota Land Cruiser Club of Victoria, joined forces with Parks Victoria to conduct a Camp Host in the Otway Ranges.

By all reports the members enjoyed the activity, and had the opportunity to talk to many four wheel drivers that visited over the 3 days.



A Helping Hand for lost animals

As part of their Community Service activities the Geelong Branch of the Toyota Land Cruiser Club of Victoria recently presented a \$600 cheque to the Geelong Animal Welfare Society. Previous club sponsorship recipients include the Leopold Animal Rescue Service, Aust. Dingo Foundation and kangaroo/wildlife refuge.

Clean Up Victoria

The Toyota Land Cruiser Club (Geelong Branch) removed 5 car bodies from State Forest inland from Angelsea as part of the Clean Up Australia campaign.



Victorian High Country “Icon” Tour

The Port Phillip 4 Wheel Drive Club spent the Australia Day long weekend exploring the Victorian High Country...

Victoria has some of the best 4x4 destinations in Australia with the advantage that they are usually in relatively close proximity to each other. There are few other places in Australia where you could go out for a weekend, or in this a 3 day long weekend, and visit some of the most iconic 4x4 destinations on offer. I doubt that you could open any book or map reference without seeing pictures, for instance, of Mt. Blue Rag and Billy Goat Bluff.



Blue Rag Track

As we have quite a lot of new members, we decided to run a trip that ticked off some of these destinations that many had yet to visit. The trip was a huge success and just showed that even with a large party of vehicles, including some less experienced drivers and on a long weekend, with some planning, it was still very “doable”.

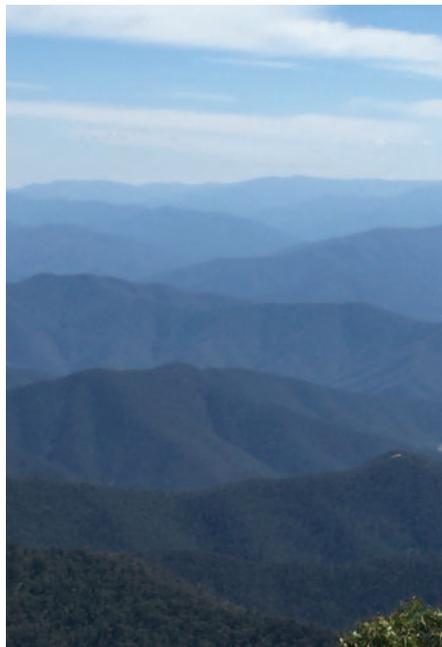
The route was to include the following “bucket list” destinations – Mt. Blue Rag, Billy Goat Bluff, the Pinnacles, Talbotville, Crooked River, Bulltown Spur and Dargo High Plains. We had 15 vehicles ranging from very capable Cruisers and Patrols to more standard BT 50's, Hi-Lux and Navaras and a Suzuki Jimny. It was the Australia Day weekend and temperatures ranged up to 35 degrees plus!

Initially we were going to head up the Hume to Bright, head over the high plains and end up at Licola. Given the logistics, temperatures and likely crowded tracks, we elected to reverse the route which enabled us to meet at Licola caravan park (Darren and Tracy are awesome hosts) on Thursday night (easy to find and certainty of camping space), camp on the high plains on Friday night (should be able to find a big area as it's not a popular river based camp) and aim for Wabonga Plateau out of Whitfield on Saturday night (again should have plenty of space, a bit of altitude to be cooler) being well placed for the run home via Mansfield on Sunday.

Fifteen vehicles and 26 members all met at Licola Caravan Park on the Thursday night ready to head off on a 3 day trek across the Victorian High Country visiting some of the most iconic 4x4 destinations that should be on your “bucket list”. A couple of members had arrived at Licola Caravan Park during the afternoon and as rain was threatening, booked one of the bunk houses with a big veranda, which provided a great gathering point for us all.

The weather was looking very hot (35+) so we had an early start with the hope that we might get a camping spot at Talbotville on the Crooked River if we arrived by lunchtime. If not, we would continue up to the Dargo High Plains as originally planned, and hope the altitude would make it a little cooler!

We split the group into six vehicles which were more experienced and likely



to travel faster. The second group of nine included the less experienced drivers and those more interested in “touring” rather than just driving. We were heading up the Tamboritha Rd for the Fire Tower at the Pinnacles and as luck would have it, the previous nights rain kept the dust down.

We arrived at the Pinnacles shortly after the 1st group left, and most of us did the steep walk out to the fire tower to take in the stunning views looking toward Talbotville, Dargo and eventually to Mt. Blue Rag and Hotham giving us some idea of what was ahead.

After a quick cold drink and airing down, we continued to the top of Billy Goat Bluff – the first of our “must do” tracks. If you have not been to Billy Goat, you must go to appreciate it! The track exits the tree line straight onto an almost bare rock saddle which drops away steeply on either side! From there, the track descends steeply to a helipad before reaching the Wonnangatta River. Fortunately, the track was in excellent condition, albeit a little slippery from loose stones as it was so dry, but we all made it down with relative ease.

From there, we followed the main 2WD track to Kingswell Bridge and then headed up the Crooked River Road to Talbotville.

The leader of the first group had already advised us that the 4 or 5 river crossings were relatively shallow and that our luck was in as there was plenty of camping space right next to the river



at Talbotville!

The Crooked River Track is a great drive along the picturesque Crooked River through river crossings and pretty valleys. Again, if you haven't done it – put it on the list! Even though it was only lunch time, we called it quits as it was very hot, and if the choice was between another 2 or 3 hours on the dusty tracks or a swim and cold beer in the river, the river won!

Lunches were organised, camps were set up, swims were had before a group of about 10 of us decided to do an afternoon drive along the Crooked River track, up Bulltown Spur track to the top of the range and return to Talbotville via Collingwood Spur track. This is a great drive encompassing 20+ river crossings (some easy, some rough), a steep climb up Bulltown and steep descent down Collingwood Spur. While we all found the track conditions to be relatively easy – they always need respect. We came across a vehicle that had rolled and done significant damage coming down Collingwood. Apparently, they were very inexperienced, on the wrong track, in too high a gear for the steep descent and when trying to change down, had missed the change, started to run away and the driver, in trying to stop it, had mounted the embankment and rolled several times. They were lucky to all be OK because another 2 rolls and they would not have stopped before the bottom!! We made sure they were right, confirmed they had people coming out to assist and one of our members



Trigg Point Mt Blue Rag

elected to wait at the bottom to guide the rescue party. The rest of us made our way back to camp for a swim, nibbles and dinner around the camp fire.

We had some rain overnight and awoke to a grey and over-cast morning. As we had a long day ahead of us, we elected for an early start with the first group taking Basalt Track South which is a very long, steep and challenging track to the top of the range, and from there to Mt. Blue Rag. The rest of us headed up McMillian Spur, a steep 2WD track to the historic town site of Grant before coming out on the Dargo High Plains Rd and heading for Mt. Blue Rag to meet up with the first group. The High Plains Road is an easy 2WD road but still a very pleasant drive through big forests, open high country meadows all the time watching for grazing cattle. The 4x4 fun starts virtually immediately you turn off the track for Blue Rag with steep rutted climbs and descents on either damp clay or loose rocks! The weather cleared and eventually we came out on a virtual "razor back" track above the tree line, which runs for a couple of Kms with magnificent views over the range before a final short, steep climb to the Trig Point at the summit. Our timing was good and we all met at the top for morning tea and a group picture! Blue Rag was very busy but with a bit of patience and good communications, there was only minimal hold ups for all vehicles. Once again, if you have not done Blue Rag, put it on your list. The comments from the first timers were – "these are the best views we have ever seen in the high country!"

Given it was now late morning, we elected to take the bitumen road from Mt. Hotham straight to Bright to fuel up, replenish supplies and then had a quick lunch on the Ovens River at a large swimming hole as the temperatures had again soared into the mid to high 30s. As much as we would have liked to camp there, it just was not possible – too rocky, too close to caravan parks, too close to too many people(!) – so by 3.00pm we headed up the Buckland Valley for Goldies Spur. This track was only 2WD (despite what I had heard from locals – she's pretty steep and should be fun) but as it heads over toward the Rose River (Whitfield) it climbs to the top of the spur and provides some magnificent views over the ranges and sheer rock faces of Mt. Buffalo.

This brought us out on the Rose River Rd and we headed to Cheshunt and the camp sites at Sandy Flat on the King River above Lake William Hovell. The original plan was to camp at Wabonga Plateau above the King but it was so hot that we took the chance to change the plan in hope of a camp on the King. I was not hopeful as it was a long weekend, but luck was with us and we were able to find a big camp only 70 or so metres from a good swimming hole at the crossing. A great camp spot and another great night around the camp fire followed.

Sunday was a more leisurely start as we did not have so far to go – time for eggs and bacon all round and quick swim before heading off around 10.00ish. The route led us straight up Buckland Spur Track towards Mt. Buller and Mansfield via Tomahawk Hut. Buckland Spur is a great climb, long and steep BUT please only do it in the dry! The whole thing is yellow clay and would be dangerous in the wet! A quick stop at Tomahawk Hut before exploring Buttercup Jeep track (easy 4x4) and all meeting at Merrijig School carpark to air up.

From here, most went their own way, some into Mansfield to air conditioning and a pub lunch, others to picnic lunch at Bonnie Doon lakeside under the trees, and others straight home.

Whether members were re-visiting old haunts or it was their first time to these magic places, all agreed that it was a great weekend. A very big thank you to all who came along for making it such an enjoyable trip, and especially to my co-trip leader and his family for leading the first group so well all weekend.



Ballarat District 4WD Club invites you to come and try 4WDiving at our training track in Smythesdale.

WHEN:
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24 & 25 March 2018

WHERE: Wills St,
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Everyone welcome whether you own a 4WD or not.

For more information contact Norm on 0402 586 116, Peter on 0417 263 108 or call our club phone on 0439 014 366

Or email patnorm45@bigpond.com for a soft copy of our event brochure & mudmap.



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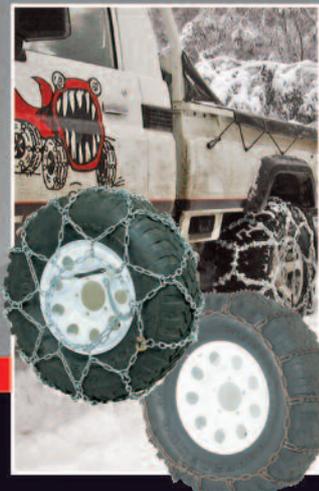
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OFF ROAD PRODUCTS

600 kilometres is a long way to walk

Discovering the Holland Track... the hard way

In the 1890s Victoria was in the grip of serious drought. Gold discoveries in Coolgardie, WA saw people deserting the eastern states and heading to Western Australia. Depression had ravaged Australia and people were willing to risk their lives for the chance to strike it rich on the goldfields. Prospective miners could get to the goldfields by taking a ship to Albany, then travelling by train (often illegally) on the Albany – Perth railway, jumping off at Broomehill and heading overland. Many became lost and perished. Business people in Broomehill and Katanning saw an opportunity to open up a direct and defined route, supplying produce, equipment and transport to miners.

A Katanning man left in November, 1892 to carve out a track but was never seen again. Michael Cronin, also from Katanning, tried to find a way through but turned back. Broomehill residents approached John Holland, a well-known bushman and after careful preparation he left Broomehill on April 14, 1893. Travelling with him was Rudolph Krakouer (2IC), David Krakouer and John Carmody, all from Broomehill. They took five ponies, a light four-wheeled dray carrying a 500-litre water tank and provisions for six months.

John Holland rode out each morning looking for water and horse feed. It is likely that the Krakouer brothers undertook most of the difficult and tiresome task of clearing a track for the dray. In some areas this would be as simple as blazing trees, but in areas close to the granite outcrops many trees would need to be cut off at ground level. It was then up to John Carmody to carefully guide the dray along the new track and care for the horses.

For some years John Deckert and Jo Ussing at Westprint Maps in Victoria have been researching the history of the Holland Track, in particular three brothers who at age 15, 16 and 17 made the trip unaccompanied. Their parents paid their ship passage of £8 each (now \$1200) but from then on, they were on their own. With 6000 people walking

along the track each year they wouldn't have been alone on the track, however it must still have been a harrowing trek.

A railway line was built from Perth to Coolgardie in 1896 and those heading to the goldfields then chose to sail into Fremantle harbor and travel by train. The track was quickly abandoned and remained unused until a local Broomehill resident with a tractor cleared a road as close as possible to the original track to celebrate the centenary of Holland's expedition. The Holland Track has since been used by many intrepid four-wheel drivers.

Jo and her friend Judy decided to try to walk along the entire length of the track used by the boys 120 years ago. The logistics of a walk of this length were quite staggering. At least 200 litres of drinking water was needed and so it was decided to make this a supported walk. The support team consisted of Judy's husband Rodger who was the team statistician, tactician and distance marker. Rodger marked out the entire distance in seven-kilometre blocks. John and Bev Deckert were in charge of logistics. They carted a small trailer filled with water, food and other luxuries. They also set up and dismantled camp and were in charge of



Holland Track



Great Western Woodlands, John Holland Way



Judy and Jo at Holland Tank

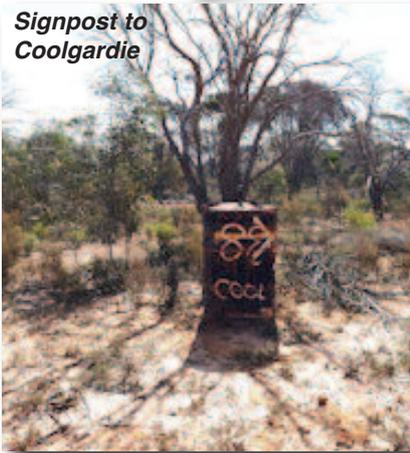
first aid and injury treatment. A third vehicle was used as a back-up and to scout ahead for suitable camp sites.

The walk started at the Broomehill Post Office and finished at the Coolgardie Post Office 27 days later. The first part of the walk was extremely hot with heat exhaustion and dehydration the main risks. Snakes were commonly seen but it was the mosquitoes that were most troublesome. They would descend in clouds and bite through clothing day and night.

Fatigue and blisters plagued both women in the first few days before they settled into a routine. The day was divided into four sessions, the first three of seven kilometres each and the last session 3-5 kilometres depending on where a suitable campsite was found, an average distance of 25km per day.

At the small town of Newdegate the weather changed and the women were hit by gale-force winds and heavy rain. The wind continued to the halfway mark where the track crossed the Dog Fence, also known as Number 2 Rabbit Proof Fence. After that, the track condition deteriorated. Deep washouts and narrow deviation tracks made it dangerous for both walkers and support vehicles and the decision was made to detour onto the longer but safer all-weather road to the south. This road is known as the John Holland Way and is the main road between Hyden and Norseman. This is a wide road and the two women could walk well away from any traffic but observed that the slick buckshot gravel was a risk for the unwary travelling at high speed. They were most appreciative of the mining companies' road train drivers who always slowed to make sure they weren't showered with buckshot and dust.

Signpost to Coolgardie



The unexpected advantage of taking a detour onto a more open road was a

fatigue. For the last part of the hike, the weather remained mild and steady progress was made.



Holland Track

better appreciation of the Great Western Woodlands. Covering an area of almost 16 million hectares (40 million acres), this is the largest area of temperate woodland anywhere in the world. Although at times the road seemed to stretch out endlessly, the flowers and trees more than compensated for any

Early in the planning it was decided to use the walk to raise awareness about brain cancer and to raise funds for the Cure Brain Cancer Foundation. While overall survival rates for cancer have increased dramatically in the last 30 years, brain cancer still has very low survival rates with many who contact brain cancer dying within a few months of diagnosis. Setting a modest target of \$1500, Jo and Judy are happy to report that

the current total is more than \$5,000. People can still donate online by searching Hiking the Holland Track and following the links.

<https://www.curebraincancer.org.au/my-fundraising/10393/hiking-the-holland-track>



Blazed tree marking original Holland Track

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UPDATE

Horseyard Flat

Campground



Billy Goat Bluff

I'm showing my age here. I can remember parking my Series 3 short wheel base Land Rover, fitted with bar tread tyres, in the shade beside the Moroka River and pitching my little Bushgear tent before walking to the waterfalls of Moroka Gorge. The campsite was at Horseyard Flat. That first visit to Horseyards was over forty years ago, a time when there were very few other four wheel drive vehicles in the mountains and tents didn't have sewn in floors, navigation tools were well worn paper maps and an ex army compass, my camera was a Kodak Instamatic.

Times have changed; my current Land Rover doesn't

let dust in and oil out, the Hema shows me where I am and creepy things can't get into my tent. Horseyard Flat is still one of my favorite places in the alps.

In the December issue of Trackwatch I reported on the work undertaken by Parks Victoria personnel and volunteers from the Land Rover Owners Club of Gippsland. Picnic table and seats sets were assembled and put in place and four fire rings were constructed over a three day period. As reported in December there was more work to do at Horseyard Flat.



Mike Dower & Buck Williams discuss work at Horseyard Flat

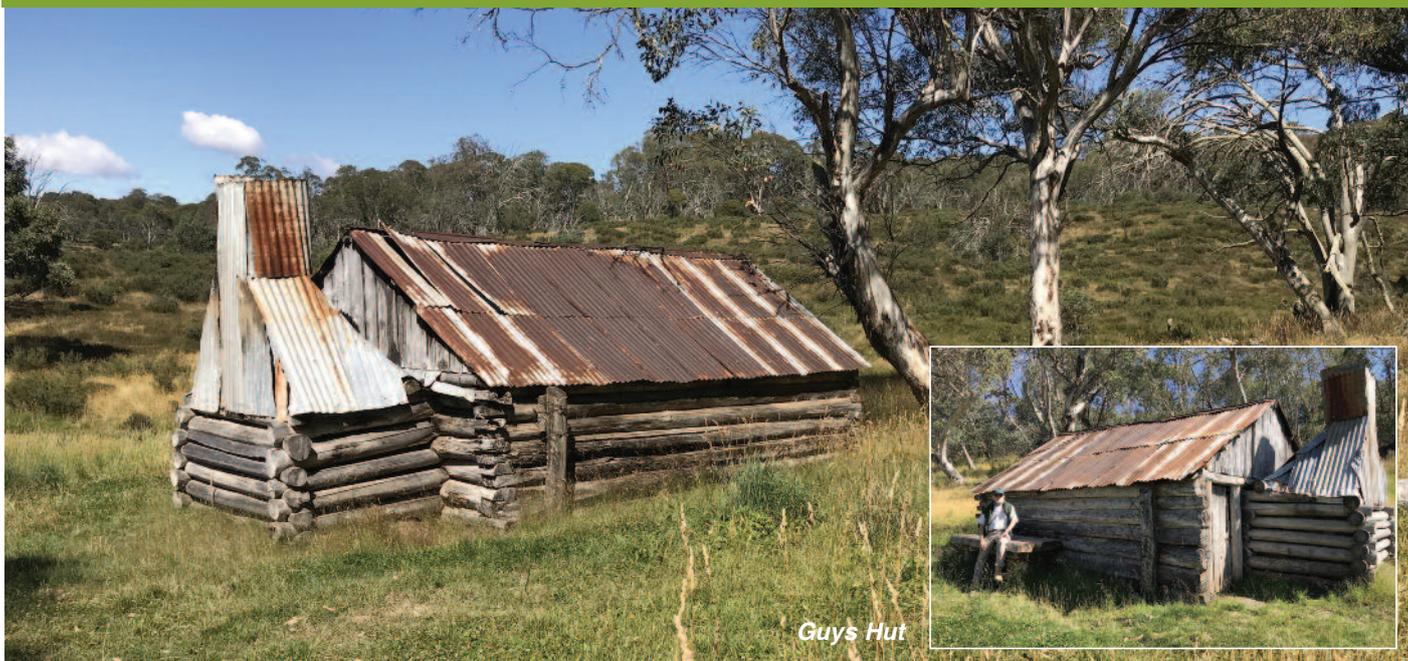
I recently had the opportunity to spend two days in the Alpine National Park with Mike Dower, Area Chief Ranger Foothills and Southern Alps. The main reason for our trip was to meet up with contractor Buck Williams and his team as they did some fencing and track rehabilitation work at the site. Informal tracks had been pushed into the vegetation and some of these had significant bog holes creating drainage issues. There was also a safety issue as some drivers were using the informal tracks to drive through visitors' campsites. Buck, with his very versatile CAT excavator with a blade attachment, set to work on the damaged areas while his team put in some new fencing. Trees deemed to be dangerous were also cut down to increase camper safety.

The area is already looking much better. In a few months the vegetation will re-establish where the tracks had been. The Land Rover Owners Club of Gippsland and Parks Victoria Foothills and Southern Alps team have been planning this upgrade for some years. The work is another example of what can be achieved with good communication and relationships between Land Managers, Four Wheel Drive Victoria and individual four wheel drive clubs.



Billy Goat Bluff Track

Horseyard Flat campground update



Guys Hut

While we were in the Park, Mike and I took the time to inspect some other areas. We walked into Guy's Hut, which has recently had some excellent repair work undertaken by the Victorian High Country Huts Association. We travelled through Kelly Lane to assess the vehicle damaged area adjacent to Shaw Creek near McMichaels Hut, a future worksite for the LROCG volunteers. At the road to the Pinnacles we looked at some of the new green signage that Parks Victoria are using and then headed down to Billy Goat Bluff Track.

On Billy Goat Bluff Track, Mike pulled to the trackside, to allow a tag-a-long tour group to pass. We spent some time talking to the tour leader who was not only impressed with the Park and the network of four wheel drive tracks and stunning scenery but the level of co-operation between Four Wheel Drive Victoria and Land Managers. As we know this relationship has been built up over decades and is the envy of four wheel drivers and clubs in other states. Thanks to Mike Dower for the invitation to travel with him.

Greg Rose,

**FWDV Regional Representative,
Southern Alpine National Park.**

**President, Land Rover Owners Club
of Gippsland.**



Track work at Horseyard Flat





Victorian Four Wheel Drive Show

Lardner Park, Warragul. Sunday 18 February 2018

A new location, a leap into the unknown. The Victorian Four Wheel Drive show, Australia's largest and longest running outdoor 4WD show, moved from its home of the last 29 years at Wandin, to a new home at Lardner Park near Warragul. Still on the same day as always, the new location would be a test of the strength of the four wheel driving community's interest in such events. Numbers had been slowly falling at Wandin, and it had been suggested some time ago that a move be investigated. And so after some considerable thought and effort, the decision was made to move to Lardner Park. A larger venue with established facilities, this looked like the ideal place.

Saturday saw the many volunteers from the Land Rover Owners Club of Victoria, who run the show, busily working away, seeing exhibitors to their sites and putting finishing touches to the grounds. As the exhibitors trickled in and began setting up their sites, an air of quiet anticipation and expectation began to spread around, expressing good hopes for the following day.

Wayne Hevey, CEO of FWDV, and Dave Roberts, Board member and office volunteer, gratefully assisted by

Wayne's wife, Diane, set up the FWDV site in the marquee, almost in the middle of the whole show, ready to tell the world about FWDV who we are and what we do, and our constituent clubs. Then as evening fell, the volunteers and those staying on-site overnight, gathered for a meal. And what a wonderful feast it was! Beautiful roasts and veggies and gravy cooked to perfection, with a choice of desserts to follow. Thank you to all those who helped make the evening such a success. Well fed and watered, and a convivial atmosphere, who could ask for more? Well, LROCV did.



Due to a problem with the printer, the programs for Sunday did not arrive until 9:30 that night. It was a remarkable display of community spirit that saw everybody come back to fold 4000 programs in less than an hour. Well done everybody. And so done, people drifted off to bed for the night.

Sunday morning dawned cool and clear. A light dew covered everything, but that would quickly be gone as the sun rose in a cloudless, cobalt sky. People roused from their sleep, began to filter around the site as other exhibitors arrived and set up as well.

On the FWDVic site Wayne Hevey, along with Alison McLaughlin, our office manager, David Crainean, our Association secretary, and Colin Oates, another Board member arrived, and we were ready to face the world. Representatives from DELWP and Affinity Insurance Brokers, two of our partner organisations, were there in support with DELWP providing



a Mercedes G-Wagen for display alongside our Amarok and they drew a large crowd. It was with regret that Parks Victoria were unable to be represented on the day.

Things started slowly, as the more spread out site took longer to negotiate and the public to filter through. Then as the day progressed, we became busier. Reports of the queue at the gates taking a long time to get through, and the traffic queues snaking back for kilometres filtered through, indicating that the public were willing to come and see the show at its new home.



Many enquiries about a range of subjects were fielded and even queries about forming clubs and joining the Association. We even sold two training courses. Traffic was brisk, but by mid-afternoon, things were beginning to slow and eventually petered out just before closing.

A quick pack-up and we were gone by just after 4:30. A big thank you to LROCV and the many other exhibitors for hosting a successful event, and we look forward to a bigger and better event in 2019.

David Roberts,
FWDV Board member





Raising Bindaree Hut

Restoring Bindaree Hut to its former glory

Report by Karen Jarvis



A working bee was held over an extended weekend in February, 2018 to finally restore Bindaree Hut back to its former glory. The working bee was coordinated by Fleur Smith, Senior Parks Ranger from the Western Alps Region of Parks Victoria. Members from both the Victorian High Country Huts Association (VHCHA) and Mansfield Alpine Four Wheel Drive Club (MAFWDC) were in attendance

as well as a few other individuals.

VHCHA: Keith Leydon (Huts Maintenance Officer), Allen Skilton (President), Jimmy Findley, Andy & Sharryn Chambers, Michael Skilton

MAFWDC: Richard Jarvis, Hugh McLaren, Phil Edmonds, Karen Jarvis

Others: Neville Lehman (Lehman Builders, Mansfield), Andy Hook

it
lory...



Bindaree Hut is situated alongside the Howqua River on the Upper Howqua Road, in the Alpine National Park. Although it is a simple hut without any windows or furniture, it is very popular and much photographed. It is believed that at least 2 and possibly 3 huts have been erected at the current site. According to relatives and the Victorian Alpine Huts Heritage Survey by Graeme Butler in 1996, the current hut was built by Harry Norris, Fred Fry, Harry O'Brien and Joe McElroy in the 1930's.

The current hut is built of Broad Leaf Peppermint logs although there have been a few rebuilds and alterations over time. The roof poles are bark covered eucalyptus with a double ridge pole, covered with corrugated iron and some iron sheeting. It originally had a stone floor and a corrugated iron chimney. The chimney was rebuilt from stones in 1986. The stone floor has disappeared and a stone chimney which had begun to fall down was replaced with a corrugated iron structure at a working bee held in December, 2016. Not only have the base logs of the hut deteriorated but all the logs have shrunk over time, leaving the hut sitting lower than it was when it was originally built..

On Friday morning, Fleur, Keith, Jimmy, Andy H, Neville, Richard and Karen met at Bindaree Hut to begin the working bee to raise the hut. Fleur had arrived with a trailer load of all the required materials. The first job was to remove the soil from the base of the hut so the bottom logs were exposed.

Jimmy and Andy H were only here for the day, and their job was to select which logs would go in which position of the hut and also prepare the logs for placement. As each log was prepared it was placed in the configuration that they would go into the hut, ready for transfer. This was a huge task and they worked tirelessly throughout the day. First, the bark was removed from the logs. Then began the job of checking out the logs where they crossed over at the ends. This was achieved by first making some cuts with a chainsaw and then the job completed with a selection of beautiful old hand tools, which they sharpened continuously throughout the day.

At the same time Neville and Keith began preparing and then attaching some logs to the chimney. Richard and Karen pitched in wherever help was needed.



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Allen arrived sometime after lunch with the VHCHA clamping system which he had invented. The wall clamping system would hold the logs in place during the raising of the hut. Under Allen's supervision the wall clamps were fitted to the corners of the hut. The wall clamps were held in place by reinforcement bars in between the logs and then additionally held with ratchet straps. Further bracing was also carried out inside the hut. Once this was done 4 high lift jacks were strapped to the clamps in preparation for raising the hut.

Friday afternoon and evening saw the arrival of Phil and Hugh and then Sharryn and Andy C and finally Michael. On Saturday morning some more tweaking was carried out on the bracing and clamp system, before the arrival of Fleur and a camera crew. (Parks Victoria was making a short film on volunteering). By late morning all was ready for raising the hut.



Once the raising began all other work came to a halt, so that Allen could be heard by the 4 jack operators. Everyone else was in place as spotters to watch for any movement of the structure, check for safety of the operators and report directly to Allen if needed. Each jack operator was instructed when to lift and at what rate to lift. As the lifting began the whole hut started to move sideways and forward. All lifting was stopped and a solution worked out. The hut was then winched back into the correct position and held in place by the winching cable whilst further lifting commenced. The rest of the lifting continued without incident, although it was a long, slow process that took most of the day. As the walls were lifted chocking was placed close to the jacks, to ensure the safety of the hut and the people working on it. The bottom logs were removed and concrete stumps and screenings were placed at the base to improve the drainage and to help



prevent the base logs from rotting. Two logs were placed one at a time on each side working from the top down. Once the logs were in place the hut was lowered. This was not a moment too soon as it was late in the day and it began to rain in earnest.

On Sunday the clamping system and bracing were removed and the logs were wired in place. The chimney was finally completed. A mantelpiece and some new upright logs were installed to support the door. A new door was constructed and hung. By the time the last volunteers left on Sunday afternoon, the hut was complete and it looked great. It will no doubt be photographed for many years to come, and hopefully be able to give shelter to those in need. It was a very satisfying and constructive weekend.

References

Kosciuszko Huts Association Web page

Karen Jarvis

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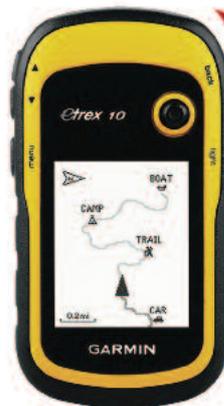


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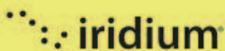
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- Tuesday 29th May - PC180602 - Theory
- Saturday 2nd June - PC180602 - Practical
- Tuesday 19th June - PC180623 - Theory
- Saturday 23rd June - PC180623 - Practical
- Tuesday 10th July - PC180714 - Theory
- Saturday 14th July - PC180714 - Practical

- Tuesday 31st July - PC180804 - Theory
- Saturday 4th August - PC180804 - Practical
- Tuesday 28th August - PC180901 - Theory
- Saturday 1st September - PC180901 - Practical
- Tuesday 18th September - PC180902 - Theory
- Saturday 22nd September - PC180902-Practical
- Tuesday 9th October - PC181013 - Theory
- Saturday 13th October - PC181013 - Practical
- Tuesday 16th November - PC181117 - Theory
- Saturday 17th November - PC181117 - Practical

FOR ALL BOOKINGS & ENQUIRIES PHONE (03) 9874 7222
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.

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To the middle of Australia



The Lambert Centre Visitor Book: "The Loneliest Flagpole"

There is no official centre of Australia, although the Lambert Gravitational Centre comes close. Numerous attempts were made to reach the centre of Australia by various explorers. The problem was how to define the centre. There have been several methods to determine the centre of a large, irregularly shaped area curved by the earth's surface, one being:

The Centre of Gravity Method -

Imagine a perfect cut-out of Australia with thousands of tiny weights distributed around the perimeter, the centre would be the place where the cut-out would balance horizontally on a pin.

Others being:

The Furthest Point from the Coastline, The Median Point and The Exocentre -

In 1988 the Royal Geographical Society of Australasia determined that the Lambert Gravitational Centre to be the geographical centre of Australia and a Bicentennial of Federation project.

The monument, a miniature version of the flag pole on top of the Commonwealth Parliament House in Canberra, was erected on the 15th September, 1988 with the guest of honour being Dr Bruce P Lambert OBS. It is named after him, being a prominent surveyor and former Director of the Division of National Mapping, for his

achievements in the national survey, levelling and mapping of the Australian continent. Another great Australian surveyor present on the day was (the late) Len Beadell, also present approximately 100 residents of Finke. Acknowledgment was made to the property owner of Lilla Creek Station for their kind permission to use their land.

The Lambert Centre is a day trip South of Alice Springs. A 4WD track leads into it off the road between Kulgera, on the

Stuart Highway, and Finke.

There is a large camping area there and for those who enjoy Geocaching there is a cache to be found nearby.

On the 16th September, 1990 the first Visitor Book was placed at the Lambert Centre by Mal and Marita Crowley with other members of the Toyota Land Cruiser Club of Victoria and locals from Alice Springs. A fuel can was adapted to house the Visitor Book in a weather-proof container.

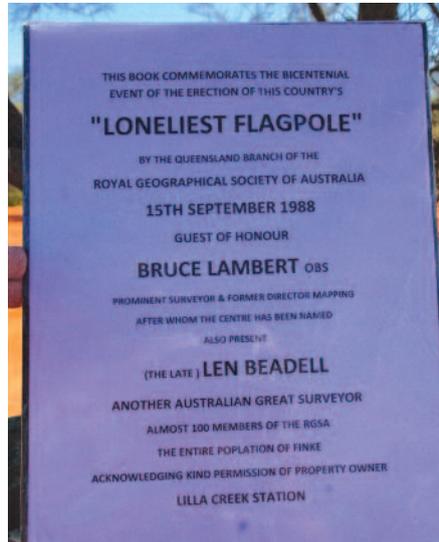


John and Liz Mills (TLCCV) replace the Lambert Centre visitor book

Since then, a number of Visitor Books have been completed and replaced by TLCCV Club members and locals to the area.

In 2012 John and I visited the Lambert Centre for the first time, along with other members of the TLCCV, on route to travel the Canning Stock Route. As the visitor book was nearly full we decided to leave our telephone numbers and the Club's email address for someone to contact us when there were only a few pages left so that a new book could be replaced by a Club member passing that way. In January, 2016 we received a call from a member of the Outback 4WD Club in Alice Springs to say that they had been sent the outer cover of the visitor book, but sadly only two ragged pages were left inside. They kindly posted the remains to us and our search began for the contents.

A request for any information about the contents was posted on Westprint 'Friday at Five' emails but to no avail. A letter was written to the National Library and The National Archives in Canberra asking whether something had been sent to them, again, no luck. We then presumed that the years of signatures had been lost. Then just by



chance at one of our monthly Club meetings a member came up to us and said that they had just been to the Lambert Centre and seen our signatures in the visitor book. We knew then that the contents had been found and replaced inside the modified fuel can. We were very excited as we were due to leave in a fortnight's time to take on the job as Caretakers at Old Andado and the Lambert Centre was on route. A new visitor book was purchased,

copies of written details from the old books hastily typed up and affixed. After four days travel we reached the spot, camped overnight, signed the last entry in the old visitor book and the first entry in the new book, photos were taken and we continued our journey to the heritage property on the edge of the Simpson Desert. After our very busy month there we continued to Alice Springs and contacted members of the Outback 4WD Club to thank them for their trouble and show them the contents that had been lost and found. A couple of their members offered to take us on a day trip to Rainbow Valley then to Lawrence Gorge and the old Owen Springs Station.

In February, 2017 John and I visited Canberra for the first time and took the now complete visitor book with us to establish whether the National Library and Archives definitely had none of the original books and whether they were interested to keep any future books. We believed they would be of future interest as part of the search for the 'centre of Australia' and because of the two prominent surveyors present at the opening.



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A few weeks later we received a letter from the Acquisitions Officer of the National Library of Australia stating that "after consideration they regretfully declined the offer".

What now? Where can we lodge them? We had organised a trip this year with Club members to travel the Binns Track and whilst in Alice Springs we contacted the Outback 4WD Club and caught up with some past TLCCV members who now live in Alice Springs, to meet for dinner. This was a fantastic way to catch up with old news and to find out that Mal and Marita had organised for the Lambert Centre visitor books they had collected previously to be housed in the Alice Springs Library. They were happy to keep them all for future reference.

Once again, in August this year, we had a phone call from a traveller to say that the visitor book was full. Another TLCCV member needed to be found to replace the book. Luckily Chris and Greg Burr were about to leave and would be able to arrange their itinerary to take in the Lambert Centre. The weather certainly challenged their visit to the area but they retrieved the completed book and a new one was left.

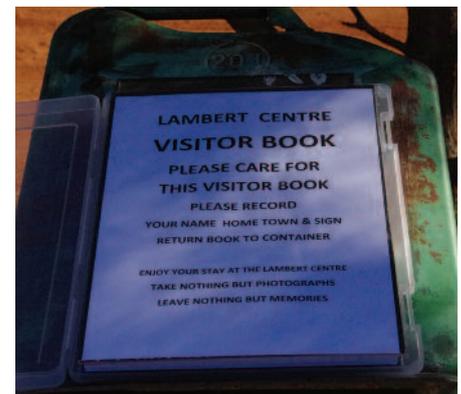
So now we have two visitor books to go to the Library in Alice Springs. Reading some of the visitor comments is extremely funny and interesting to see where they all travel from. This has been a fun investigation with new outback travellers met on the journey. John and I will endeavour to organise another, larger book to replace the one that is



now there once we hear that it has been filled. We wonder whether the job as 'keepers of the Lambert Centre Visitor Books' should become a position for a more local 4WD Club?

We recommend all outback travellers to visit the Lambert Centre whilst in the area, not just a lovely spot to camp but some interesting history involved as well. I know John and I will be back sometime in the near future.

Liz Mills
Toyota Land Cruiser Club of Victoria



GEOLOGICAL SURVEY ROLLING ALONG FOR 70 DAYS

The Geological Survey of Victoria, in collaboration with Geoscience Australia, AuSCOPE and Geological Survey of NSW, is set to study Victoria's north-east region to a depth of 50 kilometres below the Earth's surface, to understand how the State evolved from an ocean 500 million years ago to the landscape that is seen today.

The survey crew will use specialist trucks to image the Earth's crust along the two survey lines, stretching 480 kilometres from Benalla to Tom Groggin and from Benambra to Bendoc, close to the NSW border.

WHEN Surveyors have commenced pegging the route. The trucks will commence the seismic survey on 5th March 2018, subject to weather.

DURATION It will take approximately 70 days to conduct the survey across Crown land, local roads, lanes and tracks, and some private land, subject to weather conditions.

THE FIRST 100 KILOMETRES The survey commences off the Midland Highway near Swanpool on private property and then travels east towards Merriang. This 100 km stretch of survey will take about 14 days.

TRAFFIC MANAGEMENT As a public safety precaution, traffic management will be in place along the survey route. In most areas, only minor delays are expected, however there may be temporary closures of roads, lanes or tracks where it will not be safe for vehicles to pass. Upcoming road closures will be published weekly on our website (earthresources.vic.gov.au/evgi), by VicRoads and will be available locally.



PUBLIC SAFETY Traffic management is there to keep you and the survey crew safe. The survey involves multiple vehicle movements and large machinery, please adhere to all temporary reduced speed limits and signage and requests from the survey crew. Thank you for your patience as we try to keep any delays to a minimum.

FURTHER INFORMATION Fact sheets are available from our website (earthresources.vic.gov.au/evgi), along with our answers to frequently asked questions. The website will be updated weekly to indicate survey progress. Information about any temporary closures of roads, lanes or tracks can also be found on our web site.



For more details about the Eastern Victoria Geoscience Initiative please visit earthresources.vic.gov.au/evgi call 136 186 or email evgi.info@ecodev.vic.gov.au

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GEMBROOK VOLUNTEER RECOGNITION

Parks Victoria recognise volunteer contribution

On the 11th February, Parks Victoria Gembrook hosted our Annual Volunteer Recognition Event. After being washed out on the first attempt before Christmas, the day's conditions were much more comfortable which allowed us to host 26 volunteers representing many of the fantastic groups we have working in the Gembrook area.

Having morning tea in Kurth Kiln Regional Park amongst the huts and surrounding forest provided a great setting for volunteers from different groups to meet and see the huge contribution of work that goes on in the Gembrook area, which adds up to approximately 5000 - 6000 volunteer hours of work a year.

Some of the highlights of each group include:

Four Wheel Drive Victoria - Camp Host program, Seasonal Track clearing and dumped vehicle collection.

Bushwalking Victoria - Freemans Mill Boardwalk Constructions, Track Clearing Lawson's Falls, Bench Rest, Russells, Dyers Creek Walking Tracks.

Kurth Kiln Friends Group - Heritage Festival, Historic Huts Maintenance and Protection, Seniors Guided walks.

Bunyip State Park Friends Group - Caught on Camera Project with support from VNPA

Friends of Helmeted Honeyeaters - supplement feeding program, habitat restoration and education activities.

Friends of Labertouche Caves - Staircase repairs, graffiti and rubbish removal in the Caves and Track Clearing

Green Army (CVA) - Fencing at Picnic Grounds, Rock Stair case at Lawsons Falls.

One example of the benefit of our volunteer groups meeting with each other is where the Friends of Bunyip State were

placing monitoring cameras in remote sections of the Park and had difficulty accessing in wetter conditions. A phone call to Four Wheel Drive Vic enabled some 4WDs to assist the safe delivery of all the camera equipment and people into the key locations to keep the monitoring project progressing. It was fantastic to see our volunteers working together in this way.

These are just some of the highlights of what has been an extraordinary year in volunteering, and as a result of our volunteer efforts we have some of the best Park and Forest available so close to Melbourne for everyone to get amongst.

Once again....Thank you for all your efforts on behalf of all the staff at Parks Victoria Gembrook and we are looking forward to working with you all again in our busy 12 months ahead.

Regards Andy, Rozz and the Gembrook Team





Part 1



Four Wheel Drive is older than we think

The first 4WD was developed some 50 years before the Willys Jeep showed what a 4WD could do!

Four wheel drive is generally considered a relatively recent innovation resulting from advanced automotive technology. Most people believe that 4WD evolved directly as a consequence of military vehicles.

The success of the Jeep and the Land Rover were a benchmark in the development of the application of 4WD, but four wheel drive technology is almost as old as the motor car itself!

Early motoring achievements

Ever since man began experimenting with motorised forms of transport, the concept that all wheels should drive, and hence contribute to the progress of the vehicle was envisaged by designers.

More startling is the fact that four wheel drive was around prior to the development of the internal-combustion engine. The problem for designers was that their axles were solid without differentials and that torque wind-up occurred quickly, resulting in broken drivetrains! This fact provided a major stumbling block, but the concept of 4WD was never far from creative engineering minds.

1826 4WD of Burstall and Hill

Early attempts at overcoming this problem included the attempt by builders of British steam coaches to propose a coach with two separate engines driving one axle each. Another prescribed mechanical legs to prod the ground between the wheels, and two partners - Tim Burstall and John Hill - connected the rear (driven) pair of wheels to the front with a bevel gear driven propeller shaft. Thus was born

the four wheel drive road vehicle.

Burstall and Hill patented this idea in 1826, and produced quite an advanced system which although greatly refined, is not dissimilar to the system used on many 4WDs today.

Drive to the front axle was optional, and a locking device was manually engaged when rough conditions, or steep hills were encountered. To provide differential action when the cart-type centre pivot front axle was on lock, ratchets were embodied in the wheel naves.

The Burstall and Hill steam coach was extensively tested in England, and was only abandoned because the 7 ton flash-type boiler was excessively heavy. The transmission however, had proved itself as a workable system.

Porsche's 'La Toujours Contente' 4WD of 1900

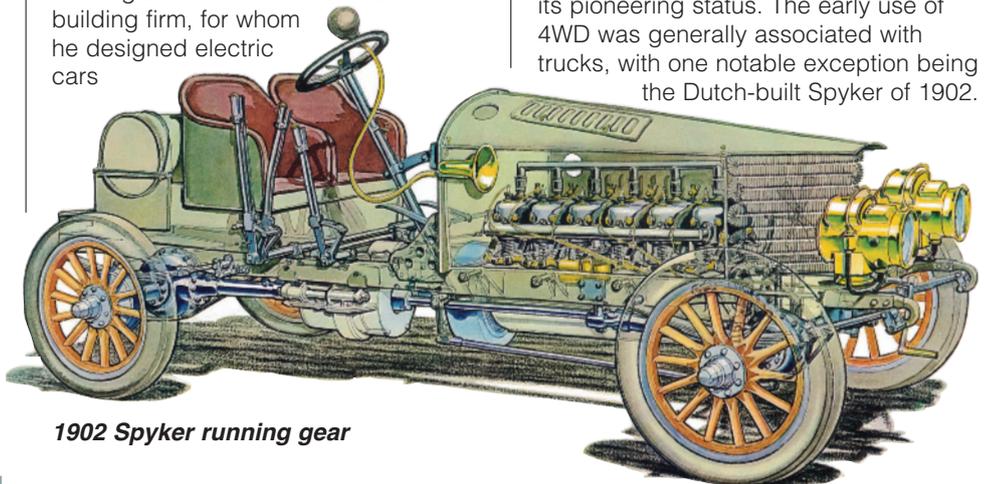
Ferdinand Porsche while renowned for the Porsche sports car, commenced his working life with a Viennese coach building firm, for whom he designed electric cars

powered by motors in each front hub. He expanded this concept to place powered hubs in the rear as well and in 1900 built just one 4WD car which was named *La Toujours Contente*. As the car was electric powered, lead-acid batteries quickly discharged, and the number needed to nourish Porsche's four motors weighed 4000lb! The car could reach 50mph then the batteries would be flat. The *La Toujours Contente* was the first 4WD electric car.

The magnificent Spyker 4WD of 1902

While it is difficult to state categorically who built the first 4WD vehicle, it is possible to note pioneering models which introduced innovation and advanced automotive technology considerably.

The Spyker 4WD of 1902 was one of the most advanced vehicles ever conceived. The fact that it was designed and built in 1902 contributes further to its pioneering status. The early use of 4WD was generally associated with trucks, with one notable exception being the Dutch-built Spyker of 1902.



1902 Spyker running gear

While others were designing 4WD systems for trucks, the Spyker brothers were building 4WD cars. The Spyker brothers are credited with pioneering the first successful six cylinder four wheel drive car.

The first Spyker was a 5hp flat-twin shaft-driven voiturette, able to carry two people at 22 mph.

Jacob Spyker wanted to compete in the 1903 Paris-Madrid race and to do so he embarked on designing a brilliantly original new vehicle. From the 5hp voiturette, it was a major achievement to produce an experimental model of astonishing specification, having ten times the horsepower of the voiturette, three times the number of cylinders and twice the number of driven wheels!

The 50hp Spyker was sensational and boasted three major 'firsts'. It was the first petrol-powered car with four wheel drive; the first to have six cylinders; and the first to have four wheel braking.

While an American steam car built two years earlier by Charles Cotta also had four wheel drive, its transmission was by chains and sprockets, whereas the Dutch design employed shaft drive.

The car was designed for racing, and unfortunately was not available to race in the Paris-Madrid race. Early mechanical problems, structural changes and the unreliability of a 'one-off' car created too many problems in the short term.

The final design of the Spyker 4WD six was eventually completed by French designer Gustave Drouot, with testing and development done by Lavolette and Brand, who ran the experimental department at the Spyker works.

Spyker Mechanicals

The Spyker employed an offset transmission layout, which was later used by Jeep and in many other 4WD vehicles. At the time there was no logical pattern to follow and the layout was a result of practical engineering design.

The 5.0-litre engine drove via a leather-faced cone clutch to a short shaft and a massive gearbox in the centre of the chassis. This contained two sets of three speed (and two reverses), one for normal road use, the other with lower ratios for cross country work. Effectively the Spyker had six speeds forward and two reverse gears with two ratios.

On the offside of the gearbox was a geared 'takeoff' drive incorporating a differential, from which two offset propeller shafts went fore and aft to identical offset differentials on the front and rear axles. Both prop shafts ran in torque tubes, the forward one also carrying a transmission brake (the world's first front braking), while at the rear the wheels carried external contracting drum brakes. Suspension all round was by undamped semi-elliptic leaf springs, and the front axle ends carried Hooke ball-type joints for steering. Like the Range Rover, the Spyker's drive fore and aft was permanently engaged.

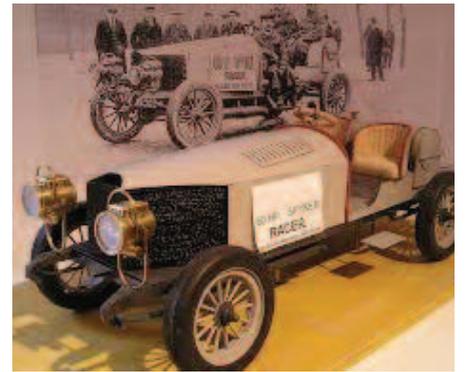
The 50hp engine had six separate cylinders, each measuring 120 x 128mm bore and stroke, giving 8676cc. A single carburettor and low tension magneto ignition were employed, and the T heads, with side valves operated by two camshafts housed in opposite sides of the crankcase, followed the

design of the then new Mercedes built by Daimler.

The cylinders had separate water jackets, and the vee-type tubular radiator was novel for the time, topped by a tapering engine cover. Plain, splash-lubricated main and big-end bearing were used, and the crankshaft turned at approximately 1400 rpm. Although classified as the 50hp Spyker, output was nearer to 40bhp.

In 1903 the engine was upgraded to 8.8 litres with a bore and stroke of 120 x 130mm and a power output of 44kW. The Spyker company ceased car manufacture in 1925, with the experimental 4WD surviving without ever realising its potential. A number of 4WD models were produced with 4-cylinder motors, with the experimental believed to be the only six cylinder Spyker 4WD to be built. Luckily a couple of these magnificent vehicles remain today as a tribute to the Spyker, and the first of a long line of petrol driven 4WD vehicles.

Brian Tanner



Crossword #2

By Tony Heathcote.



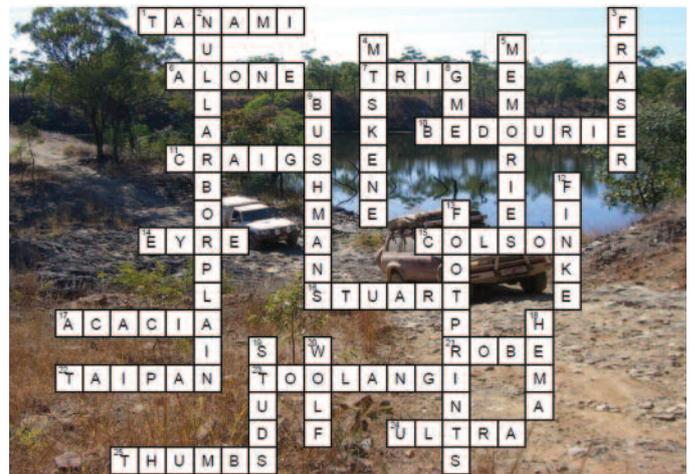
Across

- Name of one of the Victorian huts
- Vehicle used in 1952 for the first vehicle crossing of the Simpson Desert
- Historic gold field town in Wonnangatta area
- Historic Victorian town that has the only fire station in the world that's built over a river
- Name of a gold mine at Woods Point
- River located in western Victoria
- The Mitsubishi Pajero is named after a ____
- One of Ned Kelly's brothers
- A 4WD that took only 2-days to design in 1940
- Largest sand island in the world
- Popular Australian movie released in 1979
- Early explorer of Tasmania

Down

- Murdered in Wonnangatta in 1917. Jim _____
- Iconic track north of Waihalla
- Only thing you should leave in the bush
- Name of a resort west of Woods Point
- Should never be used to attach a snatch strap
- Iconic track east of Bright with incredible views
- Name of 42,000 year old human remains found near a lake in NSW
- Opal capital of the world
- Often referred to as Victoria's oldest inland town
- 1854 rebellion in Ballarat
- Town 3000km north of Melbourne

Last issues crossword answers



With thanks to Tony Heathcote for designing and producing these 4WD oriented crosswords.



Do I need to restrain my dog while traveling in my Four-Wheel Drive?

While the legal response to this question depends on your location, it largely requires a more common-sense response. Throughout Australia the laws surrounding dog restraint when traveling in or on the back of a vehicle vary from state to state.

While it is vital that you adhere to the relevant state law on pet restraint in vehicles, the common-sense approach to safety is very important if we (the Four-Wheel Drive community) are to be considered socially responsible road (and off-road) users.

Firstly, any unsecure objects in a vehicle can easily turn into life threatening projectile during an impact. Pets left free to roam can not only be in direct danger of being injured themselves but they are also life threatening to the driver and any passengers or animals travelling in the vehicle.

While there is limited testing and research regarding pet safety, reports state that if you are driving 60km per hour with an unrestrained 20kg dog in your vehicle and it gets thrown onto you,

the impact is the same as if it had hit you from a third-floor balcony. There are three key safety benefits of using pet restraints.

Pet safety - your pet will not be tempted to jump from a window or an opened door, nor will they be at risk of falling out of an open window as a result of sudden directional changes or braking.

Driver distraction - there's less chance of the driver being distracted if a pet is unable to move around the vehicle.

Collision protection - if you suddenly brake or have a sudden impact there is less chance of your dog becoming a projectile.

The RSPCA Australia have been reluctant to publish a written policy on restraining pets in cars due to the lack of formal car and pet safety testing in Australia. They have raised concerns about possible injury from tethering, harnessing and crating when involved in a sudden impact. With this in mind, here are some widely used restraint options currently available, although you should

take into consideration the type of vehicle you drive and the size and shape of your dog.

Harness - Swivel style attachment systems which anchor to the existing seatbelt and attach to a dog harness. To be effective, it is essential for the harness to be correctly fitted and for the anchor to be secure.

Pet transport crates - For complete safety, crates must be secured to your vehicle and be big enough for a pet to stand up, lie down and turn around as per RSPCA guidelines.

Cargo barriers - Ideal for 4WD's, these can be purchased to suit your make and model of vehicle, and are easy to install and remove. If your cargo area is large you should consider the use of a harness as well.

As much as we all love to see a puppy's face sticking out from the window and lapping up the breeze, it would be wise for you to consider a restraint when travelling with your pet. If not for your safety, at least consider your family, your pets and other road users.



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