

Inc GST

# TRACK WATCH



**CAMP HOST AT HOWITT HUT  
WONNANGATTA ICONIC DRIVE REVIEW  
FOUR DESERTS IN FOUR DAYS  
BUCKLAND VALLEY TO WALHALLA  
CHAINSAW COURSE  
MJOC CELEBRATES 25 YEARS  
CANDUNA NATIONAL PARK SA**

**MARCH 2022**

































right spot, I was even able to live stream the ABC evening news on my phone! With camp set up and a lovely fire for the evening, everyone had a chance to chat and get to know each other. Whilst it's thoroughly enjoyable driving through the bush on these trips, the social aspect is equally rewarding. Everyone has an interesting story to tell, our lives, experiences and backgrounds as varied as the landscape. A great end to the first day.

**Nelson Zitnich**

### **Day 2: Snowdrift to Western Beach (Wyperfeld NP)**

After breakfast and a chilly start, we left Snowdrift Camping Ground in the Wyperfeld National Park.

With James and Felix leading and Nelson as TEC we travelled south east along Outlook Creek Rd across dry Lake Agnes then onto Patchewollock Rd. Turning onto the Meridian Track we headed to the Casuarina Camping Ground for a quick stop and chat with the Ranger, Matt.

The group shared some interesting stories about what to do with a body if someone dies in the outback. Illuminating!

We then headed along the Moonah Track to a locked gate where James and Felix quickly found the key and allowed us to have access to a MVO (management vehicles only) area. After a short drive along the Meridian Track, we stopped for morning tea, and some of us had a pleasant walk around the dry bed of Lake Wonga.

Our winding, white sandy track took us through a delightful landscape consisting of Eucalypts and Casuarina Pines with only a couple of obstacles to avoid. We were accompanied by numerous family groups of brown kangaroos who hopped alongside us for quite a way.

After passing Lake Jerriwirrup we re-joined the Meridian Track, passed the Everard Walking Track and saw heaps more kangas, some Emu prints in the sand and lots of lovely hairy

Spinifex rings.

The restricted area came to an end, and after locking the gate we headed along the James Barrett Nature Drive to reach our picturesque lunch spot at the Eastern Lookout. A traipse up to the lookout was well worth the panoramic view of the surrounding countryside.

From here we travelled along some bitumen to the OTIT track which follows the enormous Lake Albacutya. This led to some rather deep sand driving, passing more kangas and lots of young, green Paddy melons.

After this fantastic day in perfect weather, we arrived at the Western Beach campsite with plenty of time to set up the campfire and relax before dinner. Bob & Doug even indulged in hot showers.

Thanks James, Felix and the guys for a great trip.

**Ali Fithall**

### **Day 3: Western Beach to Kiata (Wyperfeld NP and Big Desert)**

This was to be the last day of the beautiful sunny weather we had enjoyed since the start of the trip. The previous evening camps were held under a stunning star strewn sky as the moon was absent and light pollution non-existent. The day dawned with early sunlight finding a light feathery mist over Lake Albacutya, mimicking water in a lake that had not been filled since 1974. Packing up completed, our little convoy set off for Pella track en-route to Chinaman Well track in the Big Desert, with trip leader James calmly

calling directions over the UHF radio as usual. On the way we detoured to Hermie Stauss's garden where he apparently grew vegetables. To see it now suggests H. Stauss must have been an optimistic and resourceful man. Pella track runs on the border between farmland and the park. The farmland appeared to be a ghostly white on first viewing, but closer up one could see that it was that way due to the remnant bleached stalks of the previously harvested crop. The farmland echoes the nearby garden of Hermie Strauss, only successful on an industrial scale, but their optimism and determination to turn unlikely country into food producing land suggests they were of similar minds.

My map shows that Chinaman Well track divides the northern South Wyperfeld Wilderness zone from the Chinaman Flat Remote and Natural Area. It was a yellow sandy undulating sine wave of a track with a peak to peak distance of about five meters and dips of about half a meter. This made for a wallowing drive and I watched the Toyota of Ali and Jack in front of me pitching up and down as it drove along. Ali had elected to spend the day in Doug's Perentie and the radios crackled with questions to Ali about the cup of coffee she had with her. For my own part it was a fun track and I hope the nut I lost off my steering damper there rusts in peace. The track offered great views in all directions from the various sandy hill peaks along the way, and the Chinaman's Well itself was a stop of some interest.

From Chinaman Well track we headed south on bitumen to Broken Bucket where we "aired up" and our world was alive with the busy sounds of little air compressors going flat chat. We then headed to Nhill where top up provisions and fuel were bought. Setting off for Kiata camp ground in the Little Desert, a truck joined our convoy causing some consternation. In front of a healthy campfire that night we listened to a LROCV Zoom meeting for as long as





tiredness and the cool of the night allowed, and turned in after another very enjoyable day. My thanks to organiser/leader James and other fellow travellers for an excellent few days in an area new to me on my first club trip.

**Bob Bishop**

**Day 4: Day 4: Kiata to Dimboola (Little Desert NP)**

Day 4 started with a cloudy coolish morning, and after everyone packed up and had their breakfast we had some group photos and warmed up the cars. The whole group left Kiata campground and we travelled south into Little Desert National Park.

We travelled the Salt Lake track which was quite spectacular and different terrain to what is normally offered in Victoria. After doing the Salt Lake track we travelled east along the Mallee track and this is when the weather started to turn and a vicious storm was showing itself, but luckily



the worst of it held off till lunch time. After about another 2 hours of travelling across Little Desert we arrived at Eagle Swamp and had a look at some of the work they had done grading the area. From there we drove north east up to Horseshoe Bend campground which was extremely nice for a paid campground. We started our lunch here,

and it started raining heavily. After having our lunch we decided this was going to be the end of the trip as it was getting late in the day and most people had to get home on the other side of the city. Big thanks to James for running an extremely fun and well organised trip.

**Harry Blair**

# TRAINING COURSES 2022

## BOOK ONLINE

Open to all club members, the general public and corporate organisations.  
Browse courses online at [www.fwdvictoria.org.au](http://www.fwdvictoria.org.au) and call the office to book on (03) 9874 7222

### PROFICIENCY COURSES



■ Tuesday 5th July - PC220705 - Theory	■ Tuesday 29th October - PC221004 - Theory
■ Saturday 9th July - PC220705 Practical	■ Saturday 2nd October - PC221004 - Practical
■ Tuesday 9th August - PC220809 - Theory	■ Tuesday 28th November - PC221108 - Theory
■ Saturday 6th August - PC220809 - Practical	■ Saturday 2nd November - PC221108 - Practical
■ Tuesday 10th September - PC220906 - Theory	■ Tuesday 28th November - PC221129 - Theory
■ Saturday 20th September - PC220906 - Practical	■ Saturday 1st December - PC221129 - Practical

### Training Bookings Go Online

Four Wheel Drive Victoria training courses can now be booked entirely online. Being a Registered Training Organisation (RTO 21605), all bookings can be done via our website link. Both accredited and non-accredited courses can now be booked online and online payments will also soon be available. Four Wheel Drive Victoria offer non-accredited Proficiency 4WD training and a range of Accredited 4WD and Chainsaw Courses. Check out all the details at [fwdvictoria.org.au/training](http://fwdvictoria.org.au/training)

**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.





# Melbourne Jeep Owners Club celebrates 25 years in 2022



## ***A brief history of the Melbourne Jeep Owners Club by founding President Ian Fletcher***

The Melbourne Jeep Owners Club (MJOC) started out way back in 1997 as a small group of Jeep owners from a Melbourne Jeep dealership. The dealership ran some customer drive days and many owners who participated became hooked on four wheel driving in their Jeeps and suggested we start up a club for Jeep owners.

The first trip was organized to the Toolangi State Forest. That first trip was the start of many memorable outings for what were a bunch of novice Jeep owners with little or no

experience and stock standard XJ Cherokee and TJ Wranglers with a sprinkling of ZG Grand Cherokees.

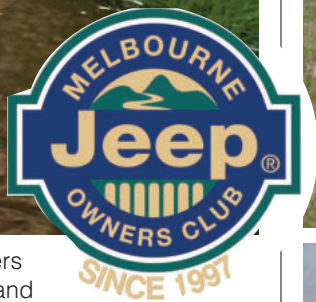
The committee soon got to work planning and creating trips and activities, and as the club was seen out and about it started to grow with initially 30 members and grew up to 51 members in its first year. We now have a membership of more than 220 memberships. The club soon affiliated with the Victorian Association of Four Wheel Drive Clubs (VAFWDC) now known as Four Wheel Drive Victoria and has been a member since.

We certainly learned how to extract the most out of those standard Jeeps and we soon became known for

arriving at iconic 4WD destinations that were seen as the domain of traditional Toyota and Nissan 4WD's. We would often get comments like "how did that Jeep get up here?" Remember these were the days when 31" tyres were considered huge. We soon began running trips all around the state.

Over the years we had our meetings at various locations including FWDV at North Balwyn. To meet the demographic location of our members we moved to a more central location to a Primary school in Chadstone and then to the Ashwood Hall where our meetings are currently held. This is a central location for all members.





We have members all over Victoria and some interstate and our current meetings are shared on Zoom as well as face to face to cater for our more distant members.

Over the years the club has run trips to every possible 4WD destination in Victoria and many trips interstate. Some of the more popular destinations have become annual iconic events such as Mount Skene snow trips, the beaches of Beachport and Robe in SA, and numerous adventures to Victoria's High Country and to the deserts of the Victorian Outback and beyond. In 2021 the club ran a trip to Cape York running the COVID19 lockdown gauntlet, some having to come home the long way through Alice Springs.

Membership has grown consistently over the years, and we have all made some great friendships and experienced many Jeep adventures along the way. Yes, there have been some learning experiences along the way, but we have managed to become one of the larger four wheel drive clubs in Victoria and easily the largest Jeep club in the land.

The club has run driver training with a Jeep focus since inception in 1997. Club trips are run very regularly and pre COVID we would run trips 2 or 3 times a month, we are a very active club. All our trips are run by trained Trip Leaders who complete our Trip Leader Training. This ensures our trips are run by members who are competent in safely managing recoveries, convoys and issues that may occur on a trip. All our members must do our basic training course prior to attending any 4wd trip other than an easy rating. The MJOC

training is free to club members including partners. The club offers various training courses to members including (Proficiency) MJOC Basic Driver Training, Advanced Driver Training, and winching and Trip Leader Training.

### The MJOC Muster

The annual MJOC Muster originally started out as the celebration of the anniversary of the club and held over a long weekend. The muster has a base camp in a suitable location and various individual trips are run each day. This year's 25th Anniversary muster is at Easter and will be held out of Alexandra close to all our favorite 4WD tracks.

Over the years MJOC has been involved in many volunteer projects with FWDV such as track clearing and bush clean-ups with Parks Victoria and DELWP. MJOC has also been quick to assist with various emergency and disaster response efforts especially





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after the 2009 Black Saturday Bushfires. Our club was quickly involved in delivering water in tanks to farmers and rebuilding fences and cleaning up properties and towns effected by this catastrophic fire. Some of our club members were directly adversely affected by the fires also. We also involved in the early stages of Blaze Aid forming. These efforts have been repeated many times since then supporting Blaze Aid and the Four Wheel Drive Victoria Rural Response Group in emergency response efforts. We now have a FWDV regional representative for the Murrundindi area and we also manage 15 Mile Hut, Keppells Hut, and Ryans Spur Hut with the VHCHA.

MJOC have run 2 highly successful National Jeep Jamboree events in Victoria, the first being in 2004 at Narbethong and the second in 2010 at Lardner Park near Warragul. In 2004 the club planned and ran the fantastic National Jeep Jamboree Victoria 2004 at Valley Farm at Narbethong and nearby Marysville, which saw over 270 Jeeps and 700 people attend from all around Australia. One of the highlights was the massive convoy from Narbethong



down the highway to Buxton and around to Gallipoli Park at Marysville. The first cars were being lined up for the show'n'shine at Marysville as the last vehicles were still leaving Narbethong.

In 2010 the Jamboree was regarded as the largest Jeep event ever held in Australia, the event run by MJOC was huge. A mammoth effort by many club members saw almost

1000 people attend from all over Australia with 385 Jeeps all converge at Lardner Park near Warragul. The club spent over 2 years planning the event from driving every track in South Gippsland and doing reces and creating a massive data base of tracks in the area. Jeep Australia supported the event and even brought out several LHD WK2 Grand Cherokees well before the official launch especially for the Jambo.

### **National Jeep Jamboree 2021 / 2022/ 2023????**

We were planning another Jeep Jamboree but due to COVID, like many other events, it has been cancelled, but we do hope to run one next year so watch out for that to be announced.

MJOC caters for all Jeep owners and driver skills so, expect to see Jeeps from mild to wild. Most model Jeeps are represented mostly Wranglers, Grand Cherokee, Cherokee and most others with members having Jeeps from 1941 all the way through to the latest Gladiator model.

New members are welcome so check out [www.mjoc.org.au](http://www.mjoc.org.au) for more information.





## Sandhurst 4WD Club

# Buckland Valley to Walhalla

We are back, Out of lockdown, and I knew this trip was going to be a full one. We had 18 vehicles and I had to plan two trips this weekend, a convoy of 10 and a convoy of 8. It wasn't too hard finding a trip leader to lead the second trip as long as tail end Charlie stayed the same.

Having such a large group I had to plan finding campsites big enough to fit all of us in. Buckland Valley and Wonnangatta has quite big campsites, so we were able to spread out enough to all fit in.

We all met at the corner of Buckland Valley road and Mt Selwyn road in the big open area on the Friday night or Saturday morning; some came across from Bendigo.

### Saturday

We woke to a very cold morning, with some having a heavy frost on their awnings, so we knew it was going to be a nice day. The fire was going to keep those hands warm as we packed up and rolled up the frost layered awnings.

We had a briefing on the day's driving

and we also had new members that had not even been to the High Country before, so we worked out the order for the convoys and who was going in which group. The first group of 10 took off at 9.00am heading up

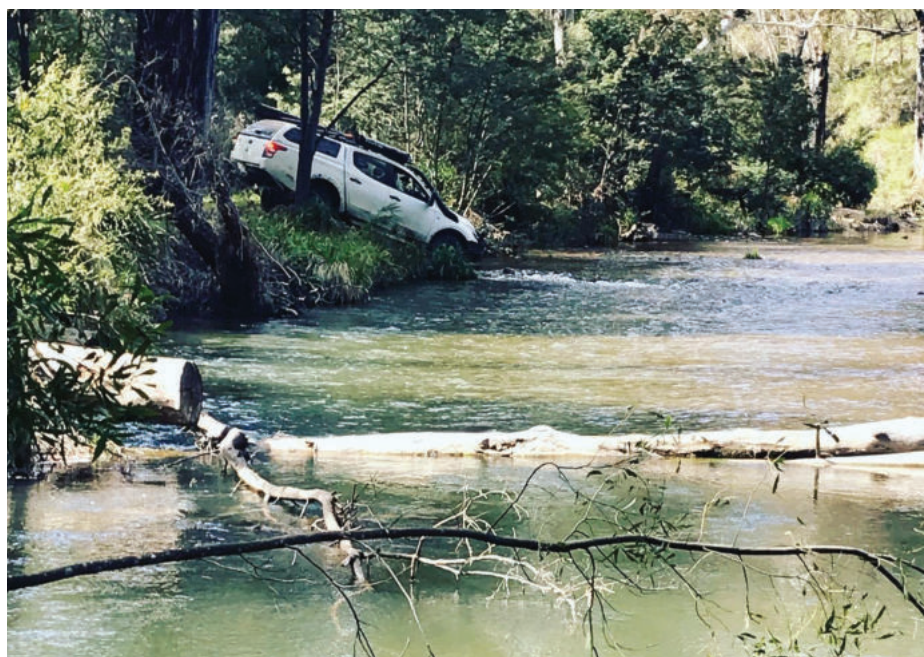
Mt Selwyn road, and the second group took off about 30mins later. Roughly 5 kms up Mt Selwyn road, we turned left onto Dingo Creek track through the little river crossing and into Low Range and a very steep







climb. I went up first to see if the track was going to be ok for the rest of the group. The track had very good traction as the tyre pressures were down to 22psi. I called the next vehicles up saying: "plenty of traction



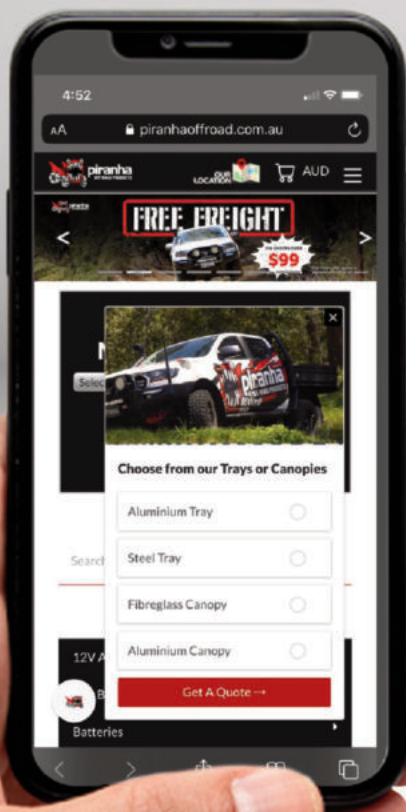
and keep up the momentum". Everyone made it very easy, and kept up the momentum. We got onto the Mt Selwyn road again from the other end and the turnoff to the Mt Selwyn summit where I took our group up to the top with the magnificent views of the Buckland Valley below. The track up has been graded so the big wombat holes have been taken out. We headed back down and the second group was waiting for us to come down off the summit. We pulled over to the side as they went up to have a look as well, but it was a bit of traffic control down the bottom as another group came through at the same time, but we managed and all vehicles got through. We continued along Mt Selwyn road then turned left down Canyon track. This track is a very picturesque track to drive especially during the winter months covered with snow.

We continued on with a small rocky decline but very easy. We came to an intersection and turned left onto Whites track. As I've never driven down Whites track before it was new to me. The track was very easy at the start and goes for about 20kms then heads straight down a steep decline and rutted in spots to 3 river crossings. The river crossings had deep sections in them coming up to the top of the bonnet, so you had to take it easy going through. The track brings you onto Humphrey track and we turned left towards Wonnangatta. We had a few more river crossings and bog holes to contend with making it fun getting through. We found a clearing to have lunch so we pulled up and had a break for about one hour.

After lunch I was going to turn around and go along Reillys track, but seeing that we were so close to Wonnangatta







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we kept on going along Humphrey track. The track had hill ascents and descents and a few more river crossings, and out of one crossing Nathan blew a CV on his Ranger. Being so close to Wonnangatta he put it back into 2wd and drove the rest of the way in. We cut firewood as we got closer to the valley and arrived in Wonnangatta about 3.00pm, with the other group catching up to us and we found a good campsite to the right of the Wonnangatta Station homestead. We all found a spot and spread out a bit, lighting the fire, setting up camp and enjoying some drinks around the fire. Nathan pulled out his CV, cut it off and put the bearings back in so he could continue with the trip in 2wd Low Range.

### Sunday

We woke to another good day, had breakfast and packed up camp, followed by a briefing on the long day it was going to be, as we were heading towards Chromite Mine area. We headed out of camp stopping at the homestead for a look and to take some photos.

The Homestead was built by Oliver and Ellen Smith who settled in the Wonnangatta Valley in the late 1860s. When William and Annie Bryce and their seven children came to help them farm in 1872 they built a house here on the Spur, well away from floods, and with views across the valley. It was their home for more than 40 years, and in that time it grew from a small hut to an eleven room homestead. They planted a windbreak and continued to improve grazing and farming in the valley.

The homestead burnt down in 1957 but the chimneys, hearths, and stone laid paths and drains remain from the early days.



We then moved onto the Cemetery, which we had a little time to look around and how young people back in those days died so early. After a look around we headed off out of Wonnangatta and at the other end I set up the drone and filmed us driving through the valley.

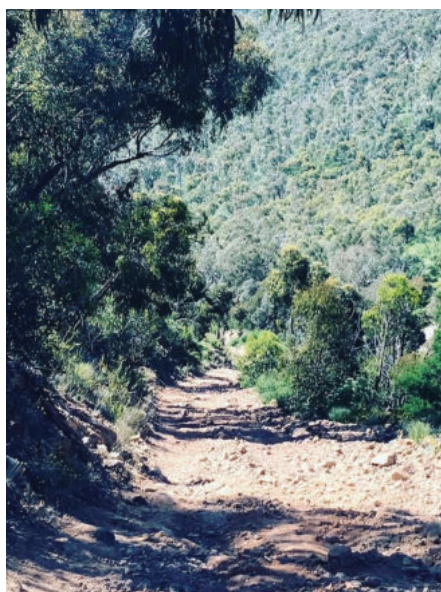
We split up into groups again and headed up Zeka Spur track. The track took longer than I estimated, being 20kms long and very windy and steep hill climbs in some sections brought us up to Howitt Plains road around 12.00pm, where we stopped at the



Howitt Hut for a break.

The Howitt Hut has a lot of history, and it's great to spend a bit of time there looking around. We headed off again along Howitt Plains road and then we turned right down Caledonia River track. As you drive along the ridge line you overlook Butcher Country, then you start to head straight down and into the valley. After passing a couple of groups coming the other way, we pulled up into a campsite for lunch around 2.00pm and the other group caught up as well. We headed off again going through more bog holes where David and Deb got stuck taking a wrong line and winched out. Through more river crossings and passing all the campsites which were full, the track turns into Dingo Hill track and a very steep climb for 5kms with rocks, rock steps and about 7 switch backs to deal with. At the top we waited for everyone to make it up before moving on. We made it with no problems at all, everyone enjoyed the climb and wanted to do it again, but we had to keep going.

Heading along the easy bit of Dingo Hill track looking for a campsite we hoped at the bridge on the Shaw creek was empty, but it wasn't, so we turned around and headed along Scrubby Hill track towards Kellys Hut.





As we were driving along a clearing was sighted, so we all headed in and found an amazing spot to camp. This camp had plenty of space and plenty of firewood laying on the ground. We set up camp and lit the fire. We had a nice fire that night as it got colder as the sun went down.

## Monday

We woke to another good morning with the sun just coming up over the trees. After breakfast and packing up camp, we left before 9.00am and I told everyone to head out and all meet up at Tamboritha Saddle. At Tamboritha Saddle we got back into our groups and headed down Tamboritha road for 2.5 kms then turned left onto B1 track. This track has steep ascents and descents and is a really great drive, looking at views over the Avon Wilderness. We got

down to the Wellington river where floods had come through in the weeks leading up to this weekend and the section of the track had been washed out. Back up the track someone had already made a new crossing at a much shallower spot, so we all made it through this section. When David had his go he was that excited about the crossing he took off through the river and left his mum (Deb) on the other side. He was asked: "did you forget something, maybe your mum." All was good and Deb jumped into another vehicle.

The track then changes into Chromite Mine track, with nice steep climbs up to a lookout, then down into the Chromite Mine campsite for a quick break. This camp is a very large spot for large groups. We headed off again and a long climb out up to the Mt Margaret track where we turned left,



heading along the Mt Margaret track for 9kms, we then turned right onto Burgoyne track. This track is well known for its steep, rocky terrain and straight away you are into it with rock steps and a very steep rocky descent. You really had to watch what you were doing, but the views looking back over Licola were amazing. Arriving at a campsite called Big Hill we stopped for lunch.

As some were getting low on fuel we headed off again to Burgoyne Junction on the Licola road so that they could re-fuel. While waiting for them Zac, Sarah and Adrian left the trip to head for home via Melbourne. On the road again, we headed up the next section of Burgoyne track coming to a very steep section with large rocks. I went into 1st Low Range with the rear diff lock and crawled up. Simeon followed me in his HiLux with his twin locks making it easy. Next was Andrew who couldn't make it. At this point I made the decision to turn us all around and head back to Licola to work out where to go from here. Checking the map I decided to head along Glencairn road towards Barkly bridge campsite, but it was full. While driving I could hear a squeaking noise coming from my front, right wheel, which was getting louder. Finding a little open area on the side of the road, we managed to all find a campsite, and while everyone set up camp I pulled the bearings out of the Toyota as they had fallen apart. Fortunately Dale had a new set in his Toyota and we changed the bearings over and put it back together, followed by a good night around the fire.





This morning we all had a sleep in as it was our last day before heading home. Leaving camp at 10.00am we headed up Middle Ridge road, passing Black Soil Gully road where it became a little rougher, but the scenery was spectacular with the high cliffs as the road headed down to the Barkly river and across the bridge. We passed Rumpffs Flat campsite then turned left up N21 track. At the start it is steep with some fairly deep ruts, and while climbing we had to remove some trees as the track had not been driven for a while. At the top it's was amazing how the vegetation changes.

On almost reach Mt Skene, we turned left down Lazarinis Spur track. At the start you can stay in 2wd for about 8.5 kms, then you are into Low Range and the track becomes really tight with overhanging branches. Not good for your paintwork! At the bottom you cross the Goulburn river then you cross the Goulburn river again, which made some great photos. While having lunch at the campsite there, we heard a vehicle coming down Holylands track to the river crossing. This crossing is usually deeper than the crossing we just did so oone of the guys walked the river and brought over his winch rope, just in case, and we backed one of our vehicles down for a potential recovery. As no recovery was required, we headed off along Army track to Woods Point/Jamieson road, turning right and pulled into Snakes Reserve where we aired up. This is where we finished the trip and said our goodbyes and headed home along Woods Point/Jamieson road then onto Mansfield.

Participants

Russell	105 LandCruiser
Andrew	Triton
Adrian	200 LandCruiser
Jim and Narelle	Nissan Patrol
Nathan	Ranger
Tim Mc	BT 50
Simeon	Hilux
Frank and Grace	Nissan Patrol
Zac and Sarah	Ranger
David and Angela	Nissan Patrol
Dean	Ranger
Allan	Triton
Naomi and Dale	40 LandCruiser
Deb and David	suzu
Steve	Prado
Geoff & Cameron	Triton
Geoff	Isuzu





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# Canunda National Park trip

This year we decided to head into Canunda National Park, rather than going to Beachport or Robe. We took advantage of the Australia Day public holiday and spent four nights camped at Oil Rig Square campground. The campground is in the middle of the park, about 15km from Millicent. The national park is long (approximately 60km), but narrow. There is a mud map provided by Wattle Rangers 4WD Club Inc. This can be downloaded online or obtained at the visitors centre in Beachport. The signage in the national park is a bit hit and miss, so the maps are definitely worth having.

## Tuesday January 25th

Most of us arrived on the Tuesday. It was hot and humid. Setting up for some (with a camper trailer) took a while, while for others with a carry on camper, it was a simple lift the top and connect the ladder. We did not do much for the rest of the day, just sat around talking. It was good to be out after all the COVID restrictions.

## Wednesday January 26th

We left camp at a nice comfortable time of 9:00 am. Today we were going to explore the northern end of the park. We drove down to Geltwood beach and headed north along the beach, taking the first exit to the inland track. The beach was mostly firm and easy to drive on. The inland track was a

combination of hard sand, some rocky sections and a few dunes with some soft sand for a bit of a challenge.

The coast here is spectacular, with the scenery some of the best there is to offer in Australia. From rock pools, cliffs, caves and island rocks sitting just off the coast. The coastal track provides various viewing points of Canunda Rock, Camron Rocks, and Mounce and Battye Rocks. There is a series of tracks that go out to McIntyre Beach and the surrounding cliff tops. The tracks are mostly rocky and in a variety of conditions, but mostly easy going. The view of the coastline is well worth the trek, especially the northern end of the beach. We had lunch at the town of Southend. Rain looked imminent, so we found somewhere that had a shelter. Not long into lunch it poured with rain and we all huddled under the shelter. The rain lasted about 15 minutes. Then it was a cup of tea and we headed back to camp.

We followed Khyber Pass Track (which is an inland track), instead of the beach route. It was a pleasant drive, with mostly hard packed sand. The only problem with this track was that it goes to the eastern edge of the park, and then it is a bit of a loop of about 20km along 2WD roads to get back to camp. As we were all running sand pressure in our tyres, and we were too lazy to get out and pump them up, we took our time getting back.



The last vehicle on the trip had arrived from Melbourne by the time we got back. We had a cup of tea and biscuits, then we went for a short afternoon drive, which became a bit longer than expected when the shovels had to unexpectedly come out to dig someone out of some soft sand.

Once back at camp it was dinner, some conversation and finally bed.

Thursday January 27th

Today we were going to have a look around the southern end of the park. We started out at around 9:00 am. Our first stop was Coola Out station. There is not much there but the ruins of the out station. The place has an interesting history and was built to move the livestock around as otherwise they would become diseased. It was used up until 1950. It was surprising not much was left of the homestead for something that was in use as late as 1950. Just three sides of the rock walls. Perhaps it burnt down, but there did not seem to be any signs of fire damage to the rendered walls.

We then backtracked along the homestead access road and took the inland track and traversed that. The scenery was different to yesterday. Instead of coastal, it was rugged and wind swept. Like something you might see from photos of Mars.

We went to have a look at Whale Rock soak. We could not find much at the end of the track except for an overgrown loop track that returned back to the access track. Some chose to drive through the overhanging branches, some chose to clear them, while others were advised to not follow.

We were not sure if there was a walk to the soak, or if we were actually at it. Nothing was marked, and considering it was hot and we had limited time, we did not spend too much time there. We had to do a bit of track repair on the way out as there was a series of large holes, which would have made the climb difficult and made the track in even worse condition.



Track repairs

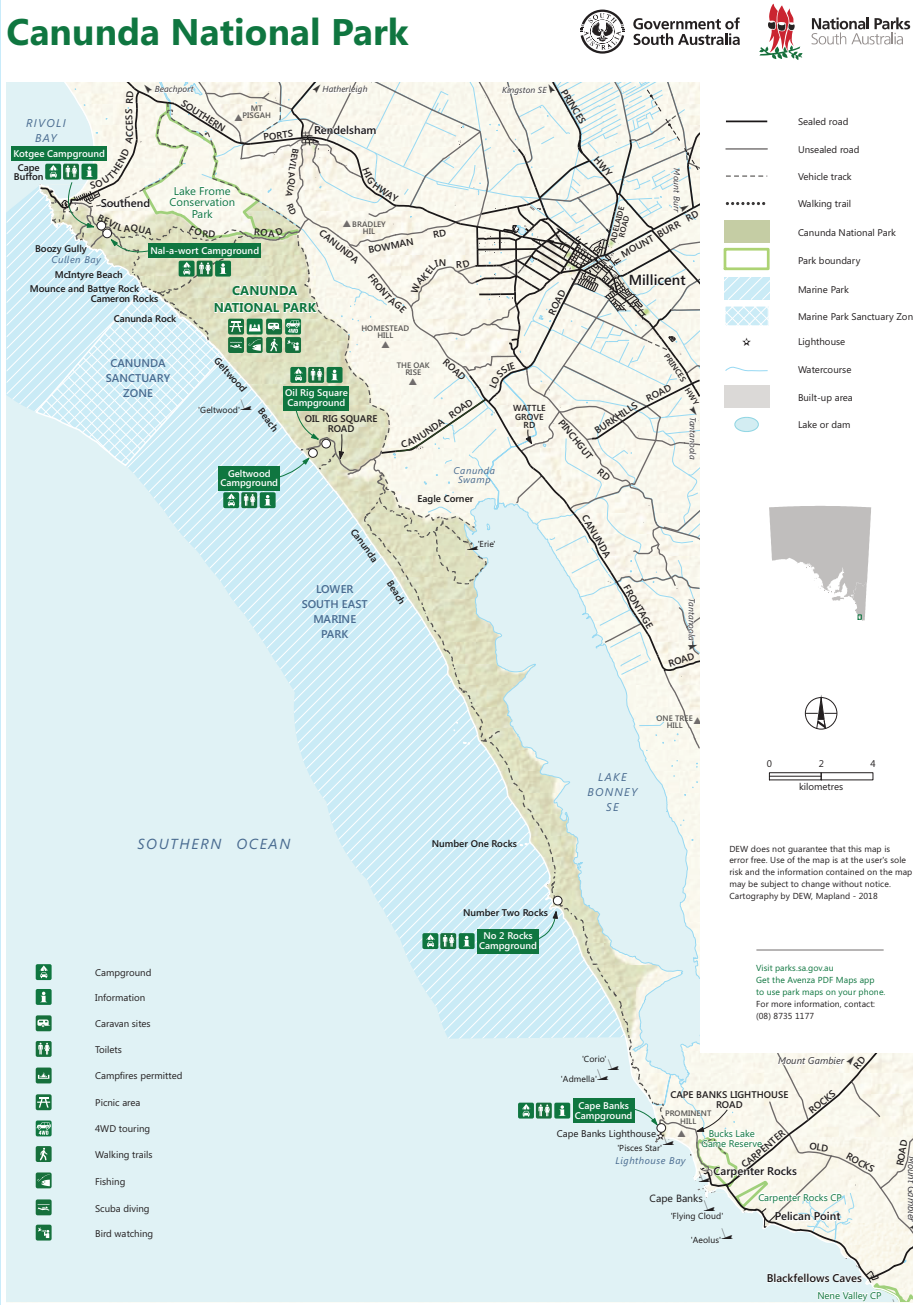
Caduna National Park

> Getting there

Canunda National Park is located 18km north west of Millicent or 428km south east of Adelaide. Access is via Millicent, Southend or Carpenter Rocks. Two-wheel drive access is possible in the northern and central sections of the park and Cape Banks campsite in the southern section.

> 4WD information

- When 4WDing in the park, it is important to be aware of the following:
- Standard road rules apply when driving anywhere in the park, including the laws for speed limits, drink driving, vehicle registration and seat belts.
  - Take extreme care when driving in the park – be aware of blind corners, crests and narrow two-way tracks.
  - Observe all track and safety signs, especially 'No public access' signs.
  - Do not take your vehicle off the designated tracks. Wildlife can be threatened and precious habitat and indigenous sites can be damaged by off track driving.
  - Make sure you know what to do in the event of getting bogged and always carry a shovel.
  - When driving on sand, deflate your tyres as appropriate for your vehicle. Don't forget to reinflate your tyres to the manufacturer's recommended pressure before leaving the park. Take care when lowering tyre pressure as there is risk you could roll the tyre off its rim. Also, remember that lower tyre pressure can mean a change in how the vehicle handles.





We turned off to the Lake Bonney Windfarm lookup. It has spectacular views of the lake looking out to the windfarm on its eastern shore.

At No.2 Rocks there is a gorgeous lagoon to swim in. It is well worth putting in a snorkel and face mask. There is a patch of sea weed that has a multitude of different types and colours, like a mini-reef. There is sea weed in the shape of bird feathers in green and white. Some white weeds that formed a sinuous snake like shape with small tentacles along its length. There were reds, brown and fluorescent orange sea weed that looked like small conifer plants. There were various kelp weeds in many shades of browns and whites.

We finally reached the end of the national park and visited the Cape Banks Lighthouse. We then aired up and took the highway back to camp.

### Friday January 28th

We headed off at 9:00 am again. We drove along the wind farm scenic drive on the way to the Tantaloona cave (south of Millicent). The cave is not very large, but it is full of things to look at. There are stalactites, stalagmites, columns and shawls. It was found in 1930 and it is wheel chair accessible.



Morning tea was at Beachport, where some people had a walk along



Woakwine cutting

the jetty while others bought crayfish. It is considerably cheaper in Beachport than at Robe.

We then headed towards Robe, stopping at Woakwine cutting for a look. This is an impressive cutting to drain a swamp into a neighbouring lake to make the land farmable. It was done in the late 1950s using a D7 tractor. The cutting is 1km long and 28m at its deepest point.

We had lunch and ice cream at Robe, before heading into Little Dip Conservation Park. The sand was soft and deep in a few places, and we

had to lower tyre pressures again to make things a bit easier. We needed to do a bit of track repair at one place here also as it had a few large holes. We cut the drive short, about two thirds of the way as it was getting late in the afternoon, and we already had a long drive back to camp once we left the tracks. It turned out to be a long day.

The next day we packed up to go home. It rained alas, so everything got wet. But everyone was in good spirits from a very pleasant trip.

**Michael Dale**





## 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

## ROOF RACKS

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 kgs 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 put up top can go inside.

Enjoy the journey!

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