

TRACK WATCH



**HISTORIC GOLD ESCORT ROUTE
HIGH COUNTRY HIGHLIGHTS
2023 NATIONAL SHOW
MIDWEEK 4WD 10TH ANNIVERSARY
50TH ANNIVERSARY OF GOOG'S TRACK
THE LOST LEN BEADELL MARKER**

SEPTEMBER 2023

AUS \$4.95 INC GST



FOUR WHEEL DRIVE VICTORIA

The peak representative body for all Victorian four wheel drivers since 1975

Victoria Association of Four Wheel Drive Clubs Inc.

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TRACKWATCH

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

FROM THE PRESIDENT



Its the end of August winter is gone and Spring is now upon us. We are being warned of the land management predictions of a very dry Summer and the high probability of bushfires this season. One must ensure trips into the High Country during hot summer bursts are well planned with escape routes as a high priority. Be aware of any fires in the area you are travelling and avoid these areas by choosing alternate destinations.

Some fantastic news; last Friday 25 August the Victorian Government via DEECA have provided us with \$100,000 of funding for the forthcoming year.

The National 4X4 show has come and gone albeit the weather was abysmal there was a big turn out of people for the show organisers. Clubs attending the show taking up a free site were Northern Ranges 4WD Club, Everest 4WD Club of Victoria and the Amarok Club of Victoria, TLCCV were also there at their own pre-organised site. The attending clubs there happy about sales of new membership and the like, but were not too happy about the weather.

The Board is preparing for the 2023 AGM in November and looking for members willing to be involved as Dave Roberts is standing down after a long history with the board and volunteering with the office and the big show events. Dave will be sorely missed from the board but not lost to the fraternity as he will still be on board volunteering for the shows and the like.

As Summer is fast approaching it will be good to see clubs take advantage of the 'Camp Host' activities in the coming summer months.

Some of Four Wheel Drive Victoria's the long standing clubs have had some big birthdays this year. The Land Rover Owners Club of Victoria have their 60th birthday this month. The Toyota Landcruiser Club of Victoria, Geelong 4x4 Club, Dandenong Ranges 4WD Club all had their 50th. The Wangaratta 4WD Club had their 40th anniversary, Port Phillip 4WD club celebrated their 35th anniversary. The Amarok Club of Victoria and the Just Mates 4WD Club also both celebrated their 10th anniversary this year.

ALL SHOW, ALL-GO.

SOME TYRES ARE MADE ALL FOR THE SHOW. THEN THERE ARE THOSE THAT GO THE DISTANCE TOO. EMPOWER YOU TO EXPLORE; FROM DAWN TO DUSK, OR TAKE YOU FROM THE WEEKDAY GRIND TO A WEEKEND ADVENTURE - **ALL DAY, EVERY DAY.**

ALL AMONGST IT OR GETTING AWAY FROM IT ALL. BECAUSE WHEN IT'S ALL SAID AND DONE, WE BELIEVE YOUR ALL-TERRAIN TYRES SHOULD BE AS VERSATILE AS YOU ARE AND **DELIVER ANYWHERE, EVERY TIME.**

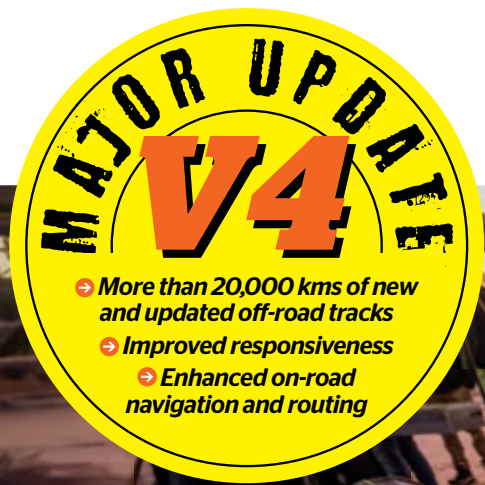
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For those that are still up north or in the outback somewhere enjoying themselves I can confidently say for those of us still back in Melbourne we are hugely Jealous of you all. I have seen some fantastic photos of the strange and the wonderful Australia has to offer and with one of my nephews in the Kimberley doing some fantastic fishing off shore. I for one wish I was there.

Once again keep the shiny side up and lets look forward to the offerings our bush environment can offer us this summer.

Eric Bishop
President



Wayne and Alison on the Tracks N Trips stage talking about Victoria's Iconic 4WD Adventures at the National 4x4 Show

2023 TRAINING COURSES

BOOK ONLINE

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

PROFICIENCY COURSES

Tuesday 5th September – PC230905 – Theory	Saturday 7th October – PC231003 – Practical
Saturday 9th September – PC230905 – Practical	Tuesday 28th November – PC231128 – Theory
Tuesday 3rd October – PC231003 – Theory	Saturday 2nd December – PC231128 – Practical

Training Course Refund Policy

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

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

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

Refund applications must be made in writing to FWDV.

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

Transfer to other courses: Students can transfer to any other course up to 8 working days prior to commencement at no cost. Students transferring to another course 7 working days or less prior to commencement will be required to pay a transfer fee of \$50.

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



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FROM FWDV CEO



Great news has just come through that we are once again receiving funding from the government to the tune of \$100 thousand dollars for the next twelve months, based on KPI's which are to be supplied to us when the

paperwork is finalised. I can tell you all this is once again based on the tremendous work you all do as volunteers regarding track clearing, rubbish clean up projects, camp host efforts and everything else we record in helping the general community when the need arises. This is marvelous news when you consider how financially tough it is across the state at present.

I have been to many meetings recently and it is pleasing to be able to answer the ever-present question of what do we really get by being a member of the association? I answer this simply by asking the question, how lucky are we in Victoria, that we have the most diverse countryside and landscape in the country, and it costs us nothing to travel through it? From the beautiful sandy sunset country on the west side of the state to the lush tree fern greenery down in the Otways, across to the magnificent high country in the eastern part of the state. If you venture elsewhere into other states, you will find the need for a costly permit or two to get you to your desired destination. The Flinders Ranges and the Simpson desert spring to mind immediately. Part of the reason for this of course is the long-standing commitment and support of your association and its members in helping to manage and look after the environment in a real and positive fashion. Forty-eight years of genuine productive action representing wonderful outcomes, has not been lost on those in government continuously throughout this time. Well done once again to all our members past and present who have played a part in these efforts!

We currently are involved in conversations with the Heyfield Township- Wellington Shire Tourism group to try and help save the town from dying due to the closing of the timber industry. We were asked to offer help and support from our four wheel driving community with Heyfield being seen as the "Gateway to the High Country". Further discussions are taking place with meetings being held via

teams and face to face in Heyfield itself, with ideas ranging from an annual gala weekend being conducted in the region, whereby trips could be organised and conducted using our member's knowledge and skills, to offer opportunities to those not familiar with the area to explore specific places and gain confidence in four wheel driving. There is also a suggestion of a training facility being established in the region run by our RTO with the onus on educating those numerous exponents who populate the area throughout the year, and to ensure proper use of the landscape with the added benefit of keeping people safe.

Whilst the bulldozers have commenced carving out our course at the Toolangi training area, albeit slowly due to the constant rainfall and weather conditions, we are still being hampered by red tape with regards to placing a building and amenities facility on the property. The local council have pulled things up by asking for more details in the most bureaucratic fashion for a quarry which wasn't even on their radar. We are battling with these details and trying to get resolution as soon as possible.

The Regional Representatives meeting held in Bairnsdale on the 27th + 28th May was an enormous success attended by many of our personal as well as Parks Victoria and DEECA representatives. Our guest speaker, Wayne Thorpe certainly made an impression on all present with his history and knowledge of the Gunaikurnai people's past and his thoughts on the upcoming Yes proposal. Saturday we ventured down to the Mitchelldale region, which is via MVO access only and was an absolute delight to behold by those who hadn't been or seen the pristine surroundings before. The Bairnsdale 4X4 club are the volunteers who help keep this in beautiful condition so a massive thanks to those members along with the Parks Victoria staff.

Joanne Algar who is taking over from Alison McLaughlin has commenced work with us and is doing a very fine job of it at present. It will take a fair amount of time for Jo to get to know what we are all about and familiarise herself with all the different members she encounters, please give her a nice warm welcome when you do contact her. Alison is leaving us at the end of September unfortunately, we will certainly miss her friendly smile and banter as well as her knowledge and longstanding friendship.

Wayne Hevey
CEO



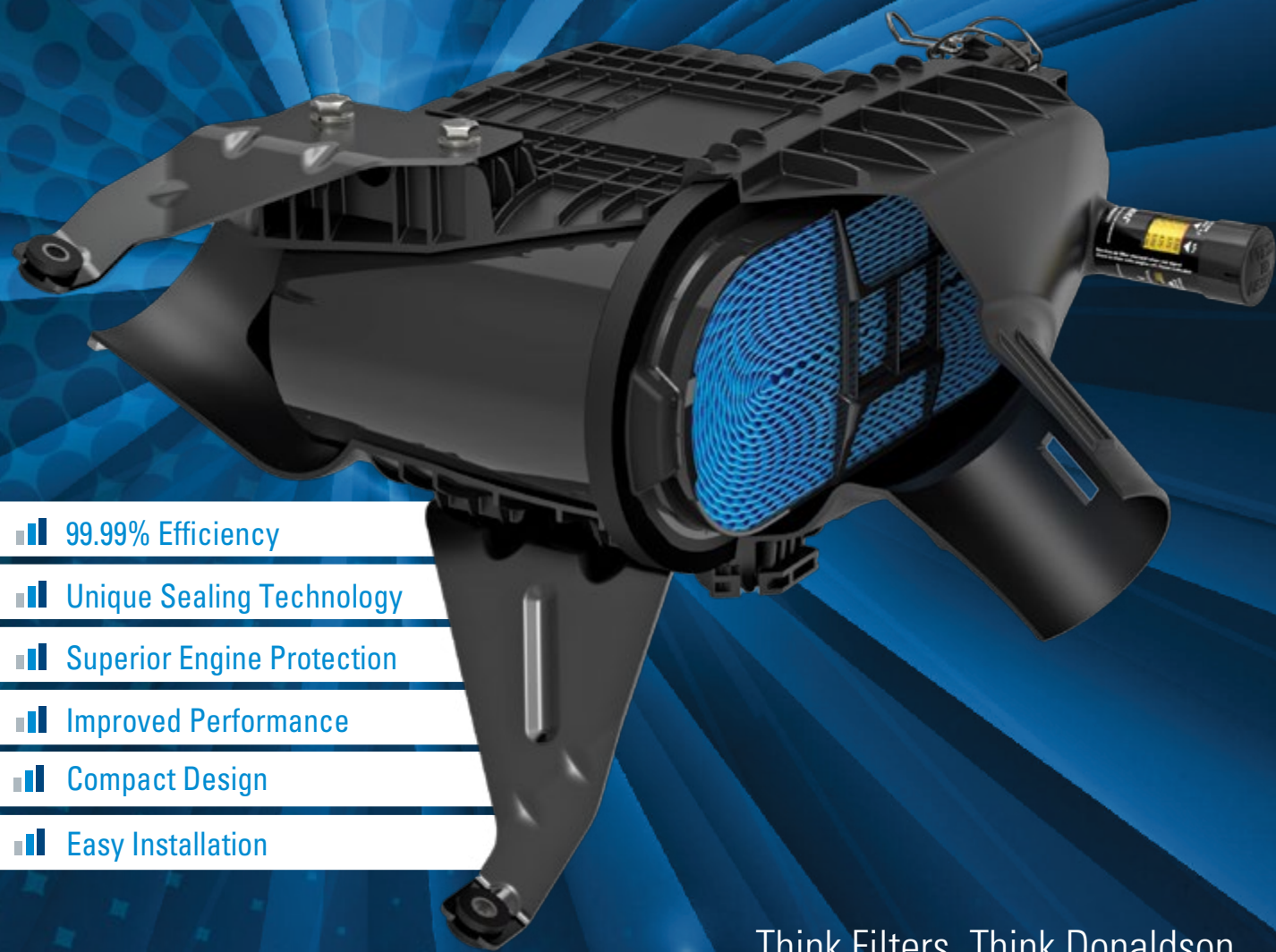
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TRAVELLING BY 4WD ALONG THE HISTORIC GOLD ESCORT ROUTE

Victoria's Golden Years became South Australia's near bankruptcy. By 1851 more than 20,000 people were living at Mt Alexander alluvial goldfields, the richest and easiest worked in the World. After SA agriculture was affected by drought then a very wet season, news of the gold in Victoria saw many people leave for hope of a better life and riches. They withdrew whatever money they had from SA banks, the economy was in near ruins, and the gold was not coming back to the SA Banks. An Act of Parliament in 1852 was passed to enable SA to buy gold and issue gold coins.

Because it was easier to lodge gold in Melbourne Banks, a shorter route from the Victorian goldfields was commenced to be surveyed in 1852 by John McLaren. Alexander Tolmer, SA Commissioner of Police, offered his services to set up a Police escort for the coaches carrying gold from Mt Alexander to Adelaide, and so begins the journey from Wellington, SA for Trip Leaders Peter and Anne, Frank and Maree, Laurie and June, Graham and friend Andrew and Dennis. After grassy campsites at Wellington, a meal at the hotel, and a photo stop at Marker No 1, a plaque next to the pub, we managed to fit all vehicles and trailers on the ferry to commence our trip.

Finding suitable places to sink wells was vital and not all attempts were successful. The first well, Perkindoo Well is located on private property and could not be visited. The remains of the second well, Hawkes Nest Well, were found near Marker No two. This was also the start of 5 Kms of soft to very soft sand. Tyre pressures were reduced and vehicles

shuffled to ensure we had winch equipped vehicles in the correct order in case we needed to winch anyone out, however everyone got through without any problems. We visited marker No3, Binnies Well, but the well could not be found. We stopped at marker No 4 and 5 and then on to our second night, a free camp at Boothby Rocks Reserve. We arrived early, went for walks and climbed the large granite rocks close by, where phone reception was available. Sadly no campfires in SA due to a full state fire ban. Next day visited plaques at the Tintinara Woolshed, a stone woolshed still standing and several bulls kept an eye on us. We visited Markers 7 and 8, called in at Mount Monster for lunch but could not find any evidence of the Monster Well. We continued on, visiting Marker Nos 9, 10, 11 and the Shearing Tree before eventually arriving at the Mundulla Showground for our third night camp. Ian and Karen joined the group here and we all headed off to the Mundulla Hotel for a meal.

We stopped at Border Town next day for Marker No 12 and a read of the history boards, and we put a foot in both States at the Tolmer Rest Area on the SA/Vic Border. Quite a few times when we stopped along the Three Chain Road sections or where the route ran between properties, we had a local farmer appear to check if we were ok and probably if we looked ok! Perhaps because we were on these seldom used back tracks.

We encountered long sections of sandy tracks through the Little Desert National Park over the next two days and were thankful we were not on



Wellington, SA section to
Castlemaine Vic. section

BY: JUNE MARLIN

coach and horse. There were several sections of alternative escort route tracks used, depending on the time of the year, weather conditions and the danger of bushrangers. Large sections of the escort route were the main road to Adelaide for many years.

We camped 2 nights at Horsham where we could have fires, and Frank produced his guitar for a sing along. Surprisingly the one shower sufficed and kept us all clean and refreshed.

From Horsham we did a day trip without trailers along an alternative Gold Escort Route, found the Tolmer Plaque and had lunch at Dimboola. After lunch we had to abandon the rest of the day as it had rained and the dirt roads we were following were throwing mud higher than us. The loud din from the stone and mud pummelling our vehicles caused us to find an escape route and head back to Horsham and the car wash.

Next day our Trip Leaders decided to test our skills as they led us to our free camp at Waterfall Campground, near Avoca, along a deeply rutted, winding "goat track", where careful wheel placement was required particularly for those towing. We made it safely and set up camp for the afternoon, in time for a walk up to the dry falls. Another campfire and singalong.

Final destination, Castlemaine. After stopping at Tullaroop and Cairn Curran Reservoirs, the day became unpleasant as the sky blackened, thunder and lightning, was seen and heard, strong winds and eventually heavy rain. We made our way to Castlemaine Caravan Park, where our booked sites were muddy and unsuitable to set up trailers, so everyone decided to head for home.

We stopped and photographed all plaques, apart from 2 that had most likely been stolen, with names that told a story, Binnies Well, Kangaroo Flat Change Station, Cold and Wet Station, Reedy Well, Limestone Well, Mount Monster etc.

Thanks for a great trip, friendly company, Laurie and Ian for the chainsaws that had 3 outings to remove trees from tracks, Frank for his sing-alongs and most of all to Peter and Anne for a well researched and historic trip.

(Detailed historical information and maps used from The Gold Escort Route - Westprint Outback Map and Travel Guide., compiled and published by Westprint Maps, Nhill, Vic.)





HIGH COUNTRY HIGHLIGHTS

BY: AARON SKILLEN

On the weekend of 6-7 May, we ran our first official club trip into the High Country and it will be a hard one to top! Our trip participants were treated to some magical early-season snow for the entirety of Sunday.

Starting on Friday night, we settled into our camp at Shippens Flat before the precipitation set in for the weekend meaning a wet start to the day on Saturday. The original plan for the trip was to do Mt Blue Rag Track, then down to Talbotville and Eaglevale via Basalt Knob Track finishing at Billy Goats Bluff on Sunday...but given the conditions, we decided to go down Gunns Track to the Dargo High Plains Road before heading west

on Twins Track to Mt Murray. The dusting of snow was present on Mt Murray which we thought was amazing...little did we know that 24 hours later, it would be much better than that!

From Mt Murray, we headed down Twins Jeep Track, across Mt Selwyn, before coming across another group that had done themselves a mischief! Trying to avoid a fallen tree, they simply slipped off the road. Thankfully we arrived when we did...they definitely needed more recovery gear and another winch that made the recovery pretty simple in the end. The poor 80 however will need a bit of repairing.

With this recovery and stopping to clear at least 4 or 5 trees off the

tracks, we found we were running out of daylight pretty quickly, so when we arrived at Riley Hut and discovering no one was there, it took less than a moment to decide to pull up stumps for the night at the hut. We had the potbelly cranking that night and with a full belly, settled in for the night with the rain still falling.

On Sunday, the aim was to drop into Wonnangatta briefly, before climbing up Zeka Spur Track to the Howitt High Plains. What we were treated to was snow from 1,100m; and heavy snow at that. At the helipad at Van Dammes Track, the snow was 2-3 inches thick. By the time we reached the Howitt High Plains, it was 4-5 inches. There is something special about making

fresh tracks in that level of snow.

From the top of the Howitt High Plains, we continued westward toward Lovicks Hut via King Billy Track. The creek crossing at the bottom of King Billy was pretty special to do with the snow falling. The climb back up was pretty cool (no pun intended) with the final push to the Brocks Road junction proving to be the most difficult part of the weekend. The track had turned to slop and required a decent effort to get up. It is no wonder these tracks are closed during snow season. They turn to mush pretty quickly.

Stopping for lunch at Lovicks and the obligatory car shots proved amazingly special given the white stuff on the ground. We then pressed onto Bluff Hut before making our descent back down Bluff Link Track and Brocks

Road out of the snow and into the sunshine...within an hour, it was amazing the difference.

For a first trip for the club, this was a pretty hard one to top...guess it throws the gauntlet out to us to

try! We encourage all current and prospective members to check out our trip calendar on our website (<https://northernranges4wdclub.org.au>) to find out where we are going next!



2023 NATIONAL SHOW



If you drove past the Melbourne Showgrounds over the weekend of the 18th of August 2023 you might well have noticed that it was packed to the brim with anything and everything 4WD as the National 4x4 Show was running once again!

As usual Four Wheel Drive Victoria was busy at the show. Manning our stand, running daily talks about the Victorian Iconic 4WD Adventures and judging cars in the Show n Shine. It was also great to see club representation from the Amarak Club of Victoria, Everest Club of Victoria and Northern Ranges 4WD Club taking up the free sites offered by Four Wheel Drive Victoria. With some impressive cars on display from all three clubs, they drew a good crowd and hopefully some new members too.

Early Thursday morning we rolled in to bring in display material and set up before the rain hit. Beating majority of the exhibitors to set up it was

certainly the calm before the storm. We were all set up and ready to go for the show by 10.30am. DEECA were not expected to arrive to set up their part of the stand until 11am, so there was time to sit back with a coffee and watch all the new, clean trucks roll in and take their spot on their respective stands. DEECA arrived and set up and we were all ready to go for the weekend!

As Friday morning arrived the wind picked up and brought showers with it. The club marquees outside were strapped down and almost all of them stayed safely secured for the remainder of the show. The blustery wind pushed the majority of showgoers inside, packing the halls full until a lull hit around 4pm and everyone started going home.

The first of three talks by Four Wheel Drive Victoria over the weekend about Victoria's 7 4WD Iconic Adventures went off without a hitch at the

Tracks n Trips stage. There was a daily presentation on the Simpson by Justin Gill of Hema Maps. Justin is also a member of the Peninsula 4x4 Club. To round out the timetable, Drive Queensland was also on stage giving tips on sand driving.

John Toogood of the Yarra Valley 4WD club was, once again, the MC on the Outback Stage for the 3 days. Never lost for words, John promoted our Association and the value in joining a club in between introducing favourites of the 4WD screen. All 4 Adventure, 4WD 24/7, Aussie Arvos, Red Dirt Diary, and Built not Bought all held the interest of keen four wheel drivers.

Saturday came with calmer weather and for good measure. The Show n Shine was held with over 30 beautifully presented cars on display to judge. No easy feat! A \$4000 Dobinson's voucher was up for grabs for the car judged best in show for each day as well as cash prizes for other categories. Big crowds were out and about and the show was in full swing. Crowds packed the showgrounds with plenty of interest around the Four Wheel Drive Victoria stand which will hopefully result in increase in member

numbers for our clubs.

Sunday brought out the bargain hunters and the sun. With the show in its final day for 2023 everyone was out hoping for a bargain from someone who had too much gear to pack up. The crowds were thick and there was plenty of full cars leaving the carpark by the end of the day. As 4pm hit and carpark emptied the rush was on to pack up. With the Four Wheel Drive Victoria trailer hooked up ready to go, as soon as the gates opened to cars, it was bought in, repacked and we all were out by 5pm, a great effort!

A big thank you to all our volunteers who helped man the Four Wheel Drive Victoria stand from the Land Rover Owners Club of Victoria, Nissan 4WD Club and Wanderin 4 Wheelers, as well as a thank you to those who manned their own club stand over the weekend and some of our Board members! Don't forget to submit those volunteer hours. Next year Four Wheel Drive Victoria will be looking to continue this great offer to our clubs and will notify clubs as soon as this is confirmed. In the mean time make sure to keep an eye out for when the dates are announced for the 2024 Melbourne National 4x4 Show and get your club ready to do it all again!

MIDWEEK 4WD CLUB... NEARING ITS 10TH ANNIVERSARY

BY: GEOFF KENAFACKE

The meeting that ultimately proposed founding the club occurred in the hall at Four Wheel Drive Victoria in Greythorn on Wednesday 28th August 2013, with about 24 people in attendance and apologies were received from another 6 people.

We sat around in a big circle with an imitation campfire in the middle, while we talked through all the matters needing to be addressed and by lunchtime, it looked certain that we would proceed to launch a club and we had decided on calling this new organisation the Midweek 4WD Club Inc.

We had also determined we would become an incorporated body and that we would affiliate with Four Wheel Drive Victoria. By the end of the meeting, we had volunteers for the nucleus of a

committee and half a dozen people had indicated a willingness to lead trips over the next twelve months.

Things that were making news at the time of the club started included: The average diesel price in Melbourne was \$1.549 per litre, (having risen from a low of \$1.439 over the previous 12 weeks). We were just emerging from the hottest winter since the beginning of climate recording in Victoria. We were in the final throes of the 2013 Federal Election campaign. The Australian Cricket Team was in the final stages of losing against England in all games of a 5 match Ashes Test Match Series.

The first official outing for the club was a day trip between Anakie and Bacchus Marsh, via Steiglitz and the Brisbane Ranges and this occurred on 18th September. Nine

vehicles assembled at Anakie Football Ground but before we started driving, we conducted a brief Special General Meeting, to adopt the Model Rules as our club constitution. We officially became incorporated the next day.

Most of us are retirees but we do have some members who are still in the workforce. Our meetings are conducted late morning on the last Wednesday of the month. That way we miss all the school zone traffic snarls before, and after our meeting. Visitors are always welcome to attend.

From the very beginning, we began conducting our monthly meetings in the Tende beck Scout Hall in Doncaster and we are still meeting there. Two great things about the venue are the location; adjacent to an off ramp from the Eastern Freeway, allowing easy

access by members from all over Melbourne and beyond plus the unlimited amount of guaranteed parking for members, because we have access to a locked private car park.

By June 2014, we had run a number of Day Trips, our first High Country Touring Trip and some of us had run a Camp Host event at Barmah on the banks of the Murray River as well as providing volunteers for Blaze Aid in the Wallan area after a bushfire.

In July we set off on the club's first interstate winter excursion, driving the entire Binns Track from the S.A./N.T. Border, through to Timber Creek. Before turning for home, we spent another week touring right through what was then known as the Gregory National Park.

Frew River Track near Policemans Waterhole



Camp cooking has always been part of our camp life

...the main thing has been the opportunity to be out in the bush, sharing our common interest in four wheel driving with a bunch of firm friends.

Over the intervening years, we have had a steady increase in membership numbers and have conducted more than 153 events. As well as exploring all around Victoria, we have enjoyed visiting varied locations across the length and breadth of Australia, including Tasmania.

Club volunteers have provided manpower for a number of Track Clearing trips; we have manned Camp Host Base Camps in different locations and worked for Blaze Aid a few times. We have also undertaken ad hoc projects for DEECA (DELWP), Fitzroy Police, and provided transport for Bushwalking Victoria Track Clearing Volunteers on a couple of occasions.

Throughout all of the activities, the main thing has been the

opportunity to be out in the bush, sharing our common interest in four wheel driving with a bunch of firm friends. We all have a heap of memories of happy times around countless camp fires.

Like anybody reading this, we have had to grit our teeth and endure the restrictions caused by the big bushfires, occasional floods and all the frustrations of Covid 19. We have all experienced all the big fuel price rises and in more recent times, the delays in access to new vehicles. No doubt, we will all find a way to deal with this and whatever else is thrown at us so that we can continue to go four wheel driving with friends and continue all those happy times around group campfires.

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Top: A Happy Hour at Tolmie



Left-top: Track clearing near Buenba Gap

Left-bottom: A tricky drive alongside the Humbert River in Judburra National Park



Bottom-right: The above map depicts our various winter expeditions. Our first Winter Trip covered the Binns Track and Judburra (Gregory National Park)



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50TH ANNIVERSARY OF GOOG'S TRACK

BY: GREG ROSE

PHOTOS: GREG AND LOIS ROSE



Fifty years ago, when John (Goog) Denton started his tractor and began what is now known as Goog's Track, the task must have seemed daunting. Even now, 2023, we had that screeching sound of fingernails being drawn across a blackboard (if you are old enough to remember that from your school days) as branches brushed down the side of the Toyota and there was the patter of shredded leaves falling on the roof rack. We were on the track from Goog's Lake east over low sand dunes through thick mallee scrub to Lois Rock and Nalara Rock. I suspect that only a small percentage of the travellers who drive Goog's Track take the time to negotiate the 60 kilometres out to the two granite features. Jenny Denton Price, John (Goog) Denton's widow, had advised us that the track was tight and had plenty of corrugations between the

dunes. We spent a whole day on the fascinating excursion to the rocks.

Many of you who read this will have ventured along Goog's Track. It is often referred to as a mini Simpson Desert. Apart from the fact that you negotiate hundreds of sand dunes, the two are quite different. In some sections the mallee scrub, multi-stemmed, low growing, Eucalyptus vegetation, is very thick and getting off the track is impossible. There are a few places where you can pull off the track and have a cuppa and wander around looking at the plants and animal tracks. If you do have to deviate off the track, perhaps to allow a vehicle to pass, be mindful that there are tyre piercing broken mallee stakes hidden in the grass. Being sandy for most of its length the track is driveable after small amounts of rain, however there are some places where if wet, small bog holes would develop.

John Denton, who had the nickname "Goog" as he used to sell eggs as a boy, cut the track from his property Lone Oak, north of Ceduna in the west of South Australia. It is the 50th anniversary of the commencement of the track cutting this year. Goog's dream was to have access to the trans continental railway line from his property. The story of Goog's Track is told in the book, "My Memories of Pushing Goog's Track" written by Jenny Denton. Another book well worth reading is "Our Life At Nullarbor" by Coral Beatie, Jenny's mother. The two books give the reader a fantastic insight into the hardships and humour associated with life in that part of the world.

With temperamental machinery, very limited finances and great determination the family and their friends forged the track through thick scrub and over sand dunes joining existing tracks at Mount

Finke. There is a chapter in Jenny's book titled, "Land Rovers". If you are a fanatical Land Rover owner don't read that chapter. I will quote one line, "We eventually worked out the sensible thing to do was buy Toyotas".

Lois and I were fortunate to be able to spend a morning at Jenny's Ceduna home, at Thevenard, out near Pinky Point. Thevenard is a suburb of Ceduna and has a well-stocked small supermarket and a lookout point near the loading facility for larger ships transporting grain, salt, gypsum and mineral sands. Over coffee and biscuits Jenny imparted some of her knowledge of the country and told us tales of cutting the track. Jenny can be contacted using the details on the Goog's Track Facebook page.

Base camped at a beautiful spot, overlooking the 15 kilometre long Goog's Lake, which was holding some water, we had glorious days. It was warm and still, and a full moon rose just before dusk. There were no flies, no mosquitos. Surprisingly there was very little bird life, but we did find a large mallee fowl "nest". And at night, total silence. On our last night we had a light sprinkle of rain. From that base we explored the area on foot and in the Land Cruiser. The driving on the main track is not particularly difficult if you remember the basics of sand driving and reduce tyre pressures. Some of the minor tracks are a bit more technical, the short track to Lois Rock, which is off the more defined track to Nalara Rock, had plenty of twists and turns, was quite overgrown in places and had some deep water ruts near the end. On the Westprint Goog's Track map there is a rock hole indicated before arriving at the Goog family memorials. It is an easy side track to an example of the random granite features with depressions that hold water after rain. Jenny had told us how the nomadic indigenous people of the area used to travel after rain using bailer shells to collect water



from the rock holes. Lois Rock is larger and Nalara Rock is a massive outcrop of granite that rises well above the surrounding country. It is worth climbing to the top for a view across a seemingly endless sea of green to the distant Gawler Ranges.

We were fortunate during our time on Goog's Track that there was almost nobody else about. We had the whole of the extensive camping area, with its one toilet, to ourselves. There are a couple of picnic tables. You can have a campfire when it's the right season but must bring in your own firewood. If the main camping section near the toilet is too crowded there are many spots as you follow the track along the lake perimeter. There are no provided

bins and remarkably we found no rubbish at all.

On this occasion we did not travel the full distance north along Goog's Track to Mount Finke and the railway line, Tarcoola, Kingoonya, etc. A disappointment was the appalling state of the track the further north we ventured. The school holidays had just ended and I assume there had been considerable traffic. It was obvious from the chopped-up dunes that people were in too low a gear so digging in rather than staying on top of the sand, not reducing tyre pressures and rather than tackling the dunes at sensible speed had been spinning wheels and digging massive holes. Towing trailers along Goog's is not recommended but I'm sure many people do, that



probably doesn't help the track condition. A journey up Goog's Track would make a good club trip for a small convoy. Once the track drive is completed there are plenty of options for further adventures.

As a side note, we stopped at the huge Snowys camping store in Adelaide on the way home. The salesman who assisted us was a keen four-wheel driver who had recently travelled Goog's Track. He was alarmed that another group on the track were challenging themselves to drive as far as possible in two-wheel drive and

without reducing tyre pressure. No wonder the track was getting damaged. A sand flag is mandatory and permits to camp are available online from National Parks and Wildlife Service South Australia. From Lone Oak and the two gates you pass to enter Goog's Track traffic is two way. After a few kilometres north of the lake traffic is south to north only.

If you travel the track, be sure to fill in the visitor book at the monuments to Goog and his son. The book is in a metal box near the picnic table. Jenny keeps all



the books as an historic record of who has travelled on the track that her family spent so many years pushing through the scrub.

And finally, a word or two about Ceduna. The name Ceduna is thought to be a version of the Wirangu language word Chedoona, a place to rest. Like many towns across Australia, Ceduna has had bad press due to some anti-social behaviour. Alice Springs, Port Augusta, Katherine, etc. are all having the same issues. You just need to be a little mindful of where you park and keep valuables locked away, the same as you would do in any urban area. We found everyone in Ceduna welcoming and friendly. The shop keepers were helpful and the town, with a population of approximately 2000, has everything the traveller needs. The large roadhouse on the highway heading west out of town had the cheapest fuel when we were there. It's worth sampling the local seafood and taking a walk along the pier. Take a rod if you like to fish as the locals seemed to be successful. There are plenty of accommodation options, booking would be advisable in peak holiday times.

I would recommend, that if you venture out to Nalara Rock, you have a tin of light cutting compound polish ready for your return home, you'll need it!



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ADVENTURE ADDITIONS

THE LOST LEN BEADELL MARKER

September/October 2022

BY: LIZ MILLS

We were off to the Toyota Land Cruiser Clubs of Australia Gathering in Western Australia. Every three years another state takes on the very busy task of hosting the Gathering. We had been to two previous events, Queensland and South Australia, both putting on wonderful, friendly get togethers, so we were looking forward to once again attending another Gathering, this time in W.A. The decision was made to go via some favourite destinations, Farina, the Oodnadatta Track, Eringa waterhole, Old Andado Then up to Alice Springs via the Old Andado Road, passing the Mac Clark Reserve, one of only three locations left in the world to see the rare Acacia Peuce or Waddy Trees.

We met with other members in Alice Springs and headed for The Gary Junction Highway. Tyres were aired down when the bitumen ended and oh boy, did the road change, very corrugated. The scenery of Haasts Bluff was spectacular but the road conditions were challenging. We passed through Papunya and later found a clearing to camp for our first night. The Ehrenberg Range behind us was superb, a great photographic back drop. Next day we were relieved to stop for lunch at the Sandy Blight Junction having negotiated continual corrugations all morning. This is one of many positions that Len Beadell had left one of his plaques on a timber marker. Sadly it had disappeared from the correct coordinates. One of our party had to limp into Kintore to find a welder so the rest of the group had lunch and the intrepid Bill Black spotted the white painted timber marker lying dumped by the road side. The challenge was on, replace the marker as close to the original position as possible.

Bill, Ken and John managed to heave the very heavy timber along to the hole they had previously dug. The ground was like concrete so a lot of sweat was lost as these three aging gentlemen endured the rigours of digging the hole. With the help of a wrecking bar and lots of grunting they manoeuvred the marker into the hole, success. I thought it a shame that we couldn't leave a message on the marker so then came up with the idea to open and flatten an aluminium can to look a bit like an original plaque and write a message on that. LEN BEADELL MARKER – TEMPORARY – TOYOTA LAND CRUISER CLUB OF VICTORIA and dated. Photos were taken of a successful job done, we waited for the others to return, they were successful in the welding repair and

Participants: John & Liz Mills, Bill & Jan Black, Ken Hildebrand, Jan Chivers, Matt & Janette Bennett



decided to camp the night.

Onto Kiwrrkurra to refuel and view the Gunbarrel Ration Truck. The vehicle that Len Beadell and his crew had used for all the rations required had been

burnt out and left behind a little way out of the township. A few years later it had been negotiated with the locals that our members of the Toyota Land Cruiser Club of Victoria should make a trip to the area and move the truck to its now permanent location and build a fence to protect it for future travellers to see. A part of the history of the tracks opened up many years prior by Len and his team.

We arrived at Jupiter Well and decided to have two nights at this pretty spot. It was treed and the pump gave good clean water. That night we were treated to nature's firework display, lightning flashed all around us to our oohs, aahs



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and wows. Then the rain began and didn't let up. We pulled out tarps and made a great shelter on Mat and Janette's awning and watched DVDs. The surrounding ground and track had become super soggy and we thought we were going to be there another day but a traveller drove in that evening, to our great surprise, and told us the road forward was fine.

We continued onto Kunawarrtji to collect more fuel, arrived too late on the Saturday, closed until Monday. Moved onto our next camp at Lake Auld for a night then onto Punmu, but the same applied, not open until Monday so another night was spent close by, scones were made and Matt found a photographic moment, nesting budgies in a tree hollow. Ken and Jan left us here as they had plans to get together with family members.

Refuelling done at Punmu early the next morning before a lovely drive past the Telfer mine and onto Carawine Gorge. This is a lovely spot to stop for a couple of days or more by the creek.

The scenery through the Ripon Hills was spectacular as we headed for Marble Bar but being tight on time we decided to drive down the rough, at times, Marble Bar road, stopping for lunch at Nullagine then onto Newman. Wow, this area has certainly changed since our last visit a few years before. Mining has completely taken over and the road had now become excellent.

Our journey continued down to join the Gathering, stopping by lakes and the incredible Pinnacles near Cervantes. We separated directions and John and I visited the beautiful abbey town of New Norcia. They make their own

delicious olive oil and great bread. We all joined forces once more near Margaret River to be greeted by the members of the W.A. club. What a fantastic week we all had with these hard working, friendly people, a spectacular Gathering with the final night to announce the next event in Victoria and say our final farewells.

P.S. Continuation of the Len Beadell plaque. We had contacted Connie, Len Beadell's daughter, to let her know that the original plaque had been stolen and that we had done a temporary job. A 4WDriver, James O'Connell from Alice Springs, had been through and contacted Alison Williams, a member of our club, to say he had seen our temporary effort and had also contacted Connie and offered to make a new plaque. Connie said she would prefer to do her own with Len's official original stamps and would be happy for him to fix the new plaque if he was going in that direction at some time. Hopefully by now, the new plaque will once again be there for future interested travellers. What a great band of people are the majority of 4WDrivers.

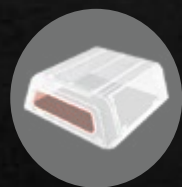




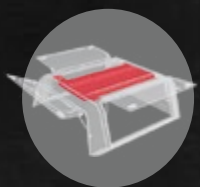
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TYRE TALK

Your 4WD is a versatile vehicle and it was designed to explore the great outdoors with relative ease. However, there are 4 key aspects to ensuring a safe trip between the adventures, and they are the only 4 items that touch the ground, your tyres!

Every day, you rely on your tyres to get you and your family home safe but these round, black things are often forgotten when it comes to vehicle safety. This becomes evident when a survey found that 48% of drivers delay buying new tyres for as long as possible¹

That's why we have put together a quick safety checklist to run through each month, to make sure your 4WD is ready for the road and more importantly, the off-road! Set aside 15 minutes each month to run through the following steps:

Tyre Pressure

Maintaining the correct tyre pressure improves the handling and increases your tyre wear life for your 4WD. Lowering your tyre pressure while off road driving increases the footprint of the tyre on the ground and therefore increases traction, how much depends on the type of terrain and what is required. Soft sand tracks tyre pressure can range from 23psi down to 20psi, sometimes even lower. When the tyres are cold, you should check and adjust your tyre pressure once a month. Refill your tyres using an air compressor, which you can find available for free at most petrol stations.

Tyre Rotation

Rotating your tyres will help even out their wear, extending their life. You should rotate your tyres as part of your tyre maintenance every 5000 to 8000km. However, if you notice signs of uneven wear you may need to rotate them earlier.



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Wheel Alignment

Over time your wheels can slip out of alignment. Misaligned wheels can impair the braking and handling of your car. They will also cause your tyres to wear excessively and irregularly. Consider booking a professional wheel alignment every 10,000km, or every six months.

It is also important to monitor the tread depth of each tyre, especially vehicles fitted with Mud-terrain tyres, as these tyres are prone to excessive wear when they aren't clearing dirt and mud off the road.

A final point to consider is the age of the tyre. As tyres age, the bond between the rubber and steel belts is reduced. This can lead to cracking in the tyre's structure on the road which can cause a serious safety risk. For this reason, tyres over ten

years old should be replaced even if they don't look worn. You can check the age of your tyre by looking at the tyre markings and locating the Serial Tyre Identification Number (TIN). You can tell the age of the tyre by looking at the last four digits of the TIN.

E.g. 1223 would indicate a tyre made in the 12th week of 2023.

As Russell White (CEO & Founder) from the Australia Road Safety Foundation states "Tyres are arguably the most influential item you can fit to your car. They can literally transform the way the car feels and performs, so investing in the best tyres for your vehicle is a wise move."

Wise words indeed, safe travels out there!

1<https://arsf.com.au/40-of-drivers-unaware-of-legal-tyre-standards/>

The Four Wheel Drive Victoria Blood Drive 2023

As a community, we are thankful and impressed by the achievements and generosity of those members who donate blood and plasma as part of the Four Wheel Drive Victoria Lifeblood Team.

Starting in 2014, our Lifeblood Team has grown from strength to strength. Now, with over 60 current active donors our most recent e-newsletter announced that the team has officially saved over 3,000. Now this is something worth celebrating.

The 2023 Blood Drive will run from October 1st to December 31st.

This year, rather than competing against each other in a 'challenge capacity', we will combine our efforts to make an even bigger impact. It's all about what we can achieve together!

In fact, we are setting a goal to give 100 donations during the Blood Drive and will be including regular updates about how we are tracking in the e-newsletters.

There are many health benefits to being a regular blood donor. As a part of the donation, you get a mini health check (blood pressure and haemoglobin check), as well as mandatory blood sample testing for blood diseases and blood type to ensure that it is safe to donate and safe to give to recipients in hospital. Regular donations ensure any changes to your health is picked up early.



There are also significant mental health benefits to donating too. Because when you give back to the community, you're a part of something bigger.

There's nothing like knowing you've genuinely helped someone. Maybe it's a new mother going through childbirth, somebody's brother battling cancer; or a daughter who relies on regular transfusions to stay healthy. You could make an immeasurable difference in their life — and they'll be grateful forever.

We are asking those who donate, check they've joined the Lifeblood Team — by updating their preferences online so that every donate made during the Drive is counted. And for those who have never donated, please consider rolling up your sleeve — you can register online at www.lifeblood.com.au or by phoning 13 14 95.

Whether it's donating as an individual or in a group — it all counts. With 1 in 3 Aussies needing blood products in their lifetime, no one ever chooses to receive a blood product, but you can choose to give it.

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