

**Bringing Four Wheel Drivers
Together**



**Victorian Four Wheel Drive
Club Inc.**

Free Wheeling



VFWDC

November 2015

Official Newsletter of the Victorian Four Wheel Drive Club Inc

Registration No A0002184F

Notice Board

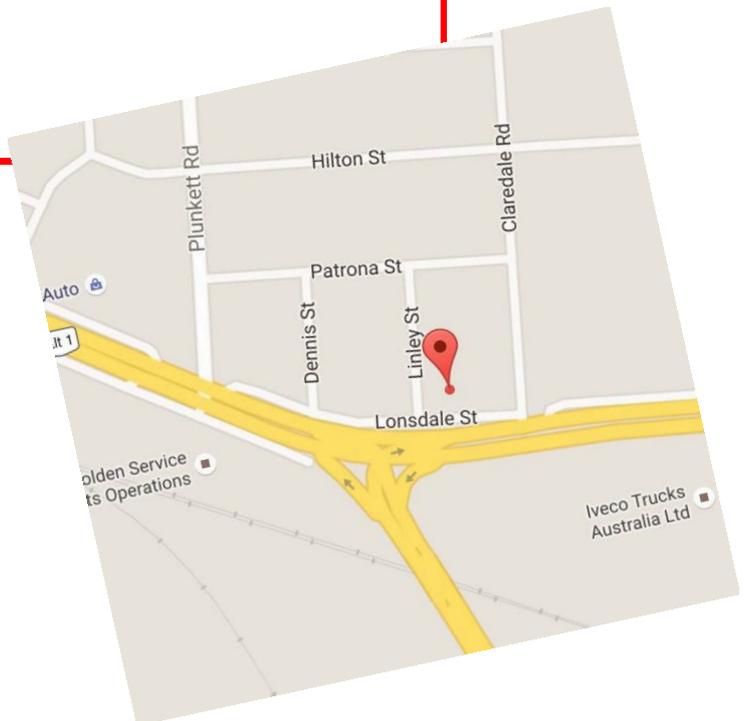
VFWDC GENERAL MEETING VENUE

The club meets at the Bowling Club Rooms, Noble Park Football Club, 46-56 Moodemere St, Noble Park on the 1st Wednesday of every month at 8.00pm (**No meeting in January and November meeting at selected location**). Members and Guests are welcome to dine at the Bistro before attending the meeting.

November meeting will be held at

ARB Dandenong at 6:30pm

Address: 4A-6 Lonsdale



FREE WHEELING

editor@vfwdc.com

COMMITTEE OF MANAGEMENT		
2015-2016		
President	David Bruinsma	president@vfwdc.com
Vice President	Sally Higgs	vicepres@vfwdc.com
Secretary	Bruce Cremonesi	secretary@vfwdc.com
Treasurer	Tony Barbera	treasurer@vfwdc.com
GENERAL COMMITTEE		
Trip Co-Ordinator	Stuart Bowker	trips@vfwdc.com
Newsletter Editor	Mandie Lehmann	editor@vfwdc.com
Associations Delegate	Mick Harris	delegate@vfwdc.com
General Committee	Max Germasi	
General Committee	Tony Feltham	
SUPPORT POSITIONS TO COMMITTEE		
Web manager	Ben Whitworth	web@vfwdc.com
Training officers	Phillip Griffith	training@vfwdc.com
Merchandise	Carolyn Bruinsma	merchandise@vfwdc.com
Club Details		
Registered Name	Victorian Four Wheel Drive Club	
Registration No	A002184F	
Correspondence	PO Box 778 Dandenong VIC 3174	
Email	secretary@vfwdc.com	
Website	www.vfwdc.com	
The Victorian Four Wheel Drive Club is an affiliated club of Four Wheel Drive Victoria - www.fwdvictoria.org.au		

CLUB MERCHANDISE FOR SALE			
Club Polo Shirts	\$28.00 ea	Club Polar Fleece ½ Zip Jumper	\$38.00 ea
Club Polar Fleece Full Zip Jacket	\$48.00 ea	Club Sleeveless Reversible Vest	\$44.00 ea
Club Caps	\$15.00 ea	Club Bucket Hat	\$16.00 ea
Club Wide Brim Hat	\$18.00 ea	Club Beanie	\$12.00 ea
Club Drivers Jacket (Coat)	\$80.00 ea	VFWDC Windscreen stickers (small) \$6.00 (large) \$8.00	
We encourage all members to purchase a Club Polo Shirt.			
Email your order to merchandise@vfwdc.com . Please ensure you advise size required.			



News From The President

Hello and welcome to the November issue of our Club Magazine.

It is shaping up to be a busy start to the summer season with 2 very full trips already booked for Beechport and Marysville, following on the tail of a successful trip already completed on the Aberfeldy Working Bee in October. We are still looking for more adventurous trips to fill up our calendar for the Christmas period, January and into February, so if there is a place you would like to visit, and would like to have someone to join you around a camp fire, let our Trip Coordinator know so we can send an email out to the members, and to also get YOUR trips into the club magazine.

As we look forward to our off-roading, trips and camping experiences, it might be worth noting as a reminder that as we enter and leave camping sites, to drive slowly as respect to other campers there and to limit the amount of dust that can be stirred up by vehicles. You never know when a child can step out in front of you also when in camping areas, so it is really good to play it safe.

ARB Dandenong are looking forward to our visit in November, so I hope that you all have the 11th of November marked on your calendars, it will be an early start so be prepared to get there from 6:30pm and we shall try to wrap up proceedings by 9:30pm. ARB Dandenong will be putting on a BBQ for us, and there will be special deals available on the night, a guest speaker and some quality raffle prizes on offer as well.

Our Club Christmas party this year will be back at Royal Botanic Gardens in Cranbourne same place as last year, so hopefully for most of you it will be easy to find again - look for the full size ad that is in the magazine - it will be a BYO lunch (and drinks), there is a play ground for the kids and a large sheltered area that the adults can lounge around in (plenty of seating) and there is a decent toilet block right next to the shelter (Saturday 5th December from 11:30am to 3pm)

If you are planning to come to visit our club for the first time - please don't be shy and come up to the front and introduce yourself to any of the committee members, we would love to meet you.

That's enough waffling from me for now, otherwise there won't be anything left for me to say at the meeting.

Looking forward to seeing you at our meetings, or on a trip.

David Bruinsma

President

Victorian Four Wheel Drive Club inc.



CLUB CALENDAR AT A GLANCE

2015 November				
30th to 3rd Nov	Long Weekend	Beechport / Robe	David	0417 747 860
7th	Saturday	Weighbridge	David	0417 747 860
11th	Wednesday	Special Meeting - Dandenong ARB	President	
18th	Wednesday	Committee Meeting	President	
20th-22nd	Friday-Sunday	Walhalla / Aberfeldy	Scott	0423 544 551
21st	Saturday	Marysville	Stuart	0428 539 157
27th	Friday	Toolangi night run	Scott	0423 544 551
December				
3rd	Wednesday	General Meeting	President	
5th	Saturday	Club Christmas party	David	0417 747 860
16th	Wednesday	Committee Meeting	President	

Minutes of General Meeting October 2015

October General Meeting Opened 8pm by Vice Pres.

Attendees

Members, Visitors and Apologies as per attendance book

Minutes of previous General Meeting

Minutes of July Meeting were tabled and discussed

Accepted: Mick

Seconded: Stuart Bowker

Minutes of previous meeting were tabled and discussed

Accepted: Stuart B

Seconded: Max Mena

Matters Arising:

Getting magazine out on time. Discussion and explanations were given by Vice Pres and other committee members.

Convoy Procedures were discussed and will be reinforced at training and on trips. There will be a procedure put out soon – no date was penned in.

Correspondence In

Bank Statement

Club magazines

Numerous emails inc from prospective members

Correspondence Out

Replies to emails

Treasurer's Report

As per attachment

Accepted: Steve Pitcher

Seconded: Stuart Bowker

Trips:

Trip Reports

Cape York

Much fun was had, and sights seen. The point wasn't really the point and Mick was disappointed.

Cars that weren't Nissans broke and blew up easily. Steve proved rentals go further than your own.

Fraser:

Much fun was also had and must go back sometime.

Sally proved little fluffy roos are more durable than Landrovers, and RACV Total care is awesome – again.

Minutes of General Meeting October 2015

Trips – Upcoming:

Aberfeldy Bridge Building Saturday 17th. Dave B

Dave has mentioned he is leaving early and should be a great weekend.

Beachport/Robe Melbourne Cup Weekend - David B.

All systems go – we have booked 10 sites for the trip. If more needed, then so be it. Leaving as per trip sheet.

High Country Wonnangatta Melbourne Cup Weekend - Sally/Tristan

Since the Landy blew up- trip is cancelled. Will see if anyone on the trip still wants to go and see if they can take it.

Weighbridge Afternoon – David B.

This was postponed due to lack of interest.. Discussion was had and should be a riveting day

Aberfeldy/Walhalla weekend 20th – 22nd November - Scott/Mandie

Departing BP Pakenham Bypass 7.30pm on the Friday

Marysville and Surrounds 21st November – Stuart/Maree.

Day trip meeting 9am at Marysville Bakery. Bring Packed Lunch.

Toolangi 27th November – Scott/Mandie

Revisiting some tracks from the May night run. Meeting up at Lilydale Maccas 7.30pm

Stuart mentioned that we need more people to share the load with running trips. The calendar is looking very bland coming into summer and tripping weather.

General Business

Mark Kochan asked about the magazines as he arrived late. Sally mentioned that it was an oversight and will be rectified.

Sally went through our new monthly item discussing areas to wheel and explore, although the fact it was on fire currently dampened things a little.

Was well received and numerous members had some input into the discussion.

Discussion on the next meeting at ARB was had, but nothing is concrete yet.

Raffle was run and won (*Missed the winners*)

Meeting closed 9.30pm

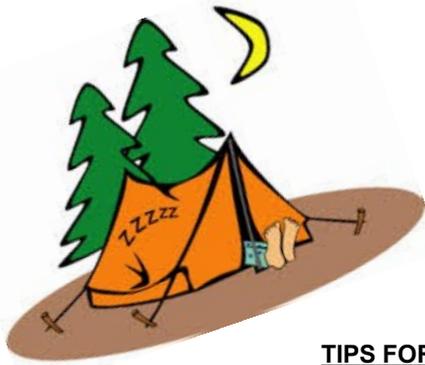
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www.vfwdc.com

Treasurer's Report September 2015

<u>Cheque A/C</u>	Opening Balance as at 01/09/2015		\$3,003.41
	Add:		
	Membership Renewals 2015 – 2016	\$80.00	
	Total Monies In:		\$80.00
	Less:		
	Consumer Affairs annual report	-\$54.40	
	Transfer out to Petty Cash Account	-\$22.25	
	Refund Membership overpayment	<u>-\$400.00</u>	
	Total Monies Out:		-\$1,037.65
	Plus: Un presented Cheque # 467		\$58.68
	Un presented Cheque #469		\$400.00
	Closing Balance as at 30/09/2015		\$3,006.76
<u>Term Deposit</u>	Opening Balance as at 01/09/2015	\$6091.60	
	Add: Quarterly Interest Income	\$39.92	
	Closing Balance as at 30/09/2015		\$6,131.52
<u>Petty Cash</u>	Opening Balance as at 01/09/2015	\$150.00	
	Add: Transfer in from Cheque A/C	\$22.25	
	Less: Catering Costs - Meetings	-\$22.25	
	Closing Balance as at 30/09/2015		<u>\$150.00</u>
	Consolidated Closing Cash Position		<u>\$9,138.28</u>



Getting ready for a trip this summer



TIPS FOR PREPARING YOUR VEHICLE FOR OUTBACK TRAVEL

PREPARING THE VEHICLE

Your 4x4 needs to be in good mechanical condition, in other words no oil leaks, "dodgy" radiators, battery trays, batteries, fuel tanks, bullbars or roof racks, worn out tires, brakes or clutches.

If you can't do the preparation yourself take it to someone who can, preferably a 4x4 specialist. The vehicle will need a full service even if it isn't due, on the shortest Outback trip most people will clock up in excess of 5,000 km, which will most likely take it past the service interval and you won't have time to do it while you're away.

Make sure the vehicle preparation is done at least a couple of weeks before you go. There has been many an occasion where the 4x4 was picked up on Friday to go Saturday only to find an issue, eg; a new fuel tank that leaks because of a loose hose.

The most common break downs are from aftermarket products, so when buying them do your homework and go to a reputable agent. Get the right accessories for you and not the ones you don't need. A Drawer system and cargo barrier is a great way to keep your gear safe and where you can find it.

MOST COMMON FAILURES

- Roofrack
- Bullbar
- Spotlights
- Tow bar
- Battery tray
- Spare wheel carrier
- Shockers
- Shocker rubbers
- Radiator
- Exhaust system
- Tyres
- Fuel tank
- Number plate
- UHF antenna



THE SERVICE SHOULD INCLUDE

The inspection or replacement of:

- Engine oil & filter
- Spark plugs & points if applicable
- Fuel filters
- Air filters
- Gear box, transfer case & diff oils
- Servicing and lubrication of all drive shafts
- Servicing and lubrication of wheel bearings & swivel hubs
- Brakes, including hand brake
- Drive belts (fan belts etc.)
- Hoses, heater, coolant and fuel etc;

Tyres, they should have at least 75% tread and no cuts, or patches.

RECOMMENDED TOOLS TO TAKE

- A set of ring-open end spanners
- A socket set
- Adjustable spanner 10 or 12 inch
- Pliers, bull nose and pointy
- Screwdrivers assorted
- Hammers - small & large
- Snatch strap
- Tire pressure gauge
- Shovel, long handle is preferred
- Jacking plate
- Jack, a spare one if travelling on your own
- Tyre changing tools and knowledge of how to use them



RECOMMENDED SPARES TO TAKE

- Wheel nuts, check that they fit and suit your rims
- Fencing wire
- Electrical wire and Fuses
- Electrical tape
- Race tape or cloth tape
- Cable ties
- Nuts & bolts assorted sizes, not too many, metric is preferable for Jap 4x4's
- Fuel hose to suit your 4x4 - 1 metre
- Fuel filters, some places have dirty fuel bowsers and some have dirty jerry cans
- Brake fluid, small bottle same fluid you are currently running in your car
- Engine oil 2 litres, for topping up
- Gear oil 2 litres
- Auto trans fluid, 2 litres (if applicable)
- Power steering fluid, small bottle (same as auto trans fluid)
- Grease, small tub, suitable for wheel bearings
- 2nd Spare tyre and correct tools to fit to your current rim

We feel it unnecessary to take spare belts and hoses, they are better replaced before you leave and some vehicles are quite involved to replace a drive belt, eg; Land Rover Discovery or Range Rover.

SPARES TO SHARE, but not compulsory

- Cordless drill & drill bits
- Tyre repairing gear including a spare tube, make sure you know how to use it
- Tubeless tire plugs
- Air compressor
- Portable welding gear including a mask
- Jumper leads
- High lift jack, if it is suited to your vehicle
- Oil and air filters

Good idea to pair up with someone with the same make/model of your vehicle if possible. It's a good idea to share some of the tools and spares, this will save weight.

THINGS TO LEAVE AT HOME

- Excessive amounts of spanners
- Excessive amounts of jerry cans, plan your trip and take only what is necessary
- Poorly made accessories such as a roof rack
- Low profile tires, like Range Rover with 18 inch wheels and 40 profile tyres.
- GPS's are not necessary, some exceptions; in most cases a good map is better
- Chain saw, they are prohibited in National Parks
- Pets, they are prohibited in National Parks

CAMPING GEAR, WHAT TO TAKE & WHERE TO PUT IT

WHERE ARE YOU GOING?

Before anything can be packed you must first consider where the journey will take you, at what time of year and what activities you will be doing. Many people take far too much with them. Think about your last camping trip and if you didn't use something - don't take it. Do you really need 2 camp ovens or spare chairs - just in case.

SLEEPING

Central Australia in the winter, contrary to popular belief gets very cold at night (as cold as -5) with nice sunny days (about 20) and cool evenings. It's essential to pack warm sleeping gear, a comfortable mattress, a jacket and warm clothes for the night with lighter clothes for the day. In the warmer months, autumn and spring expect the days to be between 25 & 35 with the nights a mild 10 - 20, jackets and extra blankets won't be necessary now. In the summer, if you're stupid enough the days can be a scorching 40 - 50 with little relief at night, lows are 23 - 33. It is considered foolish to travel in summer.

Swags are a great idea if the boys are on a trip, but they don't suit everyone! When using a tent a couple of things need to be considered, how many people will sleep in it and how hard is it to put up? Only use a tent that suits your needs, as a tent that's unnecessarily large will only be a hassle. There are many tents available that can sleep 4 and only take minutes to put up, well worth investigating.

COOKING

For most, camp cooking is fun and a very important part of camping. Many people enjoy the candle lit roast dinner with an ice cream desert in the most unlikely places, like the Simpson. This is not hard to do with some planning.

Try to compile a menu; it only has to be a guide for your shopping list, next work out where the towns are so some of the shopping can be done along the way. Don't pack too much tinned or frozen food "just for emergencies". I've seen people pack enough for a month or more and when the fridge became unplugged they lost more than \$150 in meat and other food. Try not to take all of the food for the trip from your home town, it's far better to purchase some things as you need them, they will be fresher and less likely to spoil even if they do cost a little more.

To have a freezer is convenient but not necessary unless you want ice cream. Cryovaced meat can last up to 6 weeks in a fridge, even longer if it is frozen before you leave, pack it at the bottom of the fridge and it will stay frozen for up to a week. It will also prevent the dreaded blood from leaking everywhere. Ask your butcher to cryovac the meat in portions for the meals you have planned, some meats keep longer than others, so ask the butcher.

If you don't own a fridge, do your research before buying one. There are many on the market with the most recognised and recommended being an [Engel](#) and Waeco. A 40 litre fridge will set you back about \$1,150 but it will cop some rough punishment and still be going strong in years to come. A quality fridge is a great investment.



WATER

Water will always need to be carried, but be sure to only carry what you need with some spare for emergencies. Work out places where your water containers can be refilled and how much to carry, for example two people would need 7 litres of water each per day, but 4 people would only need 5 litres each as washing and cooking water is shared.

This is a guide only, for a 3 day trip across the Simpson, two people would require $2 \times 7 \times 3 = 42$, plus 2 days spare, $2 \times 7 \times 2 = 28$ is a total of 70 litres. Four People in the same vehicle would require $5 \times 4 \times 3 = 60$ plus $2 \times 5 \times 2 = 40$ spare, is a total of 100 litres. When water is available every day only half these amounts would be needed.

Water bladders are a good idea as these can be located in an out of the way place, low down in the vehicle. A ruptured container could leave you dangerously short, don't carry all of the water in 1 container or bladder. They vary in size and quality; check them out at a reputable 4x4 accessory store.

WALKS

The Centre has many attractions with nearly all of them involving a walk, ranging from a short 100m walk up to the likes of Kings Canyon with a lengthy 6km, 4hour walk. If you plan to do any walking and you should, be prepared. A pair of walking shoes and a good quality day pack is essential. You'll need to carry your camera, food for a snack or lunch and most importantly water, even if the weather is cool and extra if it's hot.

FUEL

Work out when extra fuel is really needed and, only fill jerry cans when necessary. There's no need to carry more fuel just to save \$5 or \$10 at the pump, the extra weight will do more harm than good increasing wear and tear on the vehicle and tyres. Ask people who know for advice on how much fuel to carry in the outback area that you will be travelling in. The amount will vary depending on the type of 4x4 and if it is towing.

Rough Fuel quantities to cross the Simpson are as follows

Large 4x4 (Nissan Patrol) - Diesel 150L expect to use 100L - 125L, ULP 200L expect to use 130L-170L

Medium 4x4 (Toyota Prado) - Diesel 140L expect to use 95L - 120L, ULP 180L expect to use 120L-155L

Small 4x4 (Holden Colorado) - Diesel 130L expect to use 85L - 115L, ULP 160L expect to use 110L-140L

Tiny 4x4 (Suzuki Sierra) - ULP 110L expect to use 65L - 95L

These quantities include LPG (if applicable) all fuel tanks and jerry cans. For example, a Landcruiser on Gas would have 90L of LPG and 90L of petrol and so would only need 1 x 20L jerry can to total the 200L required.

If you are towing a camper trailer an additional 40L of Diesel and 60L of ULP will be required. We only recommend very experienced people with medium to large 4wd's attempt this. Travelling in a convoy with a vehicle that's not towing is also strongly recommended.

COMMUNICATIONS – UHF

It's a good idea to have a UHF Radio fitted in your 4wd. A good quality handheld is OK but cheap ones are rubbish. Don't over complicate your UHF with features you don't need, the simpler the better. There are a couple of things you need to know about your UHF Radio though.

Firstly they can be used for vehicle to vehicle contact, this is limited to a range of about 10-15km and this is called "Simplex" communication.

Secondly they have the ability to communicate through a Repeater Tower - this is called "Duplex" communication and is done by pressing the "Duplex" button on the Radio. A range of 100km or more can be achieved if transmitting through a repeater.



Repeaters are always limited to channels 1-8 and operate on 2 UHF channels by sending a signal to the repeater on one, the repeater then resends this signal back on another and this is why it's called "Duplex", it requires 2 UHF channels to function. Channel 1 has the duplex channel of 31, channel 2 is 32 and so on.

UHF Repeaters work because they are located up high on a mountain, or tall hill in our case. A UHF Radio is limited by "Line of Sight" so hills or trees affect its performance. This is where a Repeater comes in. Because of its height a signal can reach it more easily without any obstructions. Where likewise it can resend this signal out to a greater area, reaching locations that would be impossible from a vehicle mounted UHF.

For example Mt Dare has access to a repeater and its channel 6 Duplex. If contact to the Pub was required and you were 40km away, you would select channel 6 and press your "Duplex" button. Press the microphone "push to talk" button and release it, if the repeater is reached a tone will be heard, it's Morse code for the repeater identification and all repeaters have it. You can then call the Pub, "Mt Dare Hotel on channel?" always wait for a minute for a response before retrying. Once your communication with the Pub is complete, always return to another channel for vehicle to vehicle communication unless you need to monitor it, or call the Pub again.

NEVER use channels 1-8 or 31-38 for vehicle to vehicle communication, this is considered rude as many people maybe monitoring the repeater channel as part of their business and don't wish to hear the "chit chat" that goes on while you are on holiday. Use a repeater if it is an emergency without hesitation or to communicate with someone that is monitoring that channel, Like the Mt Dare Hotel.

Channels 31-38 are the repeaters duplex channels and so if you are in range of a repeater and use them for vehicle to vehicle communication, a repeater will pick up this signal and resend it on channel 1-8.

For example 2 vehicles are communicating on channel 36, this is our repeaters "Duplex" Channel. Anyone monitoring the channel 6 repeater (as the Pub does) will hear all communication made on channel 36 via the repeater, but will be unable to communicate back to the vehicles. This is because the repeater receives on channel 36, but transmits on channel 6 and with the vehicles on channel 36 the repeater can't be used to communicate with them and they are too far away to be reached on channel 36 directly. So we must put up with annoying transmissions until the vehicles are out of range of the repeater.



UPCOMING TRIPS

DESTINATION	Beachport
LEADER/CONTACT NO.	NAME: David MOB: 0417 747 860
DATE	Melbourne Cup Weekend 2015 Friday 30 th October to Tuesday 3 rd November
MEETING PLACE / TIME	TBA – Depends on who is coming, and respective departure times I intend to leave Berwick no later than 6am on Friday morning to avoid the worst of the peak traffic
GRADE	WET: Medium DRY: Easy
	Please adhere to new trip classifications
TRIP ACTIVITY DETAILS	I plan to leave very early on the Friday morning, setting up camp early afternoon. Planning to camp at the caravan park at Beachport, and then spend family time on the beach (sunning, fishing, swimming) with opportunities for group drives up the beach or for individual family activities whenever and however you want. Planning to pack up on the Tuesday morning and head back to Melbourne. Other members of the club have indicated that they intend to stay the whole week.
VEHICLE LIMITS	MINIMUM: 1 MAXIMUM: 10 (flexible)
APPROX KMS	Approx. 550km to Beachport from Melbourne CBD
Meeting place to destination	
LAST AVAILABLE FUEL	PETROL: Every major town DIESEL: Every major town
DISTANCE BETWEEN SUPPLIES	Every major town
EQUIPMENT REQUIRED	All Recovery gear – Max Trax if you have them Self sufficient for all camping gear etc etc
MAPS REQUIRED	Normal GPS to get to Beachport Beach track maps are available from Beachport
RADIO CHANNEL CB / UHF	UHF 12

UPCOMING TRIPS

DESTINATION	Weighbridge afternoon – Hallam
LEADER/CONTACT NO.	NAME: David MOB: 0417 747 860
DATE	Saturday 7 th November 2015
MEETING PLACE / TIME	43-47 Hallam S Rd, Hallam
GRADE	WET: Easy DRY: Very Easy
TRIP ACTIVITY DETAILS	<p>Please adhere to new trip classifications</p> <p>Planning to have a casual afternoon from 2pm through to 4:30pm Bring your vehicle, and/or trailer(s), loaded or unloaded. Each time you pass over the weighbridge there will be a fee associated with each reading you need/want of your vehicle, vehicle/trailer weights. BRING CASH, as the club will be charged for each reading!</p> <p>(\$20 per weighbridge reading)</p> <p>If we have too many people, I will try to run another event within 6 to 8 weeks of this first event.</p>
VEHICLE LIMITS	MINIMUM: 5 MAXIMUM: 10
APPROX KMS	Approx. 40km from Melbourne CBD
Meeting place to destination	
LAST AVAILABLE FUEL	PETROL: Every major suburb DIESEL: Every major suburb
DISTANCE BETWEEN SUPPLIES	Every major suburb
EQUIPMENT REQUIRED	Pen and paper would be a great idea
MAPS REQUIRED	Normal GPS
RADIO CHANNEL CB / UHF	UHF 12 (yup, I'll have a handheld to chat to you as you get close enough to call up ...)

UPCOMING TRIPS

DESTINATION	Aberfeldy/Walhalla
LEADER/CONTACT NO.	NAME: Scott and Mandie MOB: 0423 544 551 (Scott) or 0423 665 923 (Mandie)
DATE	Friday 20th - Sunday 22nd of November 2015
MEETING PLACE / TIME	7:30pm at BP on the Pakenham Bypass
GRADE	WET: Hard - Very Hard DRY: Hard
	Please adhere to new trip classifications
TRIP ACTIVITY DETAILS	We are planning to stay at Little O'Tools both Friday and Saturday nights. Will be doing some of the more challenging tracks in the area on Saturday and Sunday morning, before returning to Melbourne after lunch.
VEHICLE LIMITS	MINIMUM: 3 MAXIMUM: 6
APPROX KMS	Approx. 200km from Melbourne CBD
Meeting place to destination	
LAST AVAILABLE FUEL	PETROL: Moe DIESEL: Moe
DISTANCE BETWEEN SUPPLIES	Moe
EQUIPMENT REQUIRED	Must have winch and own recovery gear. Minimum 2inch lift and MT or good AT tyres.
MAPS REQUIRED	Trip leader will have maps
RADIO CHANNEL CB / UHF	UHF 12

UPCOMING TRIPS

DESTINATION	Marysville and surrounds
LEADER/CONTACT NO.	NAME: Stuart & Maree MOB: Stuart 0428 539 157
DATE	Saturday 21/11/15
MEETING PLACE / TIME	Marysville main street outside the bakery 9:am for a 9:30 am departure. Bakery should be open for Breaky allow extra time
GRADE	WET: Medium DRY: Easy
TRIP ACTIVITY DETAILS	The trip will go to Keppel hut, MacFadyen Tk Quartz Crk Rd, Bull Fight Rd, Royston Range Tk to the Rubicon Power Station and maybe stop for dinner at the Buxton Burger place if anyone is interested. Bring packed lunch and munchies for roadside stops
VEHICLE LIMITS	MINIMUM: 3 MAXIMUM: N/A
APPROX KMS	300-400 klms round trip
Meeting place to destination	
LAST AVAILABLE FUEL	PETROL: Marysville credit card sales only best to fuel at Healesville DIESEL: Marysville credit card sales only best to fuel at Healesville No LPG
DISTANCE BETWEEN SUPPLIES	400 klms
EQUIPMENT REQUIRED	Own basic recovery gear, tools and any spares you may require. AT or MT tyres
MAPS REQUIRED	Rooftop maps Marysville-Lake Eildon or Big River Rubicon
RADIO CHANNEL CB / UHF	12 UHF

UPCOMING TRIPS

DESTINATION	Toolangi
LEADER/CONTACT NO.	NAME: Scott and Mandie MOB: 0423 544 551 (Scott) or 0423 665 923 (Mandie)
DATE	Friday 27th of November 2015
MEETING PLACE / TIME	7:30pm at Lilydale Macca's
GRADE	WET: Hard - Very Hard DRY: Hard
	Please adhere to new trip classifications
TRIP ACTIVITY DETAILS	Planning to revisit some tracks we drove on our last night run in May. Aiming to get the vehicles (and occupants) very muddy.
VEHICLE LIMITS	MINIMUM: 3 MAXIMUM: 8
APPROX KMS	Approx. 100km from Melbourne CBD
Meeting place to destination	
LAST AVAILABLE FUEL	PETROL: Lilydale DIESEL: Lilydale
DISTANCE BETWEEN SUPPLIES	Lilydale
EQUIPMENT REQUIRED	Must have winch and own recovery gear. Minimum 2inch lift and MT or good AT tyres.
MAPS REQUIRED	Trip leader will have maps
RADIO CHANNEL CB / UHF	UHF 12

UPCOMING TRIPS

DESTINATION	Christmas Party
LEADER/CONTACT NO.	NAME: David MOB: 0417 747 860
DATE	Saturday 5th December 2015
MEETING PLACE / TIME	Royal Botanic Gardens Cranbourne. Corner of Ballarto road & Botanic Drive 11:30am to 3pm
GRADE	WET: easy DRY: easy
TRIP ACTIVITY DETAILS	Please adhere to new trip classifications This is just an opportunity to meet other club members, to socialise and get together without the expense of loading up with a huge amount of fuel and food and camping gear. Free public car park, a short walk to a sheltered area with plenty of seating available Good play ground available within viewing of the shelter. Great toilet block right next door to shelter too. Great friendship there too ... love to see you there ...
VEHICLE LIMITS	Plenty of parking available - only a short walk to carry your lunch (and the tin lids)
APPROX KMS	
Meeting place to destination	
LAST AVAILABLE FUEL	PETROL: Cranbourne DIESEL: Cranbourne
DISTANCE BETWEEN SUPPLIES	Cranbourne
EQUIPMENT REQUIRED	Sunscreen - Hats, FOOD, Drinks
MAPS REQUIRED	none
RADIO CHANNEL CB / UHF	UHF 12

We Want Your Old Trip Notes

We are looking for old trip notes from leaders who have lead a trip in the past. This is to give other members some ideas of trips they could run. Please email our trip coordinator

trips@vfwdc.com

**YOUR PHOTOS
WANTED!**

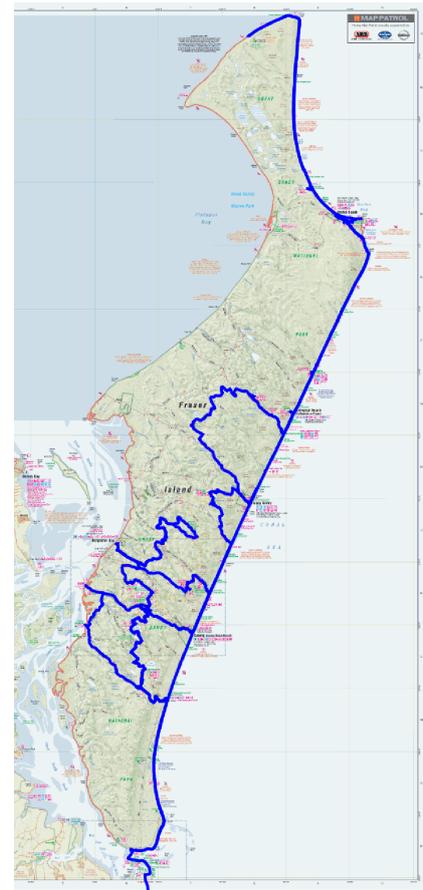


If you have any great trip photos please email them to Ben web@vfwdc.com to add to the website gallery.

Make Sure you let Ben know which trip the photos are from. Please make sure to blur or black out all license plates.



Fraser Island Trip 19 September to 4 October 2015



Maree & Stuart	Landcruiser
Steve & Ken	Landcruiser
John & Micheala	Landcruiser
Mick & Sally	Patrol

Leaving Melbourne on Thursday morning Sally and Tristan had major dramas with their Discovery and sadly they had to abandon the trip. Stuart & Maree left collecting John & Micheala on the way and headed to Hervey Bay.

Two days later we finally arrived. Highlights were the dinner at the hotel in Gilgandra, and Moonie tourist information service, where we got some yummy homemade goodies.

At the Hervey bay caravan park we met up with the others in the party. A lovely chance to catch up with Ian and Audrey who were heading home from the cape.

Tuesday 22 Sept 2015, we headed to Inskip Point to catch the ferry. As you can see it's a challenging drive across the soft sand to catch the ferry. Luckily we had all dropped our tyre pressures. Off the ferry its join the freight train on the beach. Speed limit is 80km. There are cars going everywhere. On to Dill Village this is a service centre for the Queensland University but offers no facilities for independent travellers. We headed to Lake Boomanjin where we set up camp inside the dingo proof enclosure.



How can we describe the inland lakes? Let's use a photo with Mick. The sun sank slowly turning the lake hues of golden then red.



Wednesday 23 September

Starting on the inland track, a bog hole, round sandy tracks and large forests. Each presenting its own challenges.

Eurong beach resort provided real coffee and an enjoyable oasis. Fuel was \$1.99 per Litre. Back on the beach to watch a small plane land in between the tourist busses and vehicles at Eli beach.



Provides added challenges (watch out for planes). Heading up the beach we stopped at Cathedral Beach, Steve and Ken say the fish and chips were great. Past the Maheno shipwreck slowly disintegrating.

Heading for Ocean Lake camping ground, we check the tide times. The biggest beach access is only available 4 hrs either side of low tide. Here is the local garbage truck on the beach, it's the highway.

Thursday 24th September

A sprinkle of rain overnight sorted out the campers. We all faired OK. Tide time is early so up the beach we head to Sandy Cape. A line of cars waiting for someone bogged on the bypass for Ngala rocks provided a rock climbing opportunity. Each driver carefully navigated. The funny thing was others thought where are these guys going and one man said "you're crazy" and went back to the line. Each driver following Steve with the highest lift, showed confidence and made the rock descent.





After this excitement, it's off to Sandy Cape, We found a sheltered camp and set up. Then as the tide was right we headed to the light house. The main thing on the island, is watch the tide times. The short 1.2k uphill walk to the lighthouse unfolded panoramic views, it's well worth the effort.



Sally, Mick, Micheala, John, Maree, Stuart, Steve missing is Ken (who has a bad knee)



On the way back, we found our token dingo, on the beach. That was the only one we saw all the time we were on the island. We headed back to the camp for some well earned relax time. Steve took his fishing rod. Not sure if that is the excuse to sit on the beach and enjoy the view and a cold beer. Sally and Steve enjoying the sunset





Friday 25th September 2015

Back the way we came over the Ngkala rocks, we left at 8am to keep with the tides. There was a group at the bypass that had just come through so Stuart said I will go first, all good until we came across another vehicle. Stuart had to hit the brakes, and sank he needed to be snatched out. The others decided the rocks should be ok to come up again, so up they went. The concessions of a fisherman was you guys are nuts. We found a Discovery and took a photo just so Sally and Tristan could feel included.

Our worst night camping was at Eli beach. We got in late and had to take what was available. Then the wind blew up and the rain set in, it was an early night. The most amazing thing was there was still vehicles' roaring up the beach at high tide. The roof top tent was said to be just about airborne. It was one of those shocking nights to camp. For any future travellers, try to stay away from the beach camping as its quite exposed and you just never know what the weather is doing.



Saturday 26th Sept 2015

What a night, we survived a storm camping on the beachfront, but the brave campers packed up and headed inland, along scenic bush tracks to Central Station where we set up camp for our last two nights on the island.

Our camp was settled in the giant forest. The trees towered above even the roof top tent. We drove more inland tracks, and Stuart's favourite saying was look at the 4x4 tour busses, the jolly giant is sleeping, watch out they come around the tracks at break neck speed, let's understand that they do these tracks all the time and know the route and have a tight time table to keep, so they seem to us to be going really fast but in reality, we are holding them up. So the jolly green and blue giants are a coming, watch out for them if you venture onto their island.

Sunday 27th September 2015

A leisurely morning, then more touring. Poor Micheala's tent, when we were out a tree branch fell and it hit the tent in the middle and left a hole in the tent. So after this tent had been damaged by the strong winds last night it was then hit by a tree. It's amazing what running repairs can be achieved with cable ties, gaffa tape and loads of good ideas from onlookers.

A visit to Kingfisher bay for lunch. It's amazing you go through the dingo proof fence and there is black roads, curbing and 2 wheel drive cars. They have their own ferry and a resort with a small shop and restaurants and bars. All very tourist orientated.



Monday 28th September 2015

Back along the beach to the ferry at Inskip point. We stopped for a look at the new sink hole that had swallowed a car and caravan a few days ago. It's disconcerting to realise we have just spend a week on an island made of sand and this could happen to any part of this island at any time. But it didn't, so we are all safe a well and headed to the local hotel for a final lunch and goodbye as we are all heading in different directions.

Maree and Stuart are heading north to visit friends in Bundaberg, Ken and Steve back to Maitland, and Mick Sally, John and Micheala, home to Drouin.

A wonderful place to explore and great mates to do it with. Thanks to all who participated.

Maree and Stuart.



Cape York Trip

15/07/15-20/09/15

On the 15th of August we hit the road early, and met up with Ian and Audrey on the freeway. We travelled to Griffith where we met up with our mate Dave and his brother Peter and had lunch before getting back on the road. We stopped at Hillston, Cunnamulla, and met up with Steve and Ken at Emerald.

Day 3- We went to Undara Camp and went on a tour of the Lava Caves, and had a fantastic dinner at the bistro. We left Undara and headed to Atherton, as Steve and Dave both needed new windscreens, so while we were waiting we had lunch and did a bit of shopping. Back on the road around 2.30, and about 15kms from Mareemba Steve radioed to say his car was making a noise. Pulled over to have a look, in the end the car was towed back to Atherton, so we all headed back to town to find a caravan park for the night- we ended up staying in Atherton for 5 days. After getting the diagnosis (not good) Steve hired a 4x4 for the rest of the cape (a bog stock 3 litre Patrol!) which the boys put a lot of work into to get its ready for its big adventure.

Found a great camping spot on the river, the boys all went for a swim as it was a hot day. We had a few nice lunches at road houses along the way and cooked some pretty good dinners too. We did the Old Telegraph tracks, some very good river crossings, visited Fruit Bat Falls, Twin Falls and Elliot Falls and had

lunch and a swim at each. Did a few more river crossings then back on the main road to head for the Jardine ferry- we only just made the last one of the day too, barely a minute to spare. We spent 2 nights at Loyalty Beach- a beautiful spot. We went up in the air for a joy flight and got to see the Cape from the air. Headed to the croc tent then to the tip of Cape York, and made our way slowly up the hill helping Ken. We all made it to the tip of the Cape. We camped at Somerset, then did 12 Sands, then back to Loyalty beach. We had amazing fish and chips on the beach from the bistro, and watched the sunset.

We headed back to the ferry and back to the mainland and set up camp at Captain Billy's Landing for 2 nights. The boys did some fishing. We headed to Weipa and said goodbye to Dave and Peter, then did the Frenchman's Track, did the Pascoe River crossing- was very rough- and camped at Chilly Beach. Camped at Musgrove, Bathurst Bay, and on the side of Starcke track, heading towards Cooktown.

We camped at the Lions Den, and had dinner in their bistro- very nice night. Did the Creb Track, a short ferry ride across to Cape Tribulation to have a look around, camped then back to the mainland the next day. Stopped in at Port Douglas and had a great lunch at the pub. After that we headed back to Atherton to pick up Steve's car and return the hire car. We got a cabin for 2 nights for the 6 of us, and then said our goodbyes as we headed to Hervey Bay to catch up with friends while Steve and Ken and Ian and Audrey spent some time in the area. We had a couple of days of R and R in Hervey Bay, had the car serviced and caught up with people we haven't seen in years, then Ian and Audrey and Steve and

Ken joined us at Hervey Bay, where we met up with Stuart and Maree and John and Micheala to start the Fraser Island leg of the trip. All up it was a great trip with great people.



Steve's New Bra

