



Free Wheeling

Official Newsletter of the Victorian Four Wheel Drive Club

Registration No A0002184F

MARCH 2004

"Training Day"
Toolangi - February 2004



Building a "Stairway to Paradise"
Dargo - January 2004



The Victorian Four Wheel Drive Club Inc is an affiliated club of the Victoria Association of Four Wheel Drive Clubs Inc (VAFWDC) www.vafwdc.org.au, and a member of Tread Lightly! Australia www.treadlightlyaustralia.com.au

treadlightly! Australia
Protect the Environment with your Footsteps



COMMITTEE OF MANAGEMENT 2003/2004

President	John Partridge	
Vice President	Ian Warburton	
Treasurer	Roger Baird	
Secretary	Lesley Peters	
Assistant Secretary	Stephen Boyle	9754 4412

GENERAL COMMITTEE MEMBERS

New Member Contact	George Pledger	9547 4021
Trip Coordinator	Ashley Martin	
Social Secretary	Rosalie Hughes	
Projects Coordinator	Carl Surtees	
Insurance Officer	Gerrard Clarke	
Librarian	Barry Leitch	
Web Manager	Anthony van Buiten	
Association Delegate	John Partridge	
Club Historian	Phil Alder	
Training Officers	Mark Kochan Ashley Martin John Partridge Peter Pink	
Newsletter Editor	Lesley Peters lespet03@hotmail.com	

Registered Name: Victorian Four Wheel Drive Club Inc

Registration No: A002184F

All correspondence: The Secretary
VFWDC Inc
PO Box 778
Dandenong Vic 3175

Web Site: www.vfwdc.com

Meetings: Held first Tuesday of each month
excluding January (no meeting). The
November meeting is held on the 2nd
Tuesday due to Melbourne Cup.
At Dandenong Library
Stuart Street, Dandenong 3175

*The opinions given herein are those of the individual contributors and
are not necessarily those of the Editor, the Committee of
Management, or the Member body of the VFWDC Inc.*

PRESIDENT'S REPORT

Hello to you all.

Since the last meeting, we have run the Proficiency Training Course at Toolangi. It was great to see Jill and Verylle participating in both the theory and practical sessions. They thoroughly enjoyed themselves and are keen to do a bit more driving in the future. Although, last I heard Steve and Michael were looking forward to going back to work so they could relax and unwind.

A special thanks to Tommy, Patrick, and Peter for the informative and entertaining talk they gave last meeting regarding the various changes they have seen over the time that they have been in the Club. If anyone else has some interesting anecdotes about the early days of the Club, please don't hesitate to contact me.

The Annual Bush Dance is on again in the next week or so. David's friend Gordy, who graciously allows us use his property, has requested that smokers ensure they do NOT drop their cigarettes on the ground but deposit them in the numerous buckets of water that we will place around the site. If some of you want to go for a drive on the following Sunday in the nearby Toolangi State Forest, get in contact with me and I'll make the arrangements.

As I'm writing this, it's 40+ degrees outside, but it won't be much longer and winter will be on our doorstep so make the most of this fine weather and come along on one of our upcoming trips. There's no better time for those who haven't led a trip before to give it a go. If you would like some help or advice, get in touch with one of the committee members and they'll be more than happy to help out.

An important date to remember is the 21st and 22nd March when we will be holding our 30th Anniversary Family Weekend. While the venue is yet to finalised, the planning is well on its way, and it's shaping up to be a great weekend with numerous games and activities for all to participate in and a large BBQ dinner on the Saturday night.

Hope to see you at the next meeting. In the meantime take care.

Regards

John

[John Partridge]

MINUTES OF GENERAL MEETING 3 FEBRUARY 2004

Meeting held at Dandenong Library and opened at 8.15pm by John Partridge.

42 members present.

APOLOGIES:

Steve & Jill Boyle, Jessie Smith, Neil & Norma Stephenson, Paula Johnston, Ray & Dawn Brown, Lisa Petrou, Barry & Yvonne Hempston, Glenn & Jacki Hughes.

VISITORS: Welcome Andy & Carol Grant.

MINUTES OF PREVIOUS MEETING:

Minutes of December meeting as per Newsletter.
Accepted: Annie Simpson. Seconded: Michael Rodger.

MATTERS ARISING FROM PREVIOUS MINUTES:

Carl wanted to know why JP's vehicle had appeared 5 times in the last newsletter???

CORRESPONDENCE IN:

- Promotional material from Suncopy (photocopy company) offering 30% discount to all 4WD club members.
- Letter from City of Greater Dandenong advising of refurbishment works to Library during December.
- Letter from ProComp 4X4 Specialists detailing exclusive offer to affiliate clubs of Four Wheel Drive Victoria.
- ARB "4X4 Action" newsletter/brochure.
- Copy of "Network News" – newsletter of Australian National 4WD radio network.
- Letter and flyers from Dandenong Ranges 4WD Club re 4X4 Swap Meet on 22 February.
- Letter and pamphlet from Chisholm Institute – offering courses on GPS Navigation.
- Tread Lightly! Australia newsletter "Footpaths".
- Further update on the 2004 Variety 4WD Bash.
- Various Club Magazines.

CORRESPONDENCE OUT:

- Email to Tread Lightly! requesting permission to publish an article from their website.
- Fax to Tread Lightly! with order form for promotional material.
- *Free Wheeling*.

TREASURER'S REPORT:

Petty Cash:	\$ 140.00
Cheque Account:	\$3,747.37
Term Deposit:	\$6,794.47

Accepted: Carl Surtees. Seconded: Brett Gale.

TRIP CO-ORDINATOR'S REPORT:

➤ **Forthcoming Trips/Events:**

7-8 February: Proficiency Training Weekend to be held in Toolangi area. Theory will be conducted on Saturday morning, followed by driver training.

Contact: Ashley Martin/John Partridge.

Saturday 14 February: Day trip to Turton Creek.

Contact: Tom Brachna.

Sunday 15 February: VFWD Show Wandin.

Sunday 22 February: Dandenong Ranges Swap Meet.

6-8 March-Labour Day W/nd: Whitfield Wine Trip.

Contact: Ashley Martin.

21-22 March: 30th Anniversary Family Weekend. Venue still be decided.

Contact: John Partridge.

27-28 March: A Grade Trip. Woods Point/Big River areas.

Contact: Ashley Martin.

9-12 April-Easter: Murray River/Hattah-Kulkyne NP area.

Contact: Michael Rodger.

24-26 April-Anzac Day long weekend: Otways. TBC.

Contact: Patrick Casey.

➤ **Trip Reports:**

Christmas/New Year-Dargo: Terry Johninke reported on the annual trip to Collins Hut. Despite the cicadas and other fauna invasions, a good time had by all, including three good driving trips.

Australia Day Weekend-Buckland Valley: Michael Rodger reported that the change of destination from Dibbins Hut to the Buckland Valley was due to the walking track into the hut having subsided. A good time had by all who attended. [Apparently flies replaced the cicadas on this trip!]

John Partridge mentioned – once again – the need for prompt submission of trip reports for the newsletter.

GUEST SPEAKERS:

As the Club is celebrating its 30th Anniversary this year, three of our long-serving members – Peter Petrou, Patrick Casey, and Tom Brachna – were asked speak on their experiences over the years. This was a very informative and amusing break in proceedings. Thank you gentlemen.

GENERAL BUSINESS:

- JP read an email submitted by Leigh Pettigrew (thru Yahoo Groups) which included a statement by the Federal Roads Minister, Senator Ian Campbell, regarding four wheel drive vehicles.
- First Aid: JP asked how many members hold a current First Aid Certificate. The Club will be running a course and will be looking into the feasibility of doing this in conjunction with another club and/or the Association.
- JP announced that the April General Meeting will be held at the Citro Group in Mount Waverley.
- Steve Pitcher to be married on Saturday 7 February.
- Patrick Casey announced he was planning one of his renowned Otway trips for the Anzac Day long weekend in April.
- Purchase hot water jug for meeting use.

RAFFLE:

Tickets sold by Anne Pettigrew and Gerrard Clarke.

1st Prize: Peter Frankland –

Book donated by Adventure Maps "*Bush Cooking*"

2nd Prize: Richard Piotrowski – set of Tea Lights

3rd Prize: Andy Grant (visitor)

Shirt and Cap donated by Highway Tyres.

TEA DUTIES: Thanks Craig and Gary.

NEXT MEETING:

Tuesday, 2 March 2004 at Dandenong Library Meeting Room.

MEETING CLOSED at 10.30pm.

Welcome to

"THE CORNER"

Recipe for this month is **Plum Cobbler**... As we are heading towards the cooler months... she says longingly.



Ingredients

750gms fresh blood plums, quartered

¼ cup castor sugar

Mixture for the topping is:

1 cup self raising flour

½ cup plain flour

¼ cup castor sugar

125 gms butter chopped

1 egg

½ cup of milk

Icing sugar to dust

Method

preheat oven to 180 deg.c

lightly grease a 2 litre ovenproof dish

cook the plums in a saucepan with 1 tbsp sugar, stirring over a low heat for 5 mins or until the sugar dissolves, then spread into oven-proof dish.

to make the topping:

sift the flours into a bowl, add the sugar and stir to combine

add the butter, rubbing into the mixture until it resembles fine breadcrumbs

combine the egg and milk, whisking til smooth, then stir this into the dough mixture

place large spoonfuls of the dough on top of the plums, bake for 30 to 40 minutes til golden and cooked through, dust with icing sugar...

hey presto... **Plum Cobbler**



Aromatherapy:

We thought an "Aromatherapy Party" might be a relaxing way to spend a Saturday afternoon! Say, late April/early May. As we will need to book this in advance, an indication from interested parties would be appreciated asap. Please contact me at the email address below.

The Corner: A column created as an alternative to hearing about wheel lifts, difflocks, who has the biggest tyres, etc etc. If anyone has an interesting snippet they would like included, just email to: anniesinternet1@primus.com.au

**** IMPORTANT ****

BUSH DANCE

Saturday 26 February 2004

You'll be sorry if you miss this annual Club event.

Come along for a night of good food, good fun and, of course, lots of dancing!

If you haven't already done so, there's still time to contact Rosalie to let her know you're coming.

And don't forget to bring your friends along – they are sure to have a great time!!

APRIL GENERAL MEETING

Will be held at one of our favourites –



26 Lionel Road, Mount Waverley

Brief meeting will commence at 7.30pm sharp and then you can shop til you drop! (see their ad on flip side of the cover)



FIRST AID

We want to include in our Club Member database all those members who have a knowledge of First Aid.

Could you please contact **Steve Boyle** on 0411 129 427 or sboyle@iinet.net.au if you hold a current First Aid certificate.

CLUB CALENDAR AT A GLANCE

FEBRUARY

Saturday 14 th	Day Trip Turton Creek	Tom Brachna
Sunday 22 nd	Dandy Ranges Swap Meet	
Tuesday 24 th	Committee Meeting	Anthony VB
Saturday 28 th	Bush Dance	Rosalie Hughes

MARCH

Tuesday 2 nd	Club Meeting	John Partridge
Friday 6 th to Monday 8 th	Labour Day W/end Wine Trip (see trip data form)	Ashley Martin
Saturday 20 th to Sunday 21 st	30 th Anniversary Family weekend (see attached flyer)	John Partridge
Saturday 27 th to Sunday 28 th	A Grade Trip	Ashley Martin

Tuesday 30 th	Committee Meeting	Rosalie Hughes
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APRIL

Tuesday 6 th	Club Meeting To be held at Sitro Group	John Partridge
Friday 9 th to Monday 12 th	Easter Murray River (see trip data form)	Michael Rodger
Friday 23 rd to Sunday 25 th	Macallister Springs (see trip data form)	George Pledger
Sat 24 th -Sun 25 th	Otways TBC	Patrick Casey
Tuesday 27 th	Committee Meeting	Barry Leitch

MAY

Tuesday 4 th	Club Meeting	John Partridge
Saturday 22 nd	Trip to Morwell Powerworks (see trip data form)	Rosalie Hughes
Tuesday 25 th	Committee Meeting	Carl Surtees

4WD INSURANCE

The ANFWDC Insurance Program is available to all members of the VFWDC and other affiliated four wheel drive clubs. To obtain an insurance quote, the agents – TCIS – require you to fax details regarding your vehicle one month prior to seeking insurance. Contact the Club Insurance Officer, Gerrard Clarke, for relevant form and further information.



VFWDC ADVERTISING DIRECTORY

BUSH BQ

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Anyone wishing to advertise in the Club directory,
 contact the editor at lespet03@hotmail.com

YAHOO GROUPS

Sign yourself up as a Yahoo user at <http://groups.yahoo.com> There is no charge for this service. Then go to <http://autos.groups.yahoo.com/group/vfwdc> and click on 'join this group'. If you have any difficulty, email me at anthony@ctsmonash.com.au and I will send you an email inviting you to join. Your membership needs to be approved, so if your email is cryptic please provide some details to verify who you are. This is to keep non-members out of the group.

*Anthony Van Buiten
VFWDC Web Manager*



"SPECIAL ANNOUNCEMENT!"

Folks,

Many of you would be aware of the recent demise of our Saturday morning Four Wheel Drive Radio Show on 3AK! Therefore we take great pleasure in advising of our new **FOUR WHEEL DRIVE RADIO SHOW** on Community Radio, "Your Station 97.4 Stereo FM" commencing on Saturday 14th February at 10am! This program will be jointly managed by Four Wheel Drive Victoria and Telstat Transport Communications.

Your panel will be made up of Michael Coldham, Pete Dwyer and Ian Lacey. The format will be talkback with a limit of 5 minutes of commercial advertising in the hour and we will be talking about four wheel driving, clubs and club events.

We want your input. **YOU ARE ENCOURAGED TO CALL IN!** The talk back number is **9318 0444**.

So join us on Saturday 14th as we celebrate our new show, and don't be shy, ring up and join in! It's your Four Wheel Drive Show!

Regards,

Brian Cox

Four Wheel Drive Victoria

PO Box 596

Balwyn North 3104

tel: 03 9857 5209

fax: 03 9857 5260

email: Brian.Cox@fwdvictoria.org.au

website: www.fwdvictoria.org.au

TRIP REPORTS

AUSTRALIA DAY WEEKEND 2004

Trip Leader: Michael Rodger with Verylle, Liberty & Elizabeth

Participants: John Partridge
Sue & Graeme Lyne
Ashley & Brian Martin
Peter & Janine Frankland
Steve & Jill Boyle
Maggie Melcher
Ian Webber
Craig Rea & Fran
George Pledger

Visitors: Steve Pitcher with Kevin & Tristan
Michael, Helen, Justine & William

Sue and Graeme went up on the Friday, and John went up earlier on Saturday morning to sell some wheels!

Saturday 24 January

A few days before heading off in search of Dibbins Hut, I thought it prudent to contact the local ranger and get advice about where we should camp. This proved to be a very worthwhile decision, as I was told that the road had subsided as a result of electrical work being carried out since the fires. This meant that we could only get to within about 14kms of the hut if we took the West Kewa Logging Track. As this seemed to be a bit far to hike I enquired about alternate routes into the hut, to be told that we could go in from Mt Hotham but this was still going to be 10kms each way and although the walk in would be quite pleasant, the return journey would require us to climb Mt Hotham (not the leisurely weekend I had in mind).

We met in front of the Ford Factory at Campbellfield at 8:30 am. Peter and Janine were a short distance up the road so they joined in the convoy at Kalkallo. By the time we got to Benalla several people, including myself, felt that a stop was in order to stretch the legs and have a drink. A few of us nipped into town to collect some last minute supplies while the rest of us replenished the fuel tanks and took in the rose gardens.

Back on our way we turned off the Hume Hwy just before Wangaratta and headed east towards Bright. We past Brown Brothers, lots of vines, tobacco, and a few other crops that we couldn't identify. We were stopped at few sets of traffic lights out in the middle of nowhere and enjoyed the views of Mt Buffalo as we headed into Porepunkah.

At Porepunkah we turned south and made our way along the Buckland Valley to the campsite Sue and Graham had secured the day before. The afternoon was spent setting up camp, collecting some firewood and having a swim in the Buckland River. **Michael R**

Saturday – from Maggie's perspective:

Meeting point was at Ford in Campbellfield at 8 am, seemingly sharp. Guess who was late and here is the punishment: the trip report for day 1.

We had a great start of the day driving towards perfect sunshine along the Hume Highway looking forward to a great weekend. Stopped for a break in Benalla next to the rose garden. For some it was breakfast, for others morning tea, we could even see indulgence in ice cream and some had to stock up in the shops.

Off we went again towards Wang, left the Hume and headed towards the mountains via Oxley, Milawa, and Myrtleford to the Buckland River Valley.

We were expected by John, Graham and Sue at a great campsite next to the river and amongst some trees. It was a sunny and hot day and the river was most appreciated by the Young, Medium and Mature. It was the coolest place to be and we had a lovely social afternoon in and along the water's edge. Some of our boys went for a drive to fetch firewood.

We spent the evening around the campfire in our typical way – cookin', eatin', drinkin' and a lot of gas bagging. Great first day of a good long weekend, thanks for your company.

Maggie

Sunday 25th January

Awoke after a good night's sleep to bright sunny skies. Everyone had breakfast shared with the million or so flies, damned things. We left camp at about 10.30 for a drive to Harrierville. Turned left out onto the Buckland Valley Road travelling along there until we turned off onto Clear Creek Track. Michael in his Disco was leading, then John in the Patrol and the rest of us followed behind with Ashley and Brian as tail end Charlie. The going was very dusty but the tracks were not too difficult.

We then turned right on to Paddy Hill Track. Along here you could see where the fires from last year had been. The bush is starting to recover but there is a lot of weed growth coming through ahead of the natives. In some places trees had fallen across the track. The way around was by doing a sharp turn to the left then a sharp right around the tree. Sometimes it felt like the car would topple over. At one stage Michael in the Landcruiser thought he was going into orbit because the climb seemed to be going straight up with no end in site.

Turning east off Paddy Hill Track onto Albion Track we continued along that crossing over the West Branch of the Ovens River and into Harrierville. We stopped at the Snowline Hotel for lunch. I don't think the pub was prepared for so many people as there were also lots of cyclists there. An enjoyable meal was had by all. After lunch we drove back to camp along the made road. Some people stopped off at Freeburgh to look at the gravesite of a long lost relative while others went into Bright for an icecream. In Bright there was a bike race

on and a few people were watching this including, according to Michael, a lady standing in the nude, he thinks! Topped up on fuel and ice and back to camp for a nice refreshing dip in the river before fighting the flies again for dinner. A great day's driving – thank you Michael.

Ian

Monday 26 January – Australia Day

It was a rather slow start to the day after some of us had spent time past the stroke of 12 protecting the club's camp and firewood from a jobbo who decided to pay us a visit from his neighbouring camp site. We were greeted at around 10am by the patriotic sounds of 'I am, you are, we are Australian' which echoed loudly from Michael and Veryl's stereo system. Meanwhile, aromas of bacon, eggs, toast and freshly brewed coffee filled our nostrils as breakfast was underway. Shortly thereafter, the flies tried to get in on breakfast too. The sun had emerged and it was going to be a very warm day.

Some members of our camp decided to take the abundance of sun as a signal to break camp ahead of the heat while others opted to take a dip in the nearby Buckland River. It was agreed by general consensus that those who remained would leave camp at about 'half-past...' with the hour of day to be determined. Lunch time soon came and went so a small contingency decided to call it a day and made a bee-line for home. Those who remained chose to make the most of their Australia Day holiday and headed to the Brown Brothers vineyard for a drop or two. And so, we were off...

It didn't take long before the tongue-in-cheek jokes began over the CB radio, mostly directed at the Boyle's 80 Series (someone had decided to play with their fuel mixture not long before coming on the trip). Insisting that the new fuel mixture improved engine performance to cope with the 34" tyres, Steve B demonstrated to the convoy that he would not be kept at the rear of the pack. As we headed up the freeway from Bright back towards Melbourne, the Boyles cheerfully shared their love with us all as they deposited excess diesel fumes and soot on all those that they passed. All in all, it was a very relaxing trip to an area of the Northern High Country that the club hasn't explored for a while.

Steve P

The Buckland Valley Massacre

by Sue and Graeme Lyne

The Buckland Valley, now a peaceful environment, does not reflect its turbulent past.

Situated 300 km north-east of Melbourne on a road running south from Porepunkah (Hindu for "gentle breeze") lies the Buckland Valley, once a gold mining area. Views throughout the valley are breathtaking and you can still pan for gold in the valley. However,

conditions are a far cry from those early pioneering days.

The first European to arrive in the valley was squatter Thomas Buckland, after whom the village of Buckland was named. He settled into the district in 1845. Gold was discovered and miners rushed to the area. Within 12 months there was a town of over 6,000 people.

Life for the gold digger was far from easy. Their home was often a piece of canvas slung over a few poles, and their

furniture was made from the bush. Most meals consisted of mutton, damper and strong black tea. The miners worked

from daylight till dark, five and a half days a week. Digging was suspended on Sundays.

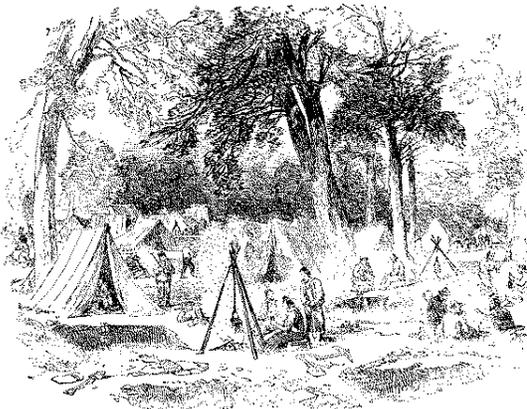
During summer, water was often dirty and in short supply. People could not keep themselves clean and sewer was not disposed of properly. It is therefore no surprise that the miners often fell ill. There was also a massive outbreak of typhoid in the valley in 1854 that killed over 1,000 miners.

As the easy gold disappeared, the town moved firstly to reef mining, then later to dredging until the early years of the twentieth century when it had outlived its usefulness. The village of Buckland was eventually removed.

Many Chinese miners worked in Victoria, and their legacy is particularly strong at Bendigo. A large component of the mining community in the Buckland Valley was Chinese, and estimated at 3,000 plus at its peak in 1857. In the 1850's there was racial hatred on the goldfields between the Chinese and the rest of the miners; this eventually led to anti-Chinese riots. The attitude of the other miners being that the Chinese wasted water, reworked other miners' shafts, smoked opium and gambled too much. The Chinese looked upon the others with equal disdain. These feelings burst into a series of riots at Bendigo, Buckland Valley and Lambing Flat (NSW).

The riots culminated in a terrible massacre at Buckland Valley on 4th July 1857. Today there are still no signs displayed at the burial site.

The outcome of the unrest was the placing of restrictions on the entry of Chinese into Australia. This was also the beginning of what would eventually become known as the 'White Australia Policy'.



PROFICIENCY TRAINING WEEKEND

7-8 FEBRUARY 2004

Roll Call:

John Partridge
Ashley Martin
Steve and Jill Boyle
Barry Lietch
Paul and Robert Ryan
Michael and Verylle Rodger
David Dawn
Ian Webber
James and Callum Holden

Saturday

After a short delay at Lilydale, we headed out to Toolangi and "*surprise surprise sergeant!*" it was raining. Why is it nearly every time we go to Toolangi it's raining when there is sunshine everywhere else? Why is it that Toolangi has so much mud? Could it be that there is a connection here? I think I'm on to something! Anyway, we made our way to the recreation ground where there is a shelter, which was ideal to complete the theory section.

The objective of the training weekend was;

- Increased awareness of 4WD recreation and minimum environmental impact.
- Sensible use of vehicles.
- Display a sensible attitude in the eyes of the public.
- A detailed knowledge of the 4WD vehicle and the Code of Ethics.
- Improved safety.
- Reduced need for search and rescue.

After completing the theory side of things and Verylle showing the correct way to join two snatch straps, we took some time out for lunch. After lunch we inspected the vehicles and examined the different set-ups and checked the recovery points. Time to put the theory into practise.



Verylle "struts the ruts"...

We made our way to Katy Ck Road and followed it to the top of Luke Ck Track No.1 and then made our way down to the camping ground where Ashley left his car and jumped in with David. We then retraced our steps this time going up Luke Ck giving everyone an opportunity to practise straddling ruts.

Halfway up, the track crosses Katy Ck and continues up with a small rock ledge that everyone successfully negotiated. Once at the top we turned left onto Downes Rd before heading NW up Aeroplane Tk. [This track was put in to recover a crashed plane.] Over Mount Klondyke (870 meters above sea level) and down to Klondyke Rd. I had a look at a track that cuts its way down to Marginal Rd but turned out to be very steep and rocky. The rest of the group continued on Klondyke Rd to Woodmore Rd before joining on to Marginal Rd. I continued down the shortcut track and upon reaching the bottom turned around and tried the harder section. I didn't get too far as the cross slope was too great and found my bull bar resting against the embankment. After reversing down and having another attempt, I decided to have a look at the track that heads off to the right of Kalatha Nth Tk. This turned out to be a very steep and loose track that was quite challenging but near the top became very over grown. There was no other way but to continue and a few more scratches later made it to the top. *(This was a great track and would like to clear the top of it. With a few extra hands we should be able to do it in an hour).* I retraced my steps to the shortcut track and made my way down again. Within a few minutes the rest of the group caught up. Steve, Jill and Paul made their way home from here. While the rest went back to camp, we took David and Ian to do some stall recovery on a nearby hill.

Sunday

By the time I woke everyone was already up, and Steve and Jill were back with James and Callum in tow. After breaky and packing up we once again headed up the fun Luke Ck No.1 Tk, up the rock ledge then continuing onto Downes Spur Tk. When you see seasonal road closure signs in Toolangi you know that mud is not far away. As I was in the lead (and keen to try the new tyres) I was the first to go through. It was a bit deeper than the previous week and at one stage I nearly came to a standstill, but eventually made it through. It was decided that some of the others may have some difficulty so I turned around and made my way back through again. Jill decided she would like to have a go and with a few more revs made it to the other side, nearly drowning Steve with the wash as he was taking some photos.

Back down to Downes Rd, we turned left to another shortcut track that we found a few weeks prior. An interesting track where you have to carefully negotiate around trees and through some tight small bog holes.

From here we said goodbye to Ashley and made our way to Rocky Tk where we had our lunch. Rocky Tk is a definite 'A Grade' Tk but has a diversion around the worst part making it a 'B Grade'. While the rest of the group made their way up the diversion, Steve and myself tackled the main section. Every one made it up without too much drama and from here we made our way to Spraggs Rd to re-inflate our tyres. I'm sure that by the end of the trip the trainees had a new appreciation of what their trucks can do and a new-found confidence in their own skills. JP



Jill – on her way thru the bog hole – gives Steve a dose of mud...

CONGRATULATIONS

to
James and Kathryn Holden
on the arrival of their second son
Samuel Bradley



Born 12 February 2004
8lb 1oz

Thanks to everyone who contributed to this month's newsletter – another great effort... In particular, Steve Pitcher who wrote his Aust Day report on the morning he returned from his honeymoon!!

All future contributions should be submitted to the Editor by the 15th of the month.

How It All Began

By Barry Leitch

If you're looking for the first car manufacturer alphabetically, you'll probably find A.A.A. heads the list. The first stood for AG fur Akkumulatoren-und Automobilbau of Berlin who built electric cars, vans and lorries between 1919 and 1922. There was also another A.A.A. in France in 1920, and they built electric trucks and a few 4 door electric saloons. Their full name was Ateliers d'Automobile et d'Aviation of Paris.

But if you're looking for the first automobile built, you probably would overlook a few earlier attempts and give some credit to Karl Benz, who, with the aid of his technical director, Gottlieb Daimler, built what was to be known as the first workable motor car driven by an internal combustion engine in 1885. It was a 3 wheeler driven through differential gear, and the engine was a horizontal single cylinder with a vertical crankshaft which had a horizontal flywheel. It developed 3/4 HP and a speed of 8MPH, and in 1972 was still on show in the Deutsches Museum in Munich. It had features which are still in cars today, like water-cooled engine, electric ignition, and a mechanically operated inlet valve.

Early attempts at driving the wheels included chain drive to 1 or 2 wheels, belt drive and shaft driven. Configuration was usually 3 or 4 wheeled, and steering was often by tiller. A far cry from what we expect of a car now. Engines were located at the front, rear, under the floor and sometimes under the seat, and drove either front or rear wheel or wheels.

Earliest attempts to make a motor car were usually based on horse drawn carriages, and some engine manufacturers made engine systems to adapt carriages to horseless carriages, as cars were termed then. Most of the early wheels were wood or wire spoked, and sported solid rubber tyres. Steve would be in awe of the diameter, but not the width. But then again, he would

probably be inspired by the Citroen of 1922, which was the first to successfully cross the Sahara Desert. It was a half track designed by M Kegresse, former manager of Tsar Nicholas 11's garage. And what off-roader could have resisted picking up 1 of the 20 6 x 4 Morris-Commercial limousines made between 1930-1931?

For those who think bull-bars are dangerous, what about the Leyat airscrew car of 1921? I think walking into a 4 bladed propeller would be a bigger shock, as the chicken mesh they had protecting it wouldn't save a person being shredded.

Earliest cars were right hand drive, even in Europe and USA. One of the earliest Yank cars to change to left hand drive was Boston and Amesbury in 1904, the only year they were in existence. Serves them right for putting the wheel on the wrong side.

Bourguignonne, the French company which operated between 1899 and 1901, used a Gaillardet air cooled, vertical, single cylindered engine which, when air cooling was insufficient, had an auxiliary spray which could be brought into use on the cooling fins. It had wheel steering, and 4 speeds operated by fast and loose pulleys.

If you've ever thought of powering up your car, think of the genius of Carter Motor Co (1907-1908), who built the Carter Twin Engine. It used 2 x 24 HP 4 cylinder engines that could be used singly or together. It had separate cooling and electrics, and was shaft driven.

Land Rover owners are likely to think that theirs was the first 4wd, hitting the market in 1948 with a 60HP petrol engine. However, there were a few that could claim the honour before Rover. For instance, during WW2, Willys-Overland, along with Ford, produced the famous 4X4 Bantam inspired Jeep, and Willys continued after the war to manufacture them for the civilian market. Licences were sold to

Hotchkiss in France and Mitsubishi in Japan, among others. Bantam (previously American Austin between 1930-1934 and then American Bantam Car Co from 1935-1941), produced the first successful Jeep prototype in 1940 with a 4 cylinder Continental engine for the US army, but the big contracts went to Willys and Ford.

But stranger vehicles were built long before then; Borderel-Cail in Northern France were manufacturers of one of the first locomotives in 1846. In 1905 they started a car division which lasted until 1908, and their first road vehicle was a 6 wheeler designed by F Gos. Not odd, you may say, but the centre wheels were the driving wheels, while front and rear wheels steered. It had a 15/18HP 4 cylinder engine and solid tyres, and the 1906 model was powered by a 25/30 HP engine. A 4 wheeled car with 30HP monobloc 4 cylinder engine was made in 1907, just before they folded. Should have stuck to what was working.

The Pullman Motor Vehicle Co of Chicago also made a 6-wheeled vehicle 1907-1908. Like the Borderel-Cail, it had its axels evenly spaced, unlike the configuration we are used to seeing - 6 x 4 and 6 x 6 vehicles. But the prize for the most wheels must go to the Reeves Octo Auto of 1911. It had 4 axels, two at the rear and two at the front. It was based on an Overland chassis, had a 15ft wheelbase with overall length of 20ft 8 ins. He also made a Sexto Auto with only one front axle based on a Stutz, but only one was sold. I wonder why?

If you think front engine front wheel drives are a recent configuration, think about the Graf & Stifts built between 1895 and 1897. The three Graf brothers had a bicycle business, and their Josef Kainz designed car had a De Dion engine in the front and front drive.

For those wishing to fuel the Nissan Toyota debate, Nissan has been around making cars before

Toyota thought about it. Dat, as they were called before becoming Son of Dat in 1932, started in 1912 with an experimental car constructed by Kwaishinsha Motor Car works. Although initially not very successful, a second car was completed and named DAT after the partner's initials, Den, Aoyama and Takeuchi in 1914. Whereas Toyota started in 1936 as the Toyota Automatic Loom Works in Kariya City. Should have stuck to weaving scarves.

For Mitsubishi owners, the company ran from 1917-1921 as Mitsubishi Kobe Dockyard Works, and it's first car was modeled on the Fiat. About 20 were built and sold, and experimenting continued with other machines until 1921. Trucks and buses occupied most of the production of the Kobe works after this time, and the factories were converted to tank manufacture during WW2. Don't quote me, but from memory Mitsubishi also made the Zero's during the war.

In 1959 the re-organised company, Mitsubishi Heavy Industries (Reorganised) Ltd Tokyo, continued with small car manufacture with the 500, a 2 cylinder 4 stroke of 20 HP. By 1966 they produced the 356cc Minica 360 with an air cooled 2 cylinder 2 stroke, and the Colt powered by a 3 cylinder 2 stroke engine of D.K.W. type of 41 BHP. In 1970 the car division became a separate entity known as Mitsubishi Motors Corp, Tokyo. In 1971 cars were marketed in America through the Dodge dealer network after Chrysler had acquired a 35% interest in Mitsubishi.

For those of you who have made it through to the end, I hope you found some snippet of information that you may not have known already, and that you may be able to use in conversation to make you appear more knowledgeable.



Bye! for now
Barry Bo Sandals

"HOW THE COWS GOT OUT"

You will no doubt have heard about a young fellow who got into trouble because some sheep and cattle got out. You know the one "Little boy blue come blow your horn, the sheep's in the meadow the cow's in the corn".

Well I got to wondering how this disaster came to happen. After asking around a bit I eventually found a bloke who said he was a descendent of the farmer concerned. I asked him how he thought the animals had got out and he said "some #*%?\$#@ four wheel drivers had left the gate open. Now I know that all four wheel drivers are sensitive caring people who wouldn't deliberately leave a gate open, so I asked him if I could have a look at the scene of the crime to see if I could find out how it had happened. He took me down to a paddock and showed me a gate which he claimed had been there forever and was the actual one which had been there then. As soon as I saw it the answer was blindingly obvious, it was one of those cockies gates made of wire secured by a lever sort of thing. The type you always shut and then find yourself on the wrong side.

Now, if you like, get a cup of coffee, sit back and I shall explain just what happened.

A cockies gate (those incomprehensible concoctions of wire and wood) is made up of a couple of essential pieces. A strainer post in the fence at either end and the gate consisting of a loose and fixed end as well as two fastenings for the loose end. The wire of the gate is permanently secured to one of the strainers, usually by attaching it to a smaller post about 75 mm in diameter and then attaching this to the strainer. This allows the wire to open to the full size of the opening. The other end is attached to a similar 75mm diameter stick and left free. Now for the tricky bit, to close the gate we have to have a way of attaching this loose end to the loose end strainer so that it can be undone fairly easily. Here is bush ingenuity at its elegant best. There are always TWO points of attachment. One at the top which can be a simple loop which is passed over the top of the strainer or more likely a simple lever system to tighten the wire so the gate is taut. The manner of the top attachment is not too important to our story, however, because it is the BOTTOM attachment which is the critical bit here. If this is not right the gate will look closed but the first bit of pressure applied to it will cause the gate to fall down. This I am sure is what happened all those years ago and got the poor lad into trouble and is probably why many cockies still blame four wheel drivers for everything from ticks to floods and poor prices.

How to shut a cockies gate then. Preferably the person who opens it should shut it; you will at least have seen it in it's original state. Here we go.

- First, grab the loose end post, hold it vertical and pull it away from the fixed end so that the gate is standing up in the right shape, this allows you to get the wires untangled.
- Second, while pulling away from the fixed end carry the loose end around to the loose end strainer. This stops things getting all tangled.
- Third, locate the BOTTOM securing loop on the loose end strainer.
- Fourth, lift up this loop, usually with your toe and hold it about 150mm off the ground.
- Fifth, angle the top of the gate back towards the fixed end 30 to 45 degrees.
- Sixth, poke the bottom end of the loose post into the bottom loop as far as you can. Because the post is leaning back it should go in fairly easily if the wires are not tangled. If you are not on the correct side of the fence step through between the gate and strainer now, it is your last chance.
- Seventh, push the top of the loose post towards the loose end strainer and attach the top loop however it works.

So simple it is brilliant, except that, as you can now see, if the bottom loop is not in place there will be more cranky cockies and more blue boys.

Article from Tread Lightly! Australia.

[submitted by LP]



CLUB TRIP DATA FORM

LABOR DAY LONG WEEKEND – WINE TRIP

DESTINATION	Whitfield	
LEADER/CONTACT NO.	Ashley Martin	
DEPARTURE	Friday 5 March 2004	
RETURN	Monday 8 March 2004	
MEETING PLACE	Lilydale McDonalds – 6.30pm	
GRADE	WET DRY	B B
TRIP ACTIVITY DETAILS	<p>This weekend is all about enjoying both the social and four-wheeling side of the Club. Camping will be a little more luxurious than usual, staying at the ? Caravan Park in Whitfield.</p> <p>I will be leaving on Friday night, but for those who can't make it, there will be a departure time for Saturday morning. The "winery tour" is expected to start at 11am.</p> <p>Camping is \$7.70 per adult per night, with wood BBQs and fire pits to heat up our dinner.</p> <p>Saturday: Will be a day of visiting wineries around the Whitfield area and lunching on the grounds of one of them. There are many wineries in and around the area and I have been told they make an enjoyable drop. Saturday night dinner will be a smorgasboard feast at the Caravan Park. The idea is for everyone to bring a different dish to share.</p> <p>Sunday: For those who are able, we will take a trip into the bush to explore the area. Tomahawk Hut is not too far away, so that is the direction to follow. For those who do not wish to cook on Sunday night, the Pub is an easy walk from the Caravan Park.</p> <p>Monday: A leisurly pack up and slowly make our way home.</p>	
VEHICLE LIMITS	MINIMUM MAXIMUM	3 20
APPROX KMS (Meeting place to destination)	150	
LAST AVAILABLE FUEL	PETROL DIESEL	Mansfield
DISTANCE BETWEEN SUPPLIES	N/A	
EQUIPMENT REQUIRED	Plenty of food and cooking equipment	
MAPS REQUIRED	N/a	
RADIO CHANNEL	CB / UHF	12



CLUB TRIP DATA FORM

EASTER 2004 – MURRAY RIVER

DESTINATION	Hattah-Kulkyne NP – Somewhere on the Murray River [We will try to get the same riverbend as last year]	
LEADER/CONTACT NO.	Michael Rodger	
DEPARTURE	Thursday 8 April 2004 – 5:30 pm	
RETURN	Monday 12 April 2004	
MEETING PLACE	<u>To be confirmed</u> – 5:30 pm Calder Thunder Dome. If you intend to travel up during the weekend please make an arrangement with me to meet. The place where we will be camping is quite secluded and may be difficult to find.	
GRADE	WET DRY	Impassable: We will be camping somewhere else 2WD towing a trailer: No problems
TRIP ACTIVITY DETAILS	Watch the river flow past and occasionally jump in it. The Hattah Lakes are only a short drive from where we will camp and Lake Mungo could be explored on a day trip. There are many great wineries in the area and Mildura is an interesting place with art galleries and air-conditioned shopping centres if it gets too hot. There are several other National Parks in the area that could be explored by the adventurous. Me – well I'm just going to watch the river flow past and occasionally jump in it.	
VEHICLE LIMITS	MINIMUM MAXIMUM	2 No Max
APPROX KMS (Meeting place to destination)	600 Km	
LAST AVAILABLE FUEL	PETROL DIESEL	Colignan / Nangiloc / Hattah Nangiloc / Hattah
DISTANCE BETWEEN SUPPLIES	20 Km from camp, 60 Km to Mildura	
EQUIPMENT REQUIRED	Bush camping gear, Basic recovery gear if you want to explore the area.	
MAPS REQUIRED	There are several maps of the Hattah area; most that I have seen have very little information and have errors on them. The best way to get there is follow someone who has been before.	
RADIO CHANNEL	CB / UHF	12



CLUB TRIP DATA FORM

MACALISTER SPRINGS

DESTINATION	Macalister Springs via Licola	
LEADER/CONTACT NO.	George Pledger	
DEPARTURE	Friday 23 April – 6.30pm	
RETURN	Sunday 25 April	
MEETING PLACE	Officer Weighbridge – Princes Highway, Officer	
GRADE	WET DRY	B+ C-B
TRIP ACTIVITY DETAILS	<p>Friday pm: We will travel to Licola and camp on the Wellington River.</p> <p>Saturday: Break camp, travel to Howitt High Plains Road, approx 70km to a car park. We will then do a pleasant walk of approx 4km to Macalister Springs, have a look at the hut and the spring and the toilet with a view, then return to the vehicles. We will then drive down Butcher Country Spur to the river and set up camp for the night.</p> <p>Sunday: A slow start before returning to Melbourne.</p>	
VEHICLE LIMITS	MINIMUM MAXIMUM	2 10
APPROX KMS (Meeting place to destination)	200	
LAST AVAILABLE FUEL	PETROL DIESEL	Licola
DISTANCE BETWEEN SUPPLIES		
EQUIPMENT REQUIRED	Normal camping and recovery gear. Good walking footwear.	
MAPS REQUIRED	N/A	
RADIO CHANNEL	CB / UHF	12



CLUB TRIP DATA FORM

"POWERWORKS" - MORWELL

DESTINATION	MORWELL POWER STATION	
LEADER/CONTACT NO.	Rosalie Hughes	
DEPARTURE	Saturday 22 May 2004	
RETURN	Sunday 23 May 2004	
MEETING PLACE	???	
GRADE	WET	C
	DRY	C
TRIP ACTIVITY DETAILS	<p>Those who attended last year's Pub-to-Pub trip will recall that Powerworks – the education centre at Morwell's Power Supply Station – was well worth a visit. The Centre offers an evening tour of the Powerworks which commences with finger food and soft drink, then hop on a bus and drive around the open coal cut and power generating plant. The tour lasts for approximately 3 hours, after which a 2-course dinner is served. Cost is \$45 p/head including beer, wine, soft drinks. Overnight accommodation would be at the Morwell Motel.</p>	
VEHICLE LIMITS	MINIMUM	20 people
	MAXIMUM	100 people
APPROX KMS (Meeting place to destination)	100 kms	
LAST AVAILABLE FUEL	PETROL	Morwell
	DIESEL	
DISTANCE BETWEEN SUPPLIES	N/A	
EQUIPMENT REQUIRED	N/A	
MAPS REQUIRED	N/A	
RADIO CHANNEL	CB / UHF	12

Our Cape York Trip

Liz Beaton and Ian Warburton

It's 10.00am Tuesday the 1st July and I have just flown in from Japan. Skip forward to 2pm the next day and we are on our way for a fabulous 3-month adventure. We traveled up the Newell Hwy stopping to look at various bits and pieces along the way, such as the Tiger Moth display at Narrandera and the radio telescope at Parkes. After 5 days we have come out onto the coast at Townsville. We then traveled along the coast via Daintree to Cooktown. Had to wait 40 minutes for the Daintree ferry, therefore try to avoid going during school holidays. Our first objective is now beginning as we leave Cooktown. Cape York here we come.

We traveled into Lakefield National Park and spent a lovely 3 days relaxing at Catfish waterhole. This is a lovely area with room for about 5 vehicles to camp. There is a 5 metre crocodile resident at the waterhole but fortunately he suns himself about half a km up from the camp spot in the morning and then swims past in the opposite direction in the afternoon. Where he actually goes then, who knows! Another good spot to camp within Lakefield NP is Freshwater Lake. From here we continued to Coen where we camped at another lovely spot right on the river. This was as soon as you crossed the bridge coming out of town (not where the Moon's suggest). Don't buy milk in Coen - \$5.20 for 2LT. From here it was to Moreton Telegraph station where we also spent a couple of days camped down by the river. On leaving Moreton it's now not that far from finally starting the Overland Telegraph track. As it is still the school holidays, the amount of traffic traveling both ways is unbelievable. A few interesting water crossings later we have arrived at Elliot Falls to camp and get rid of the dust for a couple of days. It is a bit hard to drag yourself away from Elliot Falls, as the water is so inviting and enjoyable. It would certainly be interesting doing all the water crossings straight after a big wet. Going up the OTL, we did the short by-pass around Gunshot creek. After Elliot Falls there are various more water crossings with Cannibal creek being an interesting challenge. Our next camp spot is the lovely Jardine River just up from the original river crossing. From here we have finally made it to "the tip" along with 20 other people that visited whilst we were there.

We spent an enjoyable week up the top staying at Somerset, Punsand Bay and Muttee Heads. It is certainly worth doing the trip across to Thursday & Horn Islands.

We are now camped once again on the Jardine River at the linesman hut in preparation for the start of the descent southwards. On going south we did the bypass around Cannibal Creek, much to Ian's disdain. He didn't realize I had taken him that way until it was too late, therefore he didn't talk to me for

a bit. He was a tad annoyed. We stayed at Bramwell Station for the night and had a lovely roast dinner for \$10 plus a few enjoyable ales. Wendy (station owner) has an interesting story to tell with regards to the property and its lease. From here we traveled in to Weipa staying at the caravan park. Whilst here we did the Comalco tour which was very interesting, as well as some fishing. Unfortunately the fish were not biting that much. Only got a few. From here we headed up to the Mapoon area. The road is dirt but terrific as it is maintained by the mine. There are not many dirt roads that we know of that you can sit on 100kph. We stayed for a week at various locations. Saw the Ranger with regards to getting our permit and as he was a very laid back fellow enjoying the weekend with the boys whilst his wife was in town, (Weipa) we did not get one. Traveled 14klms along the beach to Janey Creek and only ended up camping one night. From here we moved to the beach at Pennefather and spent a couple of days relaxing and resting. From here we moved to Stones Crossing, camping on the banks of the Wenlock River. Boy it is a hard life, getting up for breakfast, collecting wood, having morning tea, swimming, lunch and then contemplating the rest of the day.

It is now 5 weeks since we started this adventure and our first of many objectives has been achieved. It is the 8th August and we are now enjoying the delights of Karumba and the Gulf of Carpentaria.

To be continued...



More news on Liz's Judo feats...

At the 5th World Masters Judo Games
held in Japan on 7 February 2004,
Liz was successfully
graded to 2nd Dan Black Belt.

Congratulations Liz
from the committee and members.