



DECEMBER 2009

Free Wheeling



Haunted Stream with water in it! Melbourne Cup Weekend 2009

Notice Board



VFWDC GENERAL MEETING VENUE

The Victorian Four Wheel Drive Club now meet at the Blue & Gold Room, Noble Park Football Club, 46-56 Moodemere Street, Noble Park on the first Wednesday of each month (excluding January) from 8.00pm. The Blue & Gold Room can be found up the stairs at the rear of the Bistro.

Members and Guests are welcome to dine at the Bistro before attending the meeting.

First **WEDNESDAY** of each month 8.00PM Start

Venue:

Upstairs Meeting room (Above the Bistro)

Noble Park Football Club
46-56 Moodemere Street
Noble Park
Melways ref: 89 D4



FREE WHEELING

Welcome to the last issue of Free wheeling for the year. We finish it up with four trip reports and quite a few trips lined up for next year. A quick note on trip reports. Please get them to me in plain text. Any format is fine, but I need to redo all the formatting anyway, so please limit formatting to bold and italics where necessary. Also, please include pictures if you can as they really add to the report. Another point is that trip reports need to have certain information. Please ensure you include:

Trip Name and location, Date, Leader, Participants, and the report author.

Remember that there is no January edition and no General meeting.

Cheers and see you on a trip,



COMMITTEE OF MANAGEMENT 2009-2010

President	Ashley Martin	president@vfwdc.com 0438 600 904
Vice President	Mark Kochan	vicepres@vfwdc.com 0412 544 668
Treasurer	Phil Griffith	treasurer@vfwdc.com 0419 865 472
Secretary	Paul Ryan	secretary@vfwdc.com 0438 121 148

GENERAL COMMITTEE

Assistant Secretary	Bruce Cremonesi	assist@vfwdc.com
Trip Co-ordinator	Daniel Robinson	trips@vfwdc.com
Newsletter Editor	Shane Michelon	editor@vfwdc.com
Association Delegate	John Partridge	
Training Officers	Ashley Martin	John Partridge
	Michael Rodger	Mark Kochan
New Member Contact	George Pledger	
Web Manager	Paul Ryan	web@vfwdc.com

Club Details

Registered Name	Victorian Four Wheel Drive Club Inc
Registration No	A002184F
Correspondence	PO Box 778 Dandenong Vic 3174
Email	secretary@vfwdc.com
Website	www.vfwdc.com
Meetings	Held 8pm, first Wednesday of each month, excluding January (no meeting).
Location	Noble Park Football Club 46-56 Moodemere Street Noble Park Melways ref: 89 D4
Newsletter	All articles and photographs to be submitted prior to 20 th of each month to editor@vfwdc.com
Front Cover	Photograph courtesy of : Phil Griffith
	The Victorian Four Wheel Drive Club is an affiliated club of the Victoria Association of Four Wheel Drive Clubs Inc (VAFWDC)

PRESIDENT'S REPORT

Hello and welcome to this month's edition of *Free Wheeling*.

When we purchase a four wheel drive there is always the debate on what accessories to fit: the usual suspension, bull-bar, and others come to mind. But there seems to be one very important piece of equipment overlooked. I am talking about rated recovery points. Yes, this equipment is extremely important and everyone must be aware where they are located on your vehicle and ensure they are rated. Many vehicles come with tie down points, but these are not rated for winching or snatching with. Think about it, you are on a steep track, have lost traction and need to be recovered; you want to ensure when being winched or snatched your safety is not compromised by using inferior recovery points. It is up to each member to check these and if needed, fit correctly rated points for their vehicle. It's a small price to pay compared to the dollars invested in your vehicle. We will be stringent in regard to trip leaders checking vehicles prior to departing from the meeting point and it may be that you won't be allowed to participate on the trip. This is for yours and everyone's safety. John Partridge is researching recovery hooks/plates and will have further information in an upcoming newsletter. Take five minutes and check your recovery points.

We have decided to promote the Club again at the Victorian Four Wheel Drive Show (Wandin). While we have a very good percentage of active members, we believe the Club would benefit with a boost of numbers. As we have seen over the past 12-18 months, new faces often means new places to explore which benefits all of us. While we don't expect the Club to grow to large numbers, fresh faces will help us prosper. We are in the planning stages and will advise next year the full details of the Wandin stand and what participation we require from members.

Looking forward to the coming year, we expect this will be bigger and better. There are already proposed trips to some great destinations and you should see these in this edition of the newsletter and also February's edition. Both proficiency and advanced training dates are locked in and we encourage all members to participate in at least the proficiency training. There will also be a few trips requiring leg power, yes, a few hiking day trips will be run next year to take in even more of what the State has to offer. As we always say, there will something for everyone.

As the festive season creeps closer, I would like to wish everyone a happy festive season and hope you all enjoy the break. If you are traveling over the holiday period please be patient on the roads, be safe and see you all in 2010 for more adventures.

See you on the next trip - or at the next meeting.

Ashley Martin
President

Minutes of General Meeting – 7 October 2009

General Meeting November 2009

The meeting was held at the Blue & Gold Room, Noble Park Football Club and was opened at 8.00pm by President Ashley Martin.

Present: There were 18 members present as per the attendance book

Apologies: Paul & Maxine Ryan, Aline Van Buiten, John Wimetal, Mick Harris, Lesley Peters, Ken Beard, Brian Martin, Michael & Verryle Rodger, Karen Walter

Visitors: Andrew Hooper, Luke Teunissen, Vince Westphal, Lorraine Baily

Minutes of previous Meeting

Accepted : George Pledger
Seconded : Tim Axtell

Matters arising: Nil

Correspondence in

LROCV Newsletter - October 2009
TLC Newsletter - October 09
ARB 4x4 Action
The Eureka Echo
Blackwoods Safety products
4WD1 Shock Absorber Guide

Correspondence out

Newsletter

Treasurers report

Term Deposit	\$5104.08
Cash	\$3059.79
Moneys In	\$279.00
Moneys Out	\$59.70
Petty Cash	\$50.00

Accepted: Shane McNeill
2nd: Anthony Van Buiten

Trip coordinators report

Can members please ensure they place their names on the trip data forms if they are attending a particular trip?
Can they also please ensure that they ring the trip leader to confirm they are attending?

Type	When	Where	Trip Leader
A Grade Trip	6-7/11/09	Walhalla area	John Partridge
Day Trip	15/11/09	Bunyip Area	Shane McNeill
Weekend Trip	20-22/11/09	8 Mile Flat Fishing Trip	Ashley Martin
Xmas Party	5/12/09	Myuna Farm, Doveton	Ashley Martin
Day Trip	6/12/09	Marysville Area	Paul Ryan
Day Trip	12/12/09	Xmas Tree Delivery	Ashley Martin
Multi Day	26/12 - New Year	McKillops Bridge	Ken Beard
A Grade Trip	6-7/11/09	Walhalla area	John Partridge
Weekend Trip	20-22/11/09	8 Mile Flat Fishing Trip	Ashley Martin
Xmas Party	5/12/09	Myuna Farm, Doveton	Ashley Martin
Day Trip	12/12/09	Xmas Tree Delivery	Ashley Martin
Multi Day	26/12 - New Year	McKillops Bridge	Ken Beard
Prof Training	10/2/10 13-14/2/10	Aberfeldy Area	John Partridge
Adv Training	12/3/10	TBA	John Partridge

Shane Michelin expressed interest for anyone who would like the Neerim hard trip re scheduled to email through proposed dates.

Bruce discussed running a trip to Robe during Easter or Knocwood.

Trip reports

Cobaw - Derek explained it was a good day with a range of easy - medium tracks. Meet at BP Calder Park with an easy drive to Cobaw. A few interesting tracks with ruts and rocks to be negotiated. Tested some with Brian having to be snatched at one point. A very good day and well run by Craig and Marijke

Haunted Stream - Emily presented a very good report of the weekend. Meet at Longwarry with David being early (unusual). Drove Haunted Stream with 52 river crossings but difficult finding a camp site so had to camp in a paddock. Drove along visiting Dogs Grave and Blue Rag which was overgrown down the bottom of the track. David did his impression of an Emu dance at the Dargo pub (will have to see this one day). From there drove Billy Goats,

(Continued from page 4)

visited The Pinnacles and fire tower. Very good trip enjoyed by all.

Talbotville - Dan advised they camped at Talbotville camp ground which became busy. Took a few drives including Bulltown Spur, Sth Basalt Know (good climb) to Blue Rag range. Plenty of termites flying around at one stage which became annoying. Also drove Billy Goats to the pinnacles and a few other tracks in the area.

Event Coordinators Report

The Christmas Party is scheduled for Saturday 5th December 2009 at Myuna Farm, Doveton as reported in previous newsletter. Please ensure you put names down as soon as possible. There should be plenty for the kids to do e.g. pony rides, animal petting, train ride etc. so please come along.

Association Report

No Report

General business

Guest Speakers - Will have more next year creating better and more inviting meetings.

Raffle 1 ticket given to each person, given out by Miss Emily Harris

1st Prize - 12 Free Range Eggs (donated by Nick Johnson, won by Ashley Martin

Meeting Closed: 9.10pm

Next Meeting: Wednesday 2nd December at Nobel Park Football Club.



Below is an extract of a letter from the Association regarding the Oxfam Xmas tree delivery. If you can help out, please contact **Ashley**, as he is our club organiser.

This letter is to inform those clubs who have not previously been involved how the operation works and to remind those clubs who have helped in recent years that the deliver dates this year are **Saturday 12th and Sunday 13th December**. Normally we deliver the first weekend in December but this year we feel the second to be a better weekend to attract the most sales and have the trees looking fresher for Christmas.

Volunteers carry out the whole operation. Last year nearly \$121,000 was raised, that's about \$500 per delivery vehicle, and went towards alleviating poverty and social injustice within Australia and overseas. **That's a total of over \$96,000 raised by members of Victorian Four Wheel Drive Clubs.**

We ask for drivers, navigators and vehicles that can carry 8 to 25 freshly cut trees, with or without a trailer. Many 4WD clubs have found this a fun activity that makes a considerable contribution to the larger community in which we live.

We meet at the Scout Hall, Pakenham St., Blackburn (Melway Map 47 H 12) on Saturday 12 December, or Princes Hill Primary School, Wilson St., Nth Carlton (Melway 29 J 11) on Sunday 13 December. On Saturday we deliver to the south and eastern side of Melbourne and on the Sunday the north and western side. You pick the area you would like to deliver the trees, and the day and time (between 6am and 11am on Saturday and 7-10am on Sunday) you arrive at the depot. We give you a very well organized list of addresses with Melway grid references, all in close proximity to each other. All you do is drop off the tree that has already been paid for. The smiles you receive from the younger recipients would be second only to that of them greeting Santa Claus. It will take each team 1 to 3 hours, and we encourage you to meet for a BBQ or social get together before or afterwards.

For further information or for a quest speaker to address your members at a future club meeting about the delivery or the type of self help projects that the money raised will support please contact me on **94973227** (home or work) or write to: **51 Belmont Rd Ivanhoe 3079. email: briangum@tpg.com.au**

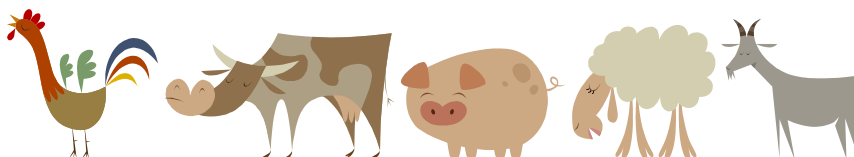
Brian Moran
Volunteer
Coordinator Oxfam Australia Christmas Tree Project
Phone 94973227 Fax 94994759 Email: brian-



*The 2009 VFWDC
Christmas Party will be held on
Saturday, 5 December from 12.00pm onwards
at*

Myuna Farm

*182 Kidds Road, Doveton
(Melway Map Ref 90 H7)*



- ❖ *Animal Display Centre*
- ❖ *Wetlands Nature Walk*
- ❖ *Aviaries*
- ❖ *Pioneer Theatre*

Prices:	Families (2a, 2c)	\$17.00
	Single	\$ 5.00
	Rides:	
	Pony	\$1.50pp
	Train	\$2.00pp

BYO Meat, Beverages
The Club will provide salads, and soft drinks for the kids.

Bring along the family and enjoy the festivities.



CLUB MERCHANDISE For Sale (Revised Price List)

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
VFWDC Sticker (long)	\$ 6.00 ea

We encourage all members to purchase a Club Polo Shirt.

Email your order to committee@vfwdc.com.
Please ensure you advise size required.

Madigan Line Trip 2010

Please be aware that there will be a [Planning Day for the Madigan Line 2010 Trip](#)

Date	Sunday 17th January, 2010
Location	Ken & Jane's house - please ring for the address
Phone	5971 4683

* BBQ lunch provided

Thanks
Ken & Jane



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Anyone wishing to advertise in the Club Directory,
contact the Editor at editor@vfwdc.com



Media Release

Illegal Activity in Remote Areas of Alpine National Park

Immediate Release

23 October 2009

Parks Victoria is reminding park visitors to abide by park regulations.

The reminder follows the issuing of Infringement Notices to several people who committed offences relating to driving off road during the Queens Birthday long weekend in the remote Wonnangatta Valley of the Alpine National Park.

Alpine National Park Ranger in Charge Mike Dower said, "Rangers successfully followed up on information and video evidence supplied by members of the public. This should serve as a timely reminder that Rangers do enforce departmental regulations and that substantial penalties can be applied."

Mr Dower added that Parks Victoria in consultation with Four Wheel Drive Victoria spend a lot of effort and money to maintain the road and track network in good condition in parks so people can enjoy the high country. In Wonnangatta Valley, friends and other volunteer groups work closely with Rangers to maintain and improve facilities and revegetate damaged areas.

Parks Victoria in conjunction with local Four Wheel Drive Clubs also undertakes a series of camp host programs in the Wonnangatta Valley and surrounding areas. These programs see a base location established where information about ethical four wheel driving and the local area can be obtained.

"Parks Victoria is committed to providing good customer service and safeguarding the exceptional assets in our Parks. There are plenty of recreational opportunities for visitors to enjoy without breaking the law" he said.

With the good camping weather now upon us and the opening of seasonal road closures Parks Victoria will be working with DSE Wildlife Officers and Victoria Police Officers in regularly patrolling all areas of the Alpine National Park.

For more information on recreational opportunities in National Parks and regulations please contact the Parks Victoria Information Line on 13 1963.

Media Enquiries

Lisa Basler
Ph 5755 0009 or 0417 109 562

Healthy Parks
Healthy People





CLUB CALENDAR AT A GLANCE

2009				
December	Wednesday 2nd	General Meeting	Ashley Martin	0438 600 904
	Saturday 5th	Xmas Party		
	Sunday 6th	Marysville via Toolangi and Strickland Spur	Paul Ryan	0438 121148
	Saturday 12th	Oxfam Christmas Tree Delivery	Ashley Martin	0438 600 904
	Tuesday 15th	No Committee meeting		
	Saturday 26th	Trip—Snowy River National Park - McKillops Bridge	Ken Beard & Jane Spence	5971 4683
2010				
January	Wednesday 6th	No General Meeting	Ashley Martin	0438 600 904
	Tuesday 19th	Committee meeting	Phil Griffith	0419 865 472
	Tuesday 26th	Australia Day Function (TBA)		
February	Wednesday 3rd	General Meeting	Ashley Martin	0438 600 904
	Sat-Sun 6-7	Avoca/St Arnaud	Paul Ryan	0438 121148
	Wed 10th Feb 2010	Driver Training Theory	John Partridge	0428 331 211
	Sat—Sun 13-14	Driver Training Practical	John Partridge	0428 331 211
	Sunday 21st	Vic 4WD Show		
March	Wednesday 3rd	General Meeting	Ashley Martin	0438 600 904
	7—9th	Labour Day Knockwood		
	Friday 12 Mar 2010	Advanced Driver Training	John Partridge	0428 331 211
	Tuesday, 29/06/10	Trip—North Simpson Desert - Madi-gan Line	Ken Beard & Jane Spence	5971 4683

FORTHCOMING TRIPS

DESTINATION	Marysville via Toolangi and Strickland Spur
LEADER/ CONTACT NO.	NAME: Paul Ryan TEL: 0438 121148 MOB: 0438 121148
DATE	06 December 2009
MEETING PLACE / TIME	Lilydale Maccas 08.30am
GRADE Please adhere to new trip classifi- cations	WET: Medium DRY: Easy/Medium
TRIP ACTIVITY DETAILS	I want to drive through from Dixons Creek to Toolangi and go via Stricklands Spur to Marysville. As it's Christmas I thought we might take a few gifts for the people of Marysville. It doesn't have to be much just something that might raise a smile. I would like to get there mid to late afternoon so I want to keep vehicle numbers reasonable however if the demand is high we can always have two trips on slightly different routes.
VEHICLE LIMITS	MINIMUM: 2 MAXIMUM: 10
APPROX KMS Meeting place to destination	Dixons Creek to Marysville approx 50kms
LAST AVAILABLE FUEL	PETROL: Yarra Glen DIESEL: Yarra Glen
DISTANCE BE- TWEEN SUPPLIES	
EQUIPMENT RE- QUIRED	Basic Recovery Equipment Xmas Gift
MAPS REQUIRED	Rooftops - Toolangi Black Range
RADIO CHANNEL CB / UHF	12

Destination	Snowy River National Park - McKillops Bridge
Trip Leader	Ken Beard & Jane Spence
Contact No	5971 4683
Date	Saturday, 26/12/09 - Saturday, 02/01/10
Meeting Time/Place	BP service station Princes Hwy Longwarry DEPART 0600hrs
Vehicle Limits	MIN: 2, MAX: 5
Grade	WET: Moderate DRY: Easy
Approx Kms	Approx 500km.
Last Available Fuel	PETROL: Buchan (Seldom Seen if they have any) DIESEL:
Distance Between Supplies	N/A
Maps Required	Optional - Rooftop: Snowy River, McKillops Bridge, Lakes Entrance Adventure map.
Equipment Required	Drinking water & food for 8 days. Basic recovery gear, clothing for hot/cold climate
Radio Channel	12
Trip Activity Details: Camp by the Snowy River. Bring an inflatable tube/canoe, do the Deddick Trail, help us celebrate the New Year or just do nothing at all!	

DESTINATION	Proficiency Training—Aberfeldy Forest area
LEADER/CONTACT NO.	John Partridge 0428 331 211
DATE	Theory: Wed 10 Feb 2010 8.00PM Practical: Sat 13 & Sun 14th Feb
MEETING PLACE TIME	TBC
GRADE	WET: Medium DRY: Medium
TRIP ACTIVITY DETAILS	
This is a must do trip for any new club member or one who hasn't attended a training weekend in the past. We will be covering many of the basic aspects of 4WDing covering a varied terrain including steep rocky tracks & river crossings. There will be something for everyone in this trip for new and old. The latest and most up to date recovery techniques will be discussed and tested. Discussions on vehicle setup, recovery gear, the Tread Lightly! Principles and more.	
VEHICLE LIMITS	MINIMUM: 4 MAXIMUM: 8
LAST FUEL	PETROL: Moe DIESEL: Moe
EQUIPMENT RE- QUIRED	Standard recovery equipment. You will need to be self sufficient with all your camping needs. Bring your own water.
RADIO CHANNEL	12

DESTINATION	Advanced Driver Training— Walhalla
LEADER/ CONTACT NO.	John Partridge 0428 331 211
DATE	Friday 12th March 2010 Sunday 14th March 2010
MEETING PLACE / TIME	Longwarry service center 6.30pm
GRADE Please adhere to new trip classifi- cations	WET: Medium - Hard DRY: Medium-Hard

TRIP ACTIVITY DETAILS

Want to take the next step from the proficiency training and learn more on how to tackle the harder tracks and vehicle recovery. Well this is your opportunity to learn in a safe environment.

We will be focusing on full vehicle recovery using winch recovery equipment and the associated techniques along with how to tackle those harder tracks. We will walk the tracks, talk about what to look out for and the best lines to take followed by driving them using several different scenarios.

For those who may have been attended a previous advanced training course and want to brush up on your skills are also welcome along.

Participants will be assessed to determine sufficient experience and vehicle capability for this trip.

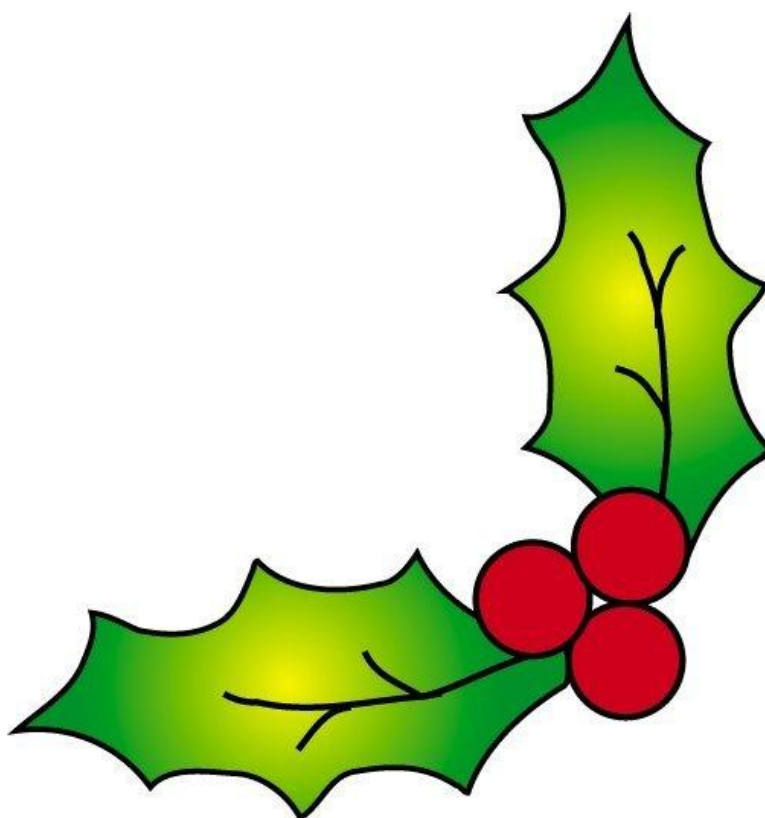
VEHICLE LIMITS	MINIMUM: 3 MAXIMUM: 10
APPROX KMS Meeting place to destination	150
LAST AVAILABLE FUEL	PETROL: Moe DIESEL: Moe
DISTANCE BE- TWEEN SUPPLIES	N/A
EQUIPMENT RE- QUIRED	Full Recovery Equipment
MAPS REQUIRED	N/A
RADIO CHANNEL CB / UHF	12

Destination	(Expression of interest) North Simpson Desert - Madigan Line
Trip Leader	Ken Beard & Jane Spence
Contact No	5971 4683
Date	Tuesday, 29/06/10 (depart Copley, SA) to Birdsville, QLD (Approx 10-14 days later)
Meeting Time/ Place	Copley Caravan Park, S.A.
Vehicle Limits	MIN: 2, MAX: 4 (Diesel Only)
Grade	WET/DRY: Difficult
Approx Kms	Approx 800kms, Mt Dare to Birds- ville.
Last Available Fuel	PETROL: N/A DIESEL: Mt Dare
Distance Between Supplies	260 litres diesel required for 6 cylinder. De- tours/Deviations may be required.
Equipment Re- quired	Desert experience necessary. Vehicle must be in A1 condition. 2x spare tyres/4 tubes. Other specified equipment in detail later on.
Radio Channel	12

Trip Activity Details:

Following Dr Cecil Madigan's 1939 track from Old Andado to Birdsville. THIS IS VERY REMOTE & ISOLATED COUNTRY, MUST BE PREPARED FOR ISOLATION AND IN THE EVENT OF BREAKDOWN VEHICLE RECOVERY MAY BE AN ISSUE DOLLAR WISE

Commitment by Feb 2010 - Permits required





Trip Reports

Cobaw Trip Report **Craig Major** **Sunday 18th October 09**

Trip Leader: Craig Major

Participants: About 12 vehicles participated.

After someone walked off with my coffee at the BP Service Centre, Calder Park, I was the last person (except Tail End Charlie (Tim)) to leave the car park. Not only did I earn the pleasure of writing this report but I also had the pleasure of an almost cold latte (skinny I suspect) as well.

We drove North East up the Calder Highway for a while with the usual light hearted banter on channel 12 keeping things a little interesting. This was only my second club trip for the year, so keeping up with what was happening on the radio was interesting.

At the C324 intersection we turned of towards Hanging Rock along the Kyneton Lancefield road.

Eventually passed through Cobaw (don't blink or you will miss the sign) before turning left and over a 2 tonne load restricted bridge. As we crossed one vehicle at a time poor Tim was left stranded on the main road, as a big Semi came bearing down, horn blaring, and not prepared to stop for anyone. Another Club was already airing down on this track before entering the State Forrest proper so some pleasantries were exchanged. I believe this track was called Nudist Camp track, but despite the reasonable weather, nothing out of the ordinary was seen.

After airing down, we headed off into the State Forrest and taking the first LH track, and finding our way West to Reilly's track and then onto Soil Pit track, and our first real test for the day. I was lucky enough to be testing my new 3" lifted suspension and was amazed with how much easier the drive was. Others struggled over the broken ground, with large rocks sticking out. A halt was called for Morning tea before we continued up the track to Ridge road and a LH turn (West) before proceeding on to Natives Track.

At Natives track intersection another halt was called for Lunch. After lunch it was north along Natives track until we eventually came across Pinnacle track and a loose rutted and steep section. The lead vehicles had already moved on before I really saw what was in store for us. Brian was having trouble getting his Cruiser up one of the pinches over a large rock. Eventually after a radio call,

trip leader Craig came walking back down the track followed by Michael reversing down in his GU. After a quick snatch all was sorted and the rest of us preceded up the hill all using a different line or speed of attack to what Brian had tried.

We then did a Easterly loop along Link track and then up Boyies track (steep loose and rutted) to Ridge road again, and back to our lunch spot to Air Up in preparation for the drive home via Hanging Rock and the Calder.

All up it was an interesting drive, with a few challenges, all in an area that I believe most of us had never been to before. It was a good test for the new suspension on my GU and I believe everyone had a great day. The weather was certainly an improvement on what we had previously been having.

Thanks to Craig and Marijke for running the trip, and Ashley for his back up navigation (what) at times.

Gary Smith

Pub To Pub 2009 **David Hughes** **23-25 October 09**

Trip Leader: David or Rosalie Hughes

Participants:

ROSALIE AND DAVID	SHORTIE NISSAN
PATRICK AND ANNE	CRUISER
RAY AND DAWN	CRUISER
TOM AND SHEILA	CRUISER
GLENN AND JESSIE	JACKEROOOO
GARY AND PAULA	TOYOTA
DON AND THELMA	TROOPIE TOYOTA
IAN Warburton and Baz Leitch	NISSAN
ANDY AND ISABEL	MITSUBISHI PAJERO
JOHN AND MARIANNE	NISSAN
SANDRA AND MICHAEL	CRUISER
BRYAN AND JANINE	PRADO
TERRY AND ANNIE	CRUISER

Terry and I arrived at Yarragon around 6.00 to find a few of the gang already there sipping coffee at the local take away, waiting for the others to arrive.

We ambled into the Yarragon hotel around 7.00 for dinner, and proceeded to order refreshments before dinner and catch up with those we hadn't seen since the last pub to pub. Most of the gang had already arrived, but there were always the stragglers. Rose and David were on time, early in fact. They had been out to our Accommodation for that night, with some of the others in tow.

Dinner was really enjoyable, made all the better for the company we were keeping.

We finished dinner around 9.30, and headed out to our accommodation for the night after thanking the folks at the pub for a wonderful night there, promising we would return soon.

Wandering up through the hills, with a fantastic view of the surrounding city lights we came to School Camp called Allambee.

There were a selection of bunkhouses for us to choose from, each of the bunkhouses had clean shower and toilet facilities, and 8 to 10 beds in each room. Some were double bunks, and some single. Once everybody had organized themselves it was off to the Games Room.

After enjoying a quiet drink around the Coonara, and being handed our plastic envelope of goodies, which gave us a chance to investigate, and also to have a think about where we were going to end up tomorrow night. People started wandering off to where they had chosen to sleep for the night, hoping for a good night's rest before the next days adventures.

Waking early, as breakfast was served at 8.00, we had a little time to look around the grounds, and re pack the vehicles ready for our days journey ahead.

Breakfast consisted of Juice, Cereal, Bacon, Poached Eggs, Toast, Jam, washed down with Tea or Coffee if you so desired. This was cooked for us by Roman (the Owner) and his wife Imelda. Perfect start to the days adventures.

Allambee is set on top of a hill overlooking the surrounding beautiful countryside with Yarragon and Trafalgar in the distance, which made for a wonderful view and some great pictures as the valley was shrouded in mist. Wonderful day for a drive in the country.

Gathering around the vehicles before leaving we had our ****GOOD TRIP TOAST**** with a glass of bubbly for the passengers and cordial for the drivers.

First stop was to have a look at one of the tallest trees in the world. 114.3 metres and it seems it was the Australia's 6th largest tree. Victoria is said to have 8 of the world's tallest trees. The tallest one being just out of Healesville, with a height of over 500 feet, and a girth of 56.5 feet. Our next stop was at the Narracan Falls, where there is a plaque to commemorate the settlers in the area. (the Savage Families)

From here we ambled into the edge of Moe, passing some of the Thorpdale Railway Line Station sites. (Coalville and Davies) to a small picnic area called Edward Hunter Heritage Bush Reserve, just large enough for us all to find a little shade. Here we had morning tea and enjoyed some lovely cakes, slices and biscuits provided by Rosalie and David, along with cups of tea and coffee, and gathered together for a groupie shot** Think I managed to get all the heads in...)

Upon everybody loading up, we were off again, weaving our way through Moe and passing over the end of Lake Narracan. This Lake is the largest fresh water lake that is not used for domestic water storage in Victoria. After some more weaving around and a couple of dusty tracks, and some bumpy ones also, we ended up at Moondarra Reservoir. Pit stop for some and a quick look around. Quite a bit of history here also. This was supposed to be our lunch stop, but due to an extended morning tea stop a vote was taken to continue on for a little longer.

Back into cars and the convoy was on its way again, leaving by going over the weir wall to exit out over the other side, then through the hills, along a couple of dusty tracks, down a couple of gently bumpy and muddy ones then out onto the bitumen again, passing large and small homesteads, old railway stations, that have long since gone

The next stop was a small boutique winery called Narkoojee, where it had been arranged for us to sample some of their wines along with a cheese platter or three of local cheeses, olives and fruits. I think we were there a little longer than we should have been, as some decided to take the tour through the winery to have a closer look at how the wines were made, while the rest of us either sampled more of the cheese platters, or took our camp chairs out of the cars and sat around outside in the sunshine.

Not mentioning any names, but a couple of our boys went off to sample the grapes that were still growing on the vines..hmmmm wonder whom????????????

Then it was "saddle up" and move onwards to our next stop, which was Cowarr weir.

I had been there many years before, and the grounds and the weir have been improved and made into a really nice picnic area. It had been damaged by the flood of 2007, and re opened in late 2008...

Didn't seem to be very long, probably because we had spent so much time at the winery, but it was time to be off again and on to our bed for the night at Wootton Lodge Camp, at Coongulla. (just up above Lake Glenmaggie)

This was a group of small cabins, each with 3 or so sets of double bunks, except for the " HONEYMOONER SUITE" of course, all centered around a large building which contained the entertainment room with Coonara, dining area and kitchen, which was well equipped to cook for a large group such as ourselves. Outside were also fire places, with bar-be-que hot plate etc.

We settled in, choosing our beds for the night and then gathered in the entertainment area for a briefing on what the "GO" was for that night and the next day. At this stage it was revealed that the person to pick the area for that night was between Tommy and Sheila, (Licola) and Terry and Annie. (Walhalla) This became quite a task to settle. After John measuring with a ruler on the map, and Daddio using Harry to get the distance, Daddio de-

cided that is was distasnce by road, not as the crow flies, so therefore Tommy and Sheila were the winners.

We then “saddled up” once more and drove to Wallaby Rise, which is a caravan park near Lake Glenmaggie where we were to have dinner. This was an amazing experience, as all the meals are cooked in super large camp ovens. Originally they were cooked in the fireplace in the main dining room, which was almost big enough for Daddio to park the “shortie “in. We enjoyed spicy pumpkin soup, roast beef and lamb and veggies, and then the piece de resistance....golden syrup pudding and cream. And pavlova..you really gotta go see this place, and enjoy it like we did, and I am sure we will be back there again soon.. Won't we Rose????? Pleeeese????

This was not a late night as everybody was pretty much juicy fruited. So once again about 9.30 we headed back to Camp, some heading for bed, while a few sat up in the rec room, having a quiet coffee or tea and some idle chit chat. Someone provided some light entertainment, which after picking ourselves up off the floor decided that was it for the night.

Annie

Haunted Stream
David Jackson
31 Oct–3rd Nov (Cup Weekend)

Trip Leader: David Jackson

Day 1

We all meet at Longwarry for breakfast and Dave was the first to arrive which is very strange. After breakfast we hit the road and headed for Barnsdale.



stop at Barnsdale we headed for the mountains. After a while we hit the dirt roads and after Dave had his fun being sarcastic about a river crossing which was just a puddle. After that we got to our first real river crossing and took some photos. We then had

lunch at Dawson city after numerus convoys but we had to continue as another convoy spread themselves over the whole campsite so we kept going and when we got to Mt Delusion Road it started to rain and we had some thunder and lightening. When we got to the deluded hut were we all got out of the car to have a sneak peak inside. When we were leaving our fearless leader Dave backed into one of the front spotlights smashing it to little pieces. We

continued a little further till we found somewhere to stay the night. We camped on the sided of Grassy Ridge Road on the left hand side. We all set up camp. It was a good day's drive. The kids all had fun running around and playing games. After dinner the kids decided to sneak up on our fearless leader as it was Halloween and we tried to scare him. We were successful and made him jump out of his skin.

Day 2

The next morning we all got up reasonably early had breakfast, started to pack up and we left the camp ground around 9:10 am and went up Mt Delusion Track which we ended up on the other side of Mt Delusion Road.



After Dave made a boo-boo we went further and ended up on Groves Gap Track. After a while we turned onto Carneek track. We had to stop seven times because of fallen trees. The last time we stopped Dave had

to drag the tree out of the way. With the sixth we cleared it enough so we could just walk over it. We turned onto Birregun Road. After Birregun Road we got to Dogs Grave Road. We stopped at the dog's grave to see what it looked like. We left there when another group of 4wd's came. We went up and down lots of hills and got to our first river crossing which was the Dargo River. We stopped and had a chat with same other 4wd's and found out that they were the owners of Steve's car. After a little while we left and headed back up the hills till we got to Dargo River and had lunch.



We left there and headed for Downy Road. We then turned onto Blue Rag Spur track and headed for Blue Rag. On the way up we had lots of cars coming down the opposite way. We got onto Blue Rag Range Track and climbed up a steep hill till we came to an opening were we all had a photo taken. We decided to climb down the other side of the track. The track we were on was very over grown. We went all the way down and came to a big clearing were we all chose a spot to set up camp. It was about 4:15 when camp was all figured out. While the adults set up camp us kids went for a swim in the river. The water was freezing. Us kids decided to get out of the water when we saw that it was happy hour time. After dinner the kids played in John's tent and after a while got told to go to bed so the adults could talk without any kids interrupting them.

Day 3

We all got up early again. After breakfast we started to pack up camp and left there around 8:25am. We headed up the hills again and Steve had a hitch hiker. After a while we reached the bottom and back tracked. After a while we got to Dargo and had some lunch at the Dargo pub. While waiting for our food we were entertained by



Dave and son Mathew up on the stage. They did the Emu dance, the Crocodile dance and the Dinosaur dance. We got our lunch which was very nice. After lunch we went over the road to get some fuel then left and headed for the dirt again. When we got to the dirt road we turned onto Rock of Gibraltar Track which Dave took a wrong turn after a while we followed Steve down to Collins Hut while we waited for him to reach us we all had a sneak peek at the hut which was on Collins Track. After about fifteen minutes Dave finally reached Collins Hut. When they arrived we drove for a couple of minutes to see what was down the other end of the track. It turned out that we had to back track because we came to a river crossing which was fast flowing and thought it was a bit dangerous. We headed back and found a couple campsites but they didn't have good river access and the river was still fast flowing so we headed for the main road again and turned down another track which leads us to a beautiful campsite that had some access to the river. While the parents had happy hour Dave took us kids down to the river and played with us. Dave also taught us kids how to skip some rocks. We also built a tiny rock pool so we could see how much the water level had gone up. After dinner the kids grabbed the marshmallows out of the cars and roasted them. After the marshmallows Dave's kids Casey and Mathew brought out their D.V.D Players and us kids watched movies all night.

Day 4

We started out early as usual with a nice fire and wet tents. We all had almost finished packing all the tents up when it started to rain. While we waited for everyone to finish packing Dave took us kids down to the water to show us how to skip rocks. We left camp on time today. We were aiming to leave around 9:00am but we left at 8:55 and headed for Billy Goats Bluff Track. We were go-

ing up and down. We turned onto Moroka Road which had some very greasy sections because of all the rain. After that we headed for the pinnacles where we climbed up and had a look at the fire spotting tower. We left there and headed for Bluepool. On the way we went past Horse Yard Flat. We went on until we came to Marathon Road. After that we turned onto Duffy Road which was very dusty. After Duffy Road we went onto Freestone Creek Road which took us to Bluepool, where we had lunch. After lunch we parted with Steve and Munesh and then us kids went swimming while Dave watched us. We departed Bluepool and headed for Briagalong where Dave took a wrong turn. We then headed into Bairnsdale where we aired up and got ice-creams. Other than some rain and wrong turns it was the best trip with Dave.



By Emily Harris

A Grade Trip John Partridge 6-7th November

Trip Leader: John Partridge

Participants:

John Partridge (TL)
Ashley Martin
Paul Ryan
Shane Michelin

The plan was to meet up at the Senesis camp ground near Erica., and then head into Erica for a counter meal. But, like many things on this trip, plans were changed along the way. By the time we all met up and had a fire going, it was getting too late, so we had dinner at the camp site. Since I had brought no food, this was a problem for a while. However after a quick scratch around the bowels of the GU, I found a Wild Country instant meal (just add boiling water. I was in luck, this one was only about 6 years old, and the package was still sealed! After a nice dinner and a few drinks the inevitable campfire discussions ensued. I don't remember all the prinks, but I be-

lieve that Paul had a very good English joke about racially challenged horses and vehicle maintenance. I couldn't work it out, but I'm sure Paul will explain it if asked.

Eventually everyone hit the sack and we all had a good sleep. The next morning after the others had some breakfast we packed up, did some repairs (well I did), and then hit the road. The repairs, I talk of relate to my UHF antenna which had serious erection problems. Nothing that can't be fixed with a stick and roll of electrical tape though.

We aired down to various pressures before heading off. John decided that there was no point having bead locks if you can't air them right down and dropped his tyres to about -100PSI (well maybe not that low).

At the mandatory briefing, we determined that nobody had a paper map of the area we were going to! We all owned a map, but had removed them from the vehicles for review before the trip and all forgotten to put them back into the cars. Never fear, we're in the electronic age, Out came the electronic moving maps to save us all.

Finding the main track of the weekend was quite easy, but as we approached it became clear that it had been recently graded. While still extremely steep and loose, it was no longer a sphincter exerciser.

We all headed up (me second last in front of Ashley). It was an uneventful drive until about three quarters of the way up. Then Squealing and smoke from the engine bay. At first I tried to continue to the top of the steepest part of the hill. But with something serious obviously wrong, I decided to stop. Even so, with all tyres locked, I slid backwards to the nearest erosion mound. Ashley came up and we looked it over. After quick look we decided to roll the vehicle back to the flat point at the bottom. With a better look, we found the fanbelt was destroyed, and upon further investigation it became apparent why. I had recently replaced my second battery. Sitting above my second battery are the coiled hoses for the shower system. However, After I replaced the battery, I had to remove it again and when I reinstalled it, I coiled the hoses, but forgot to tie them down. With all the odd angles on the track, they came loose and fell into the fan belt.

Without a spare, and in a difficult spot, we decided to drive to the top of the steep part, and then tow the vehicle to the side of a road and go into Moe for a new fan-belt. Without an alternator, or radiator fan or water pump, I was concerned, but it was a cool day and a short piece of track. I started up the track and the engine temp quickly rose. By the time I got to the flatter part of the track, the radiator was boiling, and the car was hesitating. Fortunately, I had moved it enough for Ashley to get around and using the mighty 4.2 drag me along to catch up to the others. Once the engine had cooled a little, I ran it at idle, and Ashley dragged me to the main road. We left the car there, and headed into Moe in Ashley's beast. When we got back, we worked out how hard fitting a fanbelt to a 3Litre really is. We also worked

out that following the guidance in the Gregory's manual is a bad idea. After a lot of hard work and skinned knuckles, we worked out that it was quite easy to fit if you fitted the compressor pulley last with a screwdriver under the belt to guide it. Once started everything seemed fine, so we met up with the others in Erica. Because of the extreme overheating, I thought it best to head home. For the weekend, while the others tried some more tracks.



Shane Michelin

The rest of the report is courtesy of Paul.

Sat/Sun

After Shane departed we decided to find a camp site not far from Pluto / Spud Spur where we would spend the night. The plan was to do Pluto / Spud in the morning and work our way back toward home via Fulton's, Deep Creeks etc.

The journey from Erica to the Dam Wall was pretty slow



as I still only had 18 psi in the tyres but once we were off the bitumen the speed picked up a little again. Having said that we had to keep on our toes as the main Wal-halla - Aberfeldy Road had more holes in it than a Swiss

cheese. We eventually turned off on to Donnelly's Creek track and started looking for a camp site near Anderson's



camp ground. This was less than ideal though and we eventually headed to the one just near the river from Comet Spur. We had to move a tree which had fallen across the track but at least it meant that were unlikely to have company down at the camp site. Once there we quickly set up, had a splash in the river and settled in for the night.



The following morning was a leisurely start before we headed back up to the main road and scooted along to Pluto Track. Pluto was much the same as ever and we were soon at the bottom waiting to tackle Spud Spur. John went first, followed by yours truly and finally Ashley. Spud is a bit loose and ledgy in places but on the whole didn't pose a problem. It might be a different matter in the wet mind you. We had only just cleared the rough section when we encountered about a dozen vehicles heading down the track. We pulled aside to let them past and then carried on our merry way.

We had only been back on the main road for about 5 minutes when John called up Ashley on the radio and asked him to come up to his vehicle and check something. Some nasty grinding noises indicated that all was not right and some roadside investigation determined that John's rear pinion bearing had collapsed. "No 4wd for you". Ashley helped John remove the rear tail shaft and

with the front hubs locked in we drove down to the dam wall, aired up and headed home.



So, not one of the most successful A Grade trips, with only 2 tracks driven, but still a very enjoyable weekend nonetheless. Thanks to John for running the trip and to Shane, Ashley and John for the company. Let's hope the next one is less full of incident.

Cheers
Paul