



Victoria Police 4WD Club Newsletter

February 2005

Edition Five

Presidents Message

Here we are into a new year. I hope you all had an enjoyable festive season.



The club's year has started off with a couple of eventful trips to the Bunyip and Tallarook State Forrest. You can read the reports on the trips in this newsletter.

The club has now been going for seven months and our membership is now 30 members with Miranda and Simon Christie, Andrew Crouch, Marc Drew, Ray Harkness, Rod Kayler-Thomson, Ron Levett, Robert Pepper and Graeme Trembath being accepted as members at our February club meeting. I welcome you to our club. Miranda and Simon Christie bring an enormous wealth of experience to the club

with many years involvement in 4WD'ing. They are also the producers and stars of 4WD TV, which is on Channel 31, 7.00 pm on Thursday nights.

Robert Pepper also has years of off road experience, he is a 4WD Training Instructor, an expert and author on GPS Navigation and a writer for Overlander Magazine.

Anyone interested in learning more about GPS Navigation should get a copy of his book GPS Vehicle Navigation in Australia at www.gpsvehiclenavigation.com/GPS/.

According to 4WD Victoria, 30 members makes us a medium sized club and there is no reason that our membership won't keep growing.

We have a couple of exciting things happening at the moment. Geoff Robinson is developing a club website, which looks better than some of the "professional" ones on the web. As soon as we sort out a company to host the site for us, it will be up and running. Hopefully by the end of March.

The other exciting thing is Marcus Nash has been approached by the owner of a company who is interested in sponsoring the club. A meeting is being arranged for Marcus and me to discuss his proposal with him. I will report further on this in the next newsletter.

In the mean time Geoff Robinson has donated the contents of a remote area First Aid Kit to the club and we are in the process of buying an EPIRB. These two items will ensure that in the unfortunate event of a serious mishap we will have them to assist in dealing with it.

The club is going a ahead in leaps and bounds at the moment and to continue that momentum all members need to get involved in some way. We will always need trips to be organised, so if you are thinking of going on a trip, contact Marcus Nash and make it a club trip. Club trips are not hard or time consuming to organise, so make your next trip a Club Trip.

In the mean time, I'll see you at the next club meeting or out on the tracks.

Upcoming Trips:

- Warburton 09/02/05 to 10/02/05.
- Wandin 4WD Show 20/02/05.
- Club Meeting and Shrine Tour 2/3/05.
- High Country Family Trip 9/4/05 to 13/4/05.

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Brothers In Arms *by Smokey*

Sunday 9th January 2005 was forecast to be a nice day, clear skies and 27 degrees. It was also the day of a Club trip to the Bunyip State Forest just east of Gembrook. Our trip leader was unable to make it, but 5 vehicles still went. Miraculously they were all Landcruisers again, which is becoming a habit we'll have to break. The meeting place was out front of the Emerald police station, which saw *el Presidentia*, Smokey, the Tabaka Twins, Robinson's Caruso's, and the Barry Bunch get away just after 10 for what was supposed to be an enjoyable day of four wheel drive



exploration. Wayne had a map and led the trip, but none of us had ever been there before.

Off Williams Road, there is a short deeply rutted track that climbs about 150 metres. Everyone got up no problems albeit with some diff scraping on the centre hump. A huge water filled bog hole was presented, which also offered a 'chicken' by-pass. Wayne was the only 'chicken' which is his right, no arguments there. Me being the next idiot in line, I went through

cautiously getting stuck in the process. A quick snatch from Wayne saw me out. Barbara, Mick and Geoff hit it with a bit more gusto getting through easily, only getting their bonnets coloured brown. A short distance up the road another interesting track led off and down to the right. As we were here to explore and have fun, Wayne dropped off over the top and slid 150 metres or so out of sight to the bottom. No problem, just keep going out the other end. Unfortunately, there was no 4WD negotiable other end. This meant Wayne had to come back up. With tyre pressures reduced further to 20psi, and 3 or 4 unsuccessful attempts, we were now faced with what Adrienne used to term "The darker side of four wheel driving". Somehow we had to recover Wayne's truck up a very steep very greasy distance of about 100 metres or so. Even with all the winch extension straps, tree protector straps and Geoff's electric winch cable joined together, we couldn't reach far enough. It was no use taking Geoff's truck part way down, as we'd then have two vehicles to recover, and a front mounted winch cannot winch a vehicle backwards without a lot of engineering which we didn't have. Time to get out Wayne's tirror and Smokey's snatchblock.

Fortunately there were plenty of big trees about. Hand winching operations began just after lunchtime in bright sunshine and mid 20's temperatures. Between Wayne, Smokey, Eddie and Geoff we must've added litres of sweat to the atmosphere. It was bloody hard work. A couple of hours of this had us in reach of Geoff's electric winch.





Brothers In Arms continued

With Geoff winching as Wayne drove, all went well for a while reducing the distance to about 80 metres. Wayne's diesel engine then stopped and refused to start again. Our suspicion was a lack of fuel as the gauge was on 'empty'. I took off to Emerald returning about 4 o'clock with more fuel. Wayne could only squeeze in about 7 litres before it started pouring out the filler cap. Eddie and Wayne bled the air from the system and got it going again. 5 minutes later we were back to square one sucking nothing but air again. Here's the explanation after some hindsight; when Toyota designed the Landcruiser, they put the gauge sender and pick up at the front of the tank. With the angle, there was no fuel up there, and no way to put in more. (I wished I'd thought of this before, we should've winched the truck back down safely, turned it around, bled the system, and bring it up backwards. Something to remember) The problem we had now was that without the added driving assistance of Wayne's truck, Geoff's winch was struggling to drag



the dead weight of 2.5 tonnes uphill, even with my snatchblock. It was decision time, get a tow truck. As there was neither sufficient digital or CDMA signal to make a phone call, Wayne and I drove about 10km until sufficient signal was obtained. To cut this part short, as I'm sure the others will add to it, the RACV would not come out. Gembrook 24 hour towing

probably would've, but Wayne decided he'd rather persevere than incur the expensive recovery costs. It was now tea time, and we'd been at it about 6 hours. Geoff's kids, who had been marvellous to this point, needed to be taken home and put to bed. Mick and Eddie were both working at 6 the next morning, so we wished them all farewell. Wayne and I got back on the tirror, taking it in turns and eventually rowing together side by side sitting down. We were both absolutely knackered. Sunset came, the stars came out and the temperature dropped nicely accompanied by a very welcome cool breeze. If I had to be doing this, I couldn't think of a better setting for it, it was magnificent. I'll admit that by 10 o'clock I was past it, but to Wayne's credit he just kept going, not a bad effort for a bloke pushing 50. Now within 50 metres of the top, I drove part way down, hooked up a strap, and with Wayne still winching off a tree, and a lot of wheel spin from me, we towed Wayne's truck over the top. It was now 1am. As Wayne collected up all the recovery gear, I bled the fuel system again which brought the engine back to life now on level ground. Another hours slow drive on reduced tyre pressures had us finally go our separate ways upon the safe arrival at a service station. To finish this, Wayne and I may have had some differences of opinion in the past, and will probably continue to do so, but you never leave a mate stranded. On this occasion, we were truly 'Brothers in Arms'.



Tallarook Trip Report *by Wayne Morgan*

Sunday the 23rd of January was a warm sunny day, ideal for a day trip to the Tallarook State Forrest near Broadford. Club members, Marcus, Barbara, Eddie and I were there with new members Ron and Robert. Robert is a writer for Overlander Magazine and was there also to take some photos of us in action for an article he is writing about the club to be published in Overlander Magazine later on in the year. The tracks around Tallarook are good fun with the terrain varying between steep, rocky, rutted and loose dirt. Most tracks are relatively easy in the dry as it was for our trip but can become a nightmare in the wet with many tracks being impassable. We made our way along the Jenkins Tracks, Tehan Tracks and up Rocky Track to the Mount Hickey watch tower area where we stopped for morning tea and Robert lined



us up for a photo shoot for the magazine. After this it was down Mountain Track, which doesn't matter if it is wet or dry, it is fun picking your way slowly over and around this track's rocks. A few tracks later saw us to Freeman's Picnic area where we stopped for lunch. This picnic area has campfire and toilet facilities, although the area is a bit run down and because the Department of Sustainability

and Environment does not provide a supply of firewood, half the rails from the post and rail fences are missing, no doubt used as firewood. After lunch we headed into the northern part of the forrest and made our way to the Falls Creek Reservoir. This is a very pleasant area to camp for a few days, we saw a guy fishing there. I don't know if he was catching anything but we saw him pulling in a few yabbies with a yabby net. Our day was

nearing an end; we had one more track to do on our way to Warragul Rocks. This last track is not named but I had been along it in 2002 and knew there were a few challenging sections. We got to the first of the challenging bits and got out to have a look. The first part was quite steep and deeply rutted followed by a rocky section that began with a large boulder at the start.

It is amazing how much the track had changed in 2½ years and was now quite difficult to tackle with a modified truck let alone our standard ones, so it was decided not to risk damage to our cars.

Marcus said he would give it a try in his modified Range Rover, which has a body lift and 35 inch tyres.





Tallarook Trip Report continued

As he went up the rutted section there was a loud bang, which we thought was his body hitting on the ground. After this he also turned around and we headed to Warragul Rocks on the main track. As we did this Marcus stopped to look at his back passenger tyre which was rubbing on a plastic trim on the front of the wheel arch. It



was soon noticed that the coil spring had partly jumped out of the spring housing. This was quickly back in its correct position by putting a hydraulic jack on the axle and jacking up the body until the spring could be levered back in. It was then noticed that the rear axle was out of alignment and the passenger side idler arm had broken the bracket on the chassis rail.

A number of options to get the rear axle back to its

proper alignment were discussed and a few were tried until the one that worked. This was achieved by looping a snatch strap around the axle and attaching it to the car behind. Marcus then attached his winch to a tree and winched the body forward. Once the axle was about right, a drag chain was wrapped around the axle and the rear bumper bar to stop the axle moving forward again. It was thought, which later proved correct, that the idler arm would not pull though the bracket.

Repairs were completed in 45 minutes and we then started to limp Marcus' car home. When we got to Warragul Rocks, which are on private property, we found the owner has blocked off vehicle access. He is probably sick and tired of the rubbish and dumped cars being left there. It was a slow trip



home but we got there safely with out any problems. Marcus got the bracket fixed the following day and is ready for the next trip. Marcus got the bracket fixed the following day and is ready for the next trip.

We all had a great day even with the hiccup of Marcus' car.



The Lighter Side Of 4 Wheel Driving

Ode to Wayne's Woes *by Anon*

Twas the time before lunch on a warm fine sunny day
Gembrook cruisers all did bunch Marcus absent, Wayne led the way

That large, daring puddle Wayne went round for safety sake
We studied in a huddle and Smokey went through but other side no make

Then pop to Wayne's adventure bubble nosing down new trail, steep and long
Skid not walk down track meant trouble even with boys muscles so strong

Little William who went for wee did cry from a oops unwanted shit
Such is life he is only three but never mind all the boys there did a bit

Slipping all over to try solve the riddle did Wayne and Jeff, Smokey and Ed
With winch, strap, snatch, they all fiddle but stubborn truck still played dead

For Robinson litter not too rough Caitlin and David busy watch goannas sleep
Dreaming of games powered enough all the mites never winged a peep

Heather, Barbara, Donna all wait, Mick with them made certain they safe
Nightcall of cots Wayne forced fate but Smokey stayed hand winching with waif

So this the darker side of four wheel driving A.M. 1.30 pull out they did make
Already to next track everyone striving as mind, heart, back did not break

Bumper Stickers

*Make it idiot-proof and
someone will make a
better idiot.*

*Work is for people who
don't know how to fish.*



Editors Notes

Hi All,

Well I must apologise for the January edition of the newsletter that did not eventuate. I battled on with my old computer over Christmas but it sadly died and with great anticipation I went and bought myself a lovely new one. Lots of teething problems but after a week I was beavering away again and felt sure my problems were overha ha ha ... it was not to be... old Murphy came right back and bit me on the proverbial backside. My Internet Service Provider (ISP) went on the blink and I lost all my emails and connection to the internet. If anyone has sent me any articles over the last few weeks that have not appeared please let me know and I will put them in the next newsletter.

I have since got a new ISP and after much gnashing of teeth, a few expletives (well a lot really) and a few prayers I have finally got to finish this newsletter. Please feel free to email with contributions for the newsletter. Remember that it is only as good as the contributors make it.

Stay safe.

Geoff.



Calling all artists and graphic artists

We need help from all you budding artists. The club needs a logo to suit its image and YOU can design it. Please forward all your designs to the editor.

All contributions can be sent to:

geoffrobinson1@optusnet.com.au





Trip Calendar

Date	Details	Rating	Trip Leader
9 Feb 05 to 10 Feb 05	Warburton Mid-Week Trip Meeting Point: Nunawading Police Station Time: 1030 am	Medium	Marcus Nash Phone: H: 9308 4869 M: 0410 249 183
20 Feb 05	Victoria 4WD Show Wandin See Notice in this newsletter	Fun	Marcus Nash Phone: H: 9308 4869 M: 0410 249 183
2 Mar 05	Club Meeting and Shrine Tour See Notice in this newsletter	Fun	Wayne Morgan Phone: W: 9247 6759 M: 0417 054 108
9 Apr 05 to 13 Apr 05	High Country Exploration Family Trip See notice in this newsletter	Moderate to Difficult	Kevin Dawson Phone: W: 9380 213 M: 0427 055 944



Trip Notice -Wandin 4WD Show

Dates: Sunday the 20th of February

Description: We will depart the Lillydale Police Station at 10am and head for the Wandin 4wd show, where you will be able to view up to 120 exhibitors and see modified vehicles being used across a variety of terrain. Some of these antics are amazing

Meeting place and time: Lillydale Police Station at 10am

Approx. distance: 150kms

Fuel requirement: N/A

Convoy limit: N/A

Trip standard: Easy any one welcome

Recovery equipment: N/A

Camping: N/A

Tyres: N/A

Provisions: N/A

Equipment: If you have one UHF CB channel 10 to be utilized unless advised otherwise.

Trip Leader: Marcus Nash

Contact details: in preference order:

E-mail: marcusnash@dodo.com.au

marcus.nash@justice.vic.gov.au

Ph (w): 9308 4869

(m): 0410 249 183

Please advise the Co-coordinator of your intention to participate,
Co-coordinator: Marcus NASH Please contact via internal e-mail



Trip Notice- High Country Exploration

High Country Exploration Family trip for 4WD and AWD April 2005

Dates: 9th to 12th - 13th April 2005 (Saturday to Tuesday - Wednesday)

Description:

Day 1 (4WD & AWD) will take us via Traralgon, Heyfield, then north from Licola via the Mt Tamboritha Road (2WD), out the Moroka Road (2WD), then depending on weather, we'll either camp on the plateau at 1500mtrs elevation to enjoy the view or at Horseyard Flat. (325km - approx 7 hrs)

Day 2 (4WD) we'll visit The Pinnacles Fire Watch Hut, (a short drive, a walk and climb of about 200mtrs) for one of the best 360 degrees view of the High Country you'll ever see weather permitting. (There is CDMA mobile coverage but no digital) We'll then descend into the Wonnangatta Valley via King Billy Bluff Track (moderate to difficult), ford the Wonnangatta river, Eaglevale Track & Wombat Range Track (moderate to difficult), descend Herne Spur Track (moderate to difficult), ford the Wonnangatta river another 6 times to camp somewhere in the valley (numerous camp sites by the river) (75km - 6 hrs) Day 2 (AWD) tag along to visit The Pinnacles Fire Watch Hut, (a short drive, a walk and climb of about 200mtrs) for one of the best 360 degrees view of the High Country you'll ever see weather permitting. (There is CDMA mobile coverage but no digital) There are other huts and lookouts to visit, including a very interesting 'rock scree' approximately 7km past the Howitt Hut.

Day 3 (4WD) can be spent doing whatever you please; local four wheel driving, fishing, sightseeing and relaxing. Wonnangatta Station homestead ruins and cemetery to visit. Day 3 (AWD) can be spent doing whatever you please; more local touring, fishing in the Moroka River, sightseeing and relaxing. From Horseyard Flat there is an excellent walk to the Moroka Falls and Gorge.

Day 4 (4WD) we'll leave the valley to climb the Zeka Spur Track (30km - 2 hrs, moderate to difficult) up to the Howitt Plains and Mt Tamboritha Road visiting the Howitt Hut, and possibly Guy's, Kelly's and McMichael Huts. From Howitt Hut it's approximately 85km and 1 1/2 hours drive down to the Wellington River campsites just north of Licola to camp. (115km - 3 1/2 hrs) *(As we'll be back on the bitumen then, for those wishing to continue home, this will be the end of the trip. Approx 260km - 4 hrs to the eastern suburbs). Day 4 (AWD) meet the returning 4WD's at Howitt Hut for a BBQ lunch, tag along to camp on the Wellington River or continue home as above.

Day 5 (Optional) (4WD & AWD) The last day is just travelling back home, you'll be tired (250 to 300km depending on where you live)

Meeting place and time: Opposite the Narre Warren police station at 10.00am
Melways (29th Ed) 110 F6

Approx. distance: 800km give or take some wheel spin

Fuel requirement: A full tank from Licola onwards (see notes below)

Convoy limit: No limit as there is plenty of room to camp.



Trip Notice- High Country Exploration (cont)

Recovery equipment: (4WD & preferably AWD) Snatch strap, 2 x rated shackles, recovery points front and rear, leather work gloves, shovel, axe, bowsaw as a minimum

Camping: BYO everything, no power available, pit toilets at some locations

Vehicle: It is your responsibility to ensure your vehicle is roadworthy and appropriately set up for the trip. (4WD) All Terrain tyres or better are required, highway tread tyres are not acceptable (no exceptions).

Equipment: (4WD & AWD) UHF CB required, Channel 10 to be utilised unless advised otherwise. Basic vehicle spares. First Aid kit. Fire extinguisher in a visible and accessible location. (4WD) Tarp or 'blind' for river crossings, consider snow chains.

Notes: This (4WD) route was scouted by Smokey in January 2005. You'll be able to purchase an excellent map for this trip for \$11.95 at the Licola Store. The weather was typical 'high country' and varied from mid 20's down to single figures. At times it was bright sunshine, then blizzard conditions an hour later. It will probably rain and may snow. You will need clothes for all seasons. The (4WD) tracks comprised mostly rock, with greasy red clay, there are some steep sections. The river crossings are all loose slippery rocky bottoms and were 300 to 500mm deep, and were not a problem on this scouting trip. For those that went with me last time, Zeka Spur Track has deteriorated. Although the total distance is not huge, you will use quite a bit of fuel which is nearest available at Licola (Visa accepted). I normally get 7 - 10 km/ltr, on this trip I averaged 6. Take jerry cans of extra fuel. I may be towing my small 'off road' trailer which weighs about 400kg and has electric brakes. Similar small braked trailers are acceptable, definitely no camper trailers permitted on (4WD) route for safety reasons. This will be a challenging trip. Expect you may need help. Camper trailers are most welcome for (AWD) Mt Tamboritha, Howitt and Moroka Roads are unsealed gravel and dirt in good condition. ***Strongly recommend parents consider administering appropriate medication to any children prone to travel sickness as there are considerable winding roads***

Trip Leader: Kevin DAWSON – Contact details in preference order:
e-mail: kevin.dawson@police.vic.gov.au

Ph (w): 93807 213
(m): 0427 055 944

Co-ordinator: Marcus NASH – Contact details in preference order:
e-mail: marcusnash@dodo.com.au

Ph (m): 0410 249 183

RSVP and 'Personal Details Forms' to Marcus by the end of March



Training Notices

WANTED

Club 4WD Training Instructors

4WD Victoria will be holding a 4WD Training Instructors' Course in the near future. At the completion of the course, students will receive a Certificate IV qualification.

Once the club has a number of our members qualified, we will be able to run our own training courses.

Any member who is interested in becoming a Club 4WD Training Instructor can contact me by phone or e-mail.

Wayne Morgan President

Mobile 0417 054 108

Email vicpol4wdclub@alphalink.com.au

Using CB radios whilst driving

By Smokey

Recently whilst on a Club trip in the bush, Wayne Morgan and I had a conversation concerning the use of CB radios whilst driving. Prior to the *Road Rules - Victoria* coming into force in 1999, it used to be an offence to use a hand held CB whilst driving.

It is NOT an offence to use a hand held CB microphone whilst driving

Road Rule 300 is herewith reproduced.

300. Use of hand-held mobile phones

(1) The driver of a vehicle (except an emergency vehicle or police vehicle) must not use a hand-held mobile phone while the vehicle is moving, or is stationary but not parked, unless the driver is exempt from this rule under subrule (3).

Penalty: 2 penalty units. *Note Emergency vehicle, park and police vehicle are defined in the dictionary.*

(2) In this rule—

mobile phone does not include a CB radio or any other two-way radio.

(3) This rule does not apply to a driver if the Corporation has, by notice in writing,

exempted the driver from subrule (1).



Club Meeting at the Shrine of Remembrance

The club had been given the very special opportunity to hold its next meeting at the Shrine of Remembrance at 6pm on the 2nd of March 2005.

There will be a tour of the Shrine at 6 pm followed by the Club Meeting at 7 PM. Parking has been organised and members can park at the Shrine itself (see map below).



The Shrine of Remembrance is Victoria's largest and most visited war memorial and is probably Melbourne's most recognised landmark. It is a permanent and lasting memorial to the ANZAC spirit which is confirmed by the number of visitors to the Shrine throughout the year and the many people who attend the more than 120 ceremonies that are held at the Shrine annually. The Shrine is located on Melbourne's most recognised boulevard, St Kilda Road, just south of the Melbourne central business district.

All members and prospective members most welcome.



Enter here (opposite the Observatory) and park next to the other vehicles.



Our Sponsors



896 Burwood Highway Ferntree Gully Phone: 9758 6444

Jay Newsome from “Mr Muffler” (Ferntree Gully) has kindly offered to look after all Victoria Police 4WD Club members on production of a membership card.



Special thanks to Bell's Hotel for hosting the club's monthly meetings

BELL'S HOTEL

Corner Moray & Coventry Streets

South Melbourne

9690 4511



Members Ads

Car Fridge For Sale

\$1000

1998 "I C Mate" 2 way (240&12 volt), 70 litre capacity, Internal stainless steel, External white sheet metal, 75mm insulation, Dimensions approx. 750x450x500
Seen and heard running, \$1700 when brand new

Contact Smokey for owners details

Milford Cargo Barrier

As new to suit 80 series
Landcruiser

Great to keep the gear in place and
the kids too?

(Please note: camping accessories
and children not included)

Asking \$100

Contact Geoff Robinson

M: 0411 234 679

H: 988 95965

