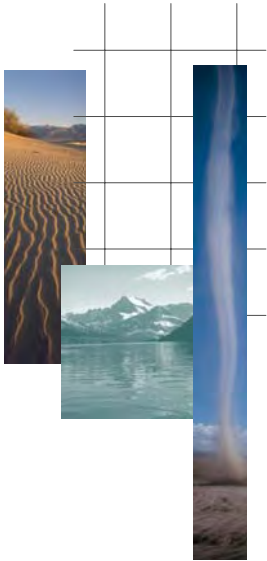




Victoria Police 4WD Club Newsletter

March 2005

Edition Six



Presidents Message

I would like to welcome our newest member, Steve Aicher from the MFB to the club. As the club steadily grows, it is necessary to again remind members that it is your club and you all have to help make the club successful. The committee will deal with the more mundane aspects of running the club but all members have to do their bit for the club.



That bit, is just to run a club trip. If every member of the club ran one trip a year, we would have two trips a month. Up until now, all club trips have been run by only three members of the committee. It is not hard to run a trip, to find out what you have to do get in touch with Marcus Nash, he has put together a small kit to help you make your trip into a club trip.

Upcoming Trips:

- Club Meeting and guest speaker from Yokohama 6/4/05.
- High Country Family Trip 9/4/05 to 13/4/05.

On another development, the club website is up and running, thanks to a lot of work by Geoff Robinson. His work has resulted in a very professional website, which has already drawn some praise from within the club and when you see it you will understand why.

You can find the site at:

www.victoriapolice4wdclub.org.au.



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Next month, Marcus Nash will be holding a Level Two First Aid Course for club members. This is the first of what will be an annual course, which will not cost club members anything to attend. To do a similar course with another organisation will cost you around \$250. The course will be aimed at what you will need to know if you encounter a problem on a trip. Class numbers are limited so get in early if you want to attend. See the notice else where in this newsletter.

See you on the track.



Your Committee 2005



Committee and members at the March club meeting

President - Wayne Morgan

wayne.morgan@police.vic.gov.au W: 9247 6769 M: 0417 054 108

Vice President - Kevin Dawson

kevin.dawson@police.vic.gov.au W:9380 7213 M: 0427 055 944

Secretary - Barbara Tabaka

barbara.tabaka@police.vic.gov.au W: 9247 6239 M: 0402 990 486

Treasurer - Cameron Sanderson

cameron.sanderson@police.vic.gov.au W: 9380 7212 M:0414 765 662

Equipment Officer - Justine Phelan

justine.phelan@police.vic.gov.au W: 9247 5741 M: 0438 606 701

Activity & Training Co-ordinator - Marcus Nash

marcusnash@dodo.com.au M: 0410 249 183

Public Relations Officer - Geoff Robinson

geoffreyrobinson@gmail.com W: 9256 4239 M: 0411 234 679

Ordinary Committee Member - Gary May

gary.may@police.vic.gov.au W: 9661 8106 M: 0415 400 101



Warburton Trip *by Marcus Nash*

It was Wednesday the 9th of February at about 4:30 in the afternoon when Gary May, John Horton-Crundall and I all meet at the Nunawading Police Station for an overnight trip to Warburton. As we left Nunawading the journey took us up the Maroondah Hwy through Lilydale and then on to the Warburton Hwy which took us right through to Warburton. We set up camp at about 6:00pm in the Warburton caravan park right next to the river. We then set about lighting a fire as it was certainly becoming colder. We



sat around the fire cooking dinner and telling war stories until about 11pm when we decided it was time to hit the hay as tomorrow was going to be a big day off road. We rose at about 8am to a nice cool morning, had some breakfast and packed up camp to head off into the forest. We left the camp ground around 9:30am and headed up to Big Pats Creek Road which saw us air down our tires and then head up Mississippi

Track which is maintained by the Pajero 4wd club of Victoria. The track had not long been graded which made the journey up a lot easier than previous times I had done this track. This track took us up onto Big Creek road and past a future camping area for another trip and we headed down Big Creek Road taking a track on the left which saw us end up on Fitzpatrick Road. We followed Fitzpatrick road down until Woods Track and we turned into Woods Track. It was quiet overgrown but the growth

disappeared soon into the track. We headed along this track for a while before we came across a tree that must have blown down during the recent storms which stopped us in our tracks. John then got out the chainsaw and began removing limbs from the tree as Gary and I started dragging them off the track. Twenty minutes later we were on our way again and the track saw us end up on Powelltown Road. We made a quick left and left again into Bennett's



Track, a small track which linked us on to Woodall Track. As we entered Woodall Track things became

interesting. The track started off flat and then began to climb. I came to a section which was steep and rutted at the top and as I got over this section I pulled over and got out to take some photos of Gary coming up the track.



Warburton Trip continued

As Gary came up this section his wheels began spinning and filled with mud quickly.



After several attempts it was decided that I would winch Gary over the crest. I turned my vehicle around and made ready to winch. Gary put his vehicle in park, pulled the hand brake on and got out of the car. The car sat there for ten minutes as we made ready to winch. Gary was standing beside his car when it moved, only a fraction and then took off down the hill with Gary sliding underneath the vehicle as he had slipped when it began to slide and his right leg became caught between the ground and

his side step. The vehicle rushed down the track toward Johns Defender, parked at the bottom of the track. The vehicle slid for about 50 meters with Gary sliding with it, before bouncing in the air and sliding sideways stopping halfway down the track with Gary lying on the side of the track. John and I rushed to Gary and I asked him where was he hurt and as a true four wheel driver he replied "Is me car damaged?" To my amazement Gary and his car came out of the incident with very few injuries. We got Gary up and John and I recovered Gary's vehicle up the track. The decision was made to turn around and head back down to the bottom of the track. We got down the bottom and had some lunch before heading home with Gary heading to the doctors.



All three of us on the trip were very experienced four wheel drivers and this just highlighted to me the importance of not becoming complacent but also remaining in the vehicle at all times when you are stuck.

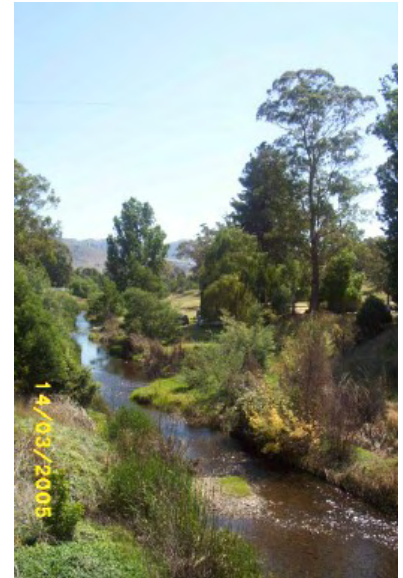
- Marcus



“Up the Creek” 5th Discovery Festival by Barbara Tabaka

When Angus McMillan made his way through the Swifts Creek swamp in 1839, he opened the way for Captain Lachlan Macalister to cut a track from Omeo to Gippsland Lakes in 1841. Little did he know he constructed the first official Highway in Victoria. Jack Swift may have been watching, but in 1850 he was more concerned in working the waterways for alluvial gold. Then the Kennedys came from Scotland, bringing with them a Gaelic word meaning ‘Castle’ or ‘Fortress’ and the town of Cassilis was born. Gold fever, mining fever and now 4WD fever. The gauntlet was laid. A rally that united gold, mines and 4x4. Unfortunately there was no time to advertise the event, but we did not let the VP4WD club down and once again two 60s cruisers came to the fore, taking on over thirty 4WDs to complete S/C Bob William’s nice and easy family outing rally.

Sunday’s 30° weather was nothing, as both Toyota air conditioners worked quite nicely. ‘Smokey’ Dawson’s No. 1 truck was very pleasant for wife Sheryl and kids Laura and Nicholas, but my No. 2 had to work a touch harder cooling down a hot



argument between my hubby Ed and myself on who will get first use of the steering wheel. He suggested flipping a coin and whilst I dug around for the gold he grabbed the wheel and that was it. Never mind, my preference is to lock the wheels and hit the tracks, not cruise on black. We had no dilemmas at being sent off from the Cop Shop second last as tactics were to follow tracks laid by those before and ensure we

always take the shortest route, but perhaps it was more the case of sleeping in after the card game around the campfire the night before. 10.30 am - reset of trip meters and go. There wasn’t any hurry as this rally was not based on speed but accuracy and more concerned on discovering the extensive history and experiencing the high country with its special environment. Smokey was confidently prepared, Sheryl making notes in legible handwriting and Laura and Nicholas’ fresh young eyes were so sharp they could count the number of marsh flies belting past. We in the No. 2 truck followed, but my eyes were quickly gaining a bloodshot glint. I never realized how hard it was to write, direct, produce, decipher, solve and keep telling Ed to keep his foot off the clutch all at once. The





Up the Creek continued

first directional clue was easy, waiting to take off we watched where all the others went, but from then on, ummm. Maybe fixed ideas were our downfall, "*superman's change room slowly dies*" sounded simple, but we can now swear there are no phone booths situated on any track in those mountains and with the very next one "*at the miners cottage behind a tree what is available to me?*" completed my demise. I was looking for miners cottages behind trees and Ed insisted to look behind a tree at the miners cottage. Confusing? Yes - especially when you have no idea what a miners cottage looks like. And that was only the 5th question and there were 60 to get through. But the 1st



place golden trophy looked more than nice so onward. Just as we were starting to focus in on how to answer the questions along came the left fork and goodbye bitumen and follow the yellow brick road. Usually Ed and I swap over, while he kneels to the wheels, but how was I to know he locked them before we started and so would not get out of the drivers seat. There must have been a rise in temperature as the air conditioning had to be increased to maximum for a while. What more, ever tried writing whilst on corrugation? We were there for a reason and couldn't let No. 1 truck get too far in front, so first low and into local history and the beautiful nature surrounding it. The arguments about interpretation were shushed when one of the answers was in fact an actual tour of the Cassilis mine arranged by the Festival. Deep in the tunnels (the answer for depth of the main shaft is 800 feet) we thought we were being given a sample of how a mine is worked, but that was not the case as it is a legitimately producing mine and when



the miner started drilling, never again will anyone complain about the noise mud terrains make on the open road. But then Smokey's truck decided it disliked the climb back and lost its cool, more to the point the radiator did. A couple of stops later we came across one of the hundreds of mine shafts luckily not only full of water but accessible and out came the empty lemonade bottles for filling and give the

radiator a cooling bath. From then on an easy drive to the lunch site but indeed from bad to worse. Not only all the steaks, bread and most of the snags were gone, not surprising since it was 2 o'clock, but we realized it wasn't the barbecue being re-stoked, the smoke was coming from our No. 1 convoy leader. The left front axle seal let go. Locking the hubs 'in' forced diff oil out onto the brake disc - lots of



Up the Creek continued

smoke and not much brakes. Smokey could get back to base delicately, but 4WD was definitely out. Well, shuffle around and the Dawson men officially pulled out and Sheryl and Laura (with their score sheet) hopped in with us and onwards. No. 2 truck now took the reins for VP4WD, pedal to the metal and headed for gold. As we made our way onwards, our mathematician Laura working out the formulae from numbers and symbols left on trees all over the place, Sheryl was truly surprised at the considerable difference between our GXL manual and her Sahara automatic when taking on ridges, piggy backing the highest hills around and roller coasting all over the place. Some of the views were truly superb but others still bore January, 2003 bushfire scars. And driving you had to really look around, not just concentrate on the deep ruts, or watch the lovely fluffy white cloud peeking at you straight ahead, or veer off into the jungle where the grader had sat for a minute. Coming far back in the field, you really could discern where some drivers earlier on actually turned into one of those grader tracks. The emerald phoenix of our Victorian highlands is getting back its beautiful green, but I noticed shadows were getting darker and making my camera with its 200 photos start to automatically flash. (Clasp your hands to your bosom and sigh thankful for digital, in olden days the trip to the chemist would have cost a small fortune, not forgetting how many times you left the cap on). With big smirks on our faces as all had combined to technically work out *"Tree: An Aussie pal that needs a clean?"* and Sheryl getting *"Mmmm...a ladies name chewing tree?"* we finally turned to the last page and saw 60. *"What does your trip meter say, at the end of the day?"* Yes, yes, yes I could answer that because I actually



remembered to reset the trip meter. One final rush involved a writing up the answers so that someone else could read them and get them in - it was two minutes to six when Sheryl and I headed for the finishing tape/shop to hand in our winners to find a lovely red sign on the door "closed 4pm - hand in sheets at the bar". Well, mosey on over to the pub, forms on counter and for us the rally was over. Back to the Jacuzzi in the

Tambo River and soak tired muscles after the long hard day, whilst watching yet again the men undergoing their usual wagging of backsides doing some sort of dental work under the hoods.

VP4WD is now acknowledged a medium sized club with its own website however still has only one handful of female members, but at least one of us is always in the start



Up the Creek continued

and get over the finish line unlike some other members. Not that I'm being sexist of course. Later at night still basking in that glory, a quiet walk to the pub to see the results and my confident balloon burst. From 30 entries the Dawson family finished 6th, including the acknowledgement that their cruiser pulled out due to mechanical problems, and Ed and Barbara Tabaka finished 26th. The shock was more that the Dawson ladies were sitting in my back seat on the second leg working out the answers with me. The results must have had something to do with question 4,

Superman's change room; there could be no other reason. Such a shock I didn't even open my bottle of Mt Markey Elderberry Port that I bought at the winery. In the morning pack up and take to the road. But then uniformed Bob arrived with two "trophies".



First award to Kevin Dawson's radiator - a bottle of Lone Hand Springwater stout to make sure it doesn't get thirsty again. Second award and "Up the Creek" rally Record to E & B - a special High Country Harvest bottle of oak matured Red Wine Vinegar for the Longest Time ever taken in the rally, noted as 6 hours and 1 minute. The 1 minute was getting to the pub. It

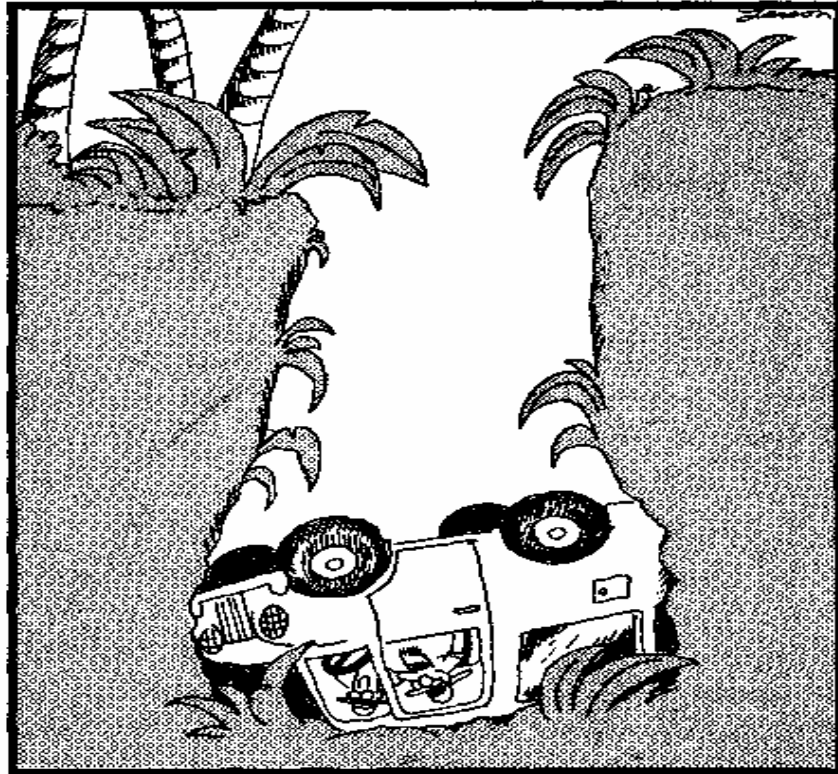
was a special bottle of wine from the local winery, but they waited so long for us it went a bit sour. Actually, I think the hours were tactfully entered since the rally is averaged 4-5 hours and we started 10.30 and finished 6pm. Now VP4WD has to come back next year and defend its crown (somehow I don't think we're in any danger of losing it). The long weekend was over and off we went into the rising sunset, in a daze of 6th and 26th, thirsty radiators wearing crowns and dreams of superman's change rooms hovering on the horizon. But the icing on the cake a certain big Senior Connie refusing point blank to release the answers so you have to come back to Swifts Creek to continue working out the answers and try for the 6th Discovery Festival trophy.

-Barb





The Lighter Side Of 4 Wheel Driving



"Of all the luck! . . . Are you sure it's in four-wheel drive, Saunders?"

Copyright Gary Larson

Bumper Stickers

*Time is what keeps
everything from
happening at once.*

*Few women admit
their age. Fewer men
act it.*



Editors Notes

Hi All,

Well another issue has hit the streets. It has been a hectic few months as both I and my wife Heather have started new jobs. Mine now involves a fair bit of interstate travel so I am a bit pushed for time. This unfortunately stops me going on some of the great trips and makes the newsletter deadlines a bit tight. If any readers feel that they would like to help out co-authoring the newsletter please contact me.

Any help would be appreciated.

Also please feel free to email with contributions for the newsletter. Special thanks to all those who did send in contributions especially Barbara, who never fails to come up with interesting ideas.

Remember the newsletter is only as good as the contributors.

Stay safe.

Geoff.



Calling all artists and graphic artists

We still 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. A list of proposed logos will be in the next newsletter.

All contributions can be sent to:

geoffreyrobinson@gmail.com





Trip Calendar

Date	Details	Rating	Trip Leader
6 Apr 05	Club Meeting and guest speaker from Yokohama tyres	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 Feb newsletter	Moderate to Difficult	Kevin Dawson Phone: W: 9380 213 M: 0427 055 944
	tba		
	tba		



Training Notice

Advanced Driver Training Courses 2005

The VAFWDC are advising all clubs and instructors that the next Advanced Driver Training Course will be held on the weekend of the 4th and 5th June this year, at the same Tallarook Forest Training Area as the last course. A further two courses have been planned for 24th and 25th September and 26th and 27th November. These courses are only open to drivers who have already completed an Association or Club Proficiency Course and have gained a reasonable amount of 4WDing experience. Participants would need to have the endorsement of their clubs as sufficiently experienced to participate. The experience of the last course means that participating vehicles will be restricted to those with low range ability, and sufficient ground clearance. This will unfortunately exclude a number of compact All Wheel Drive and Four Wheel Drive vehicles.

Being an advanced course, participants need to be aware that the program is demanding of both driver and vehicle and that there is always the possibility of vehicle damage occurring. Please take this into account.



The cost of this course will be \$295-00 for the 2 days. The driver only will be trained; however, they are welcome to take a passenger/family with them. They will need to be self sufficient and take their own food, water (drinks), camping gear, cooker etc. although there will most likely be a fire which could be used for cooking - fire restrictions permitting). If you wish to participate please contact Activity & Training Co-ordinator - Marcus Nash (marcusnash@dodo.com.au) (Mob: 0410 249 183). Applying to attend the course does not guarantee availability! All applications will be checked for suitability of both driver and vehicle to complete the course. Vehicles deemed not roadworthy will not be permitted on the course.



Notice of motion to change club rules

Wayne Morgan moves the following amendments to the club rules.

Club Rules

25.1. The officers of the Club shall be--

- (a) a President;
- (b) a Vice-President;
- (c) a Secretary;
- (d) a Treasurer;
- (e) a Activity/Training Coordinator;
- (f) a Equipment Officer;
- (g) a Public Relations Officer; and
- (h) a Ordinary Member.

Delete the phase “/Training” from sub section (e).

Include a new sub section (i) a Training Coordinator.

Appendix 3

Delete existing Membership Application Form and replace it with the new form.

Note: New form available from Wayne

Appendix 6

Activity & Training Coordinator

- 4.1 The Activity & Training Coordinator shall arrange and coordinate club trips and activities and compile the Club Calendar.
- 4.2. Provide guidance and relevant correspondence to Trip Leaders.
- 4.3. Maintain a register/database of club activities and activity participants.
- 4.4. Coordinate the club’s training requirements.

Delete the phase “& Training” where it occurs.

Delete sub section 4.4.

Included the following section.

Training Coordinator

- 9.1 The Training Coordinator shall arrange and coordinate the club’s training requirements.



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