



Victoria Police Four Wheel Drive Club Newsletter

August 2006



Upcoming Trips:

Monthly Meeting—6th September

Typo Station—12th to 22nd September

Monthly Meeting—4th October

President's Report - August 2006

Hi Fellow Members,

Annual General Meeting

The AGM was held on 2/8/06, Marcus Nash was re-elected as the Vice President, Marc Drew and Gary May continue in their positions as our Equipment Officer and Ordinary Member respectively.

We welcome Cameron Sanderson back onto the Committee as our Training Co-Ordinator. Cameron was our first Treasurer but stood down after our first year due to work commitments.

The Secretary position is again vacant with Justine stepping down. This position is proving a bit difficult to fill as it must be filled by a police employee. It is not a big job, the main responsibilities are producing the meeting agendas and doing the meeting minutes.

If a police employee member is interested in the position or want to find out a bit more about it, ring me on 0417-054-108.



Changes to the Club Rules & By Laws

At our September meeting we will be deciding on changes to the Club Rules and By Laws. Earlier this year it was thought that after eighteen months of operating the Rules and By Laws needed to be reviewed to ensure they reflected how the club goes about its administration etc.

There are quite a few amendments being put forward but most of them should not take long to discuss.

There are of course a few that will be the subject of healthy debate, so I ask all members who are attending the September meeting to carefully read proposed amendments in the meeting agenda so that you understand before the meeting what is being proposed. That will help keep the meeting from going to long.

See you soon

Wayne Morgan

President

Mobile 0417-054-108

Email webdmorg@exemail.com.au

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OUR COMMITTEE**President - Wayne Morgan**

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Ordinary Committee Member - Gary May

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Changing Address or other Contact Details!!

Please advise Club Secretary or President.

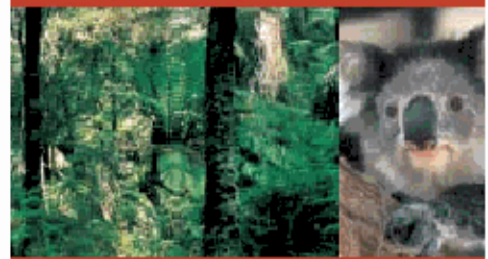


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From the Editor

A big issue this month with a few reports (including my report on our trip to Fraser Island).

Great to see our training program getting in to full swing and inside are reports on the two courses that were conducted in the last couple of weeks. I was really disappointed that I could not attend the winching course however I am all ready booked into the next one which from the look of it is essential knowledge for any 4WD'er. Have a look at our training program and book in to any courses through our new Training Co-ordinator Cameron.

That all for now—but please, please send those articles, snippets, etc.

Steve Aicher—Public Relations Officer

Top Ten Old West Phrases That Will Never Sound The Same After That Damned Gay Cowboy Movie

1. "I'm gonna pump ya fulla lead!"
2. "Give me a stiff one, barkeep!"
3. "Don't fret---I've been in tight spots before."
4. "Howdy, pardner."
5. "You stay here while I sneak around from behind."
6. Two words: "Saddle Sore."
7. "Hold it right there! Now, move your hand, reeeal slow-like."
8. "Let's mount up!"
9. "Nice spread ya got there!"
10. "Ride'em cowboy!"



and



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Reports



Club Training

On the 14th and 15 of July Denis Fry, Robert & Wendy Garside, Lorraine Walker and Lorraine Milic-Zumberski attended the club's second Proficiency Course conducted by Club Instructors Steve McWiggan and Wayne Morgan. The driving component of the course was done at the Metropolitan Traffic Education Centre in North Bayswater.

The recent rain made the area wet and slippery, which enabled the participants to practice their mud driving skills in the training area's bog hole.

Denis and Robert, who have both been driving 4WD's for some time, said they were glad they did the course as despite their 4WD knowledge, they still learnt more from the course.



On Saturday 29th of July Wayne Morgan, Eddie and Barbara Tabaka, Gary May and Trevor Powell attended the Mt Disappointment area for the Winch Recovery Course conducted by Club Instructor, Steve McWiggan. They all learnt the proper and safe use of an electric and hand winch used to recover a vehicle.

They all had a go at operating a hand winch using one snatch block then two snatch blocks to reduce the amount of effort needed to winch a Landcruiser up a steep hill.

Club Instructors Needed

The club needs more Club Instructors to help Steve and Wayne out in training club members. If any member with more than two years off road experience is interested in becoming a Club Instructor, contact Wayne Morgan on 0417-054-108 for more information.

Wayne Morgan

Winching Witch of the West

It must have been a cold morning, as those standing on the footpath seemed to be smoking without the aid of a cigarette, but 9am under Mt Disappointment last day of July seems to cause that. While waiting for Marcus to appear, we did a quick drop into Safeway across the road only to be told the chooks were just put on. So back again with bread for salad sandwiches and learning that he wasn't coming.

Onwards and upwards and following "master of the winch" Steve and his mate Glen, were Trevor, Gary, Eddie and myself, with Wayne riding shotgun. Onto the beaten track and after quite a bit of a cruise, Steve found a bog hole, well the water didn't quite reach the hubcap and wasn't chassis long, but adequate to be shown what to do.



In I went, being the one who always got bogged anyway and out came the equipment. Eddie's 'maiden' tirfor was chosen for the task and Steve, Trevor and Wayne had to solve the problem of why it didn't work. They might have been annoyed, but it gave a good explanation of how a hand winch operates and simply a small stick pretending to



be a pin proves improvisation does work.

Once everything was strapped correctly with a "why is it so", pulling a 60 series Landcruiser along could be classified as child's play, that is of course if you like rowing as a pastime. Even Gary who had just come out of hospital and decided to attend at the last minute agreed he found it easy. Then came the swapping of hand winch with an electric and procedures of the do's and don'ts were introduced, especially what to do with the hand control. As we watched an hour of rowing in drenched t-shirts replaced with a half hour of standing around freezing to death we had ample opportunity to decide about getting an electric, watching what it can do as against where it can do it and it's maintenance.

For some reason Wayne's Cruiser was chosen for the second lecture - how to pull a truck up that's sitting halfway down a steep track. On with the straps, connected correctly of course, some tree protectors, a bit of rowing and all cars accounted for. The work may have been slow, tedious and uncomfortable especially when it started to drizzle, but knowing you will get home that night made it worth while. And home we got, happy in knowing the money forked out to buy the tirfor was most definitely worth it and it now has a permanent home in the back, no matter where we go.

INTERMEDIATE

Eddie and I were wondering what Steve had waiting for Bronco and ourselves for the intermediate course. We were meeting at his house other side of the Dandenongs and he assured us he had a good spot to do a bit of training that was a short drive away. He wasn't wrong. 30 minutes later we were sitting in a gravel pit, Bronco's Pajero checking out the conditions with Steve as passenger. My passenger Eddie, Wayne in back seat and me hanging onto the diesel Cruiser's steering wheel stunned with what have we got ourselves into.

Steve confidently assured us he knows this area intimately, and as the tracks are actually used for 4wd ambulances and fire trucks, it should be a breeze for us.

Taking the easy way first, all we had to do was start up the ramp in front of us. 45° going up into the clouds. The thing being of course we have to stop halfway, back down and try again. While Bronco and Steve waited for me at the top, I tried again this time trying the



worse. One time the other vehicle were observer exited vehicle rather hastily think there was mention of a cliff.



next gear. From then on, things just got rather interested watching as trainer and while it was still rolling to a stop. I

With Steve by my side, on we went and really we should have come here for the earlier winching course. You name it, we did it, missing only a visit to the Yarra River in the valley below, I think only because we didn't have a blind. I don't know how Bronco was going in his truck, but for the first time my lovely hubby was dead silent as a professional trainer really took me through the wringer. When we swapped over, Eddie really slogged through the mud and climbed with confidence, only because he had hung onto every word explained to me and all the identical bad habits we shared had suddenly disappeared. All you ladies out there - your predicament, either let the other half drive first so you know what not to do or you go first and not end up trying get through the quagmire created by those on the first lap.

In one section Bronco had to take the low road as he would definitely have left his sump behind, but of course every diesel cruiser has no problems doing a 270° turn around a tree on a deer trail and then climb down the escarpment and do a 90° pinhead turn to get back on the track using only the starter motor. Or there was the time where the winch course really showed it's true value. Bog is one thing, but this was truly stuck the trees you were swinging into were getting more than uncomfortably close - for both of us. Steve was a bit concerned about having to go back to get his truck and winch but a certain diesel mad driver was more than stubborn and when Steve and



Steve was a bit concerned about having to go back to get his truck and winch but a certain diesel mad driver was more than stubborn and when Steve and Wayne finally got through to him what they meant by swinging the steering wheel, not just delicately wiggling it, Eddie copied a formula 1 driver on a child's swing and got out. Then out came the straps and typical male, just as a sigh emanated from a much relieved Bronco as the tow took hold and he started skimming over the top of the honey someone stopped and exactly where we were stuck he settled with a much greater swing into the bush.

For a while there things got a bit delicate as Wayne and Steve had to combine in pushing Bronco away from the waiting trunk but with a final heave and a bit more pedal to the metal the mud's vacuum popped and he was out. (An item Steve brought up at the winch course!) Hopefully the scratching can be removed with a light cut and polish.

We finally got back to the gravel pit, and after a few up and downs the petty little ramp to get some nice snapshots we were ready to call it a day. Mind you, we must have looked impressive, a group of bike riders were in the pit as well, and even from the top of the hill you could see their jaws drop and eyes pop out as we easily meandered our way to the top.

Barbara Tabaka

Fraser Island - Sand, Snakes and no Dingos (almost)

On our recent trip to Queensland trying out our new camper trailer we thought we would have a look at Fraser Island. Here is my report -

Day 1 - We boarded the Inskip Point ferry at about 9.00 a.m. The trip across to Hook Point takes about 20 minutes and costs \$75 return. I had been warned about the beaches at both ends of the ferry ride because of the volume of traffic in these areas but making sure I had dropped my tyre pressure well before hitting any sand meant we had no problems getting on or off the beaches at either end. We had been unsure of what there was to see and do on the island so we had booked through the QPWS, 2 nights camping at Central Station (central part of the island) and 2 nights at Waddy Point (northern end).



We had timed our arrival on Fraser Island pretty close to low tide, so after leaving the ferry we were able to travel 35 kilometres to Eurong along the eastern beaches. Fairly easy driving on the sand as long as you took it easy (speed limit 80 k.m.h.), kept an eye out for creeks crossing the beach and you were aware what other vehicles on the beach were doing. From Eurong it is about 16 k inland to Central Station. We had wondered why the speed limit on all inland roads was only 30 kph - we soon found out. The roads obviously have little or no maintenance done to them. In the main they are basically sandy rutted tracks (the worst seem to be those constantly travelled by the 6WD tourist buses) however even though the Suzuki may not have the greatest ground clearance we had no problems travelling on any of the "roads". I thought the 30 k.m.h. speed limit may have been a bit optimistic because for the whole time on the island tracks I very seldom got any where near it!!

We finally arrived at Central Station about lunch time and set up our tent. Quite a lovely spot in amongst the rain forest! The facilities were excellent.



The main camping grounds on Fraser Island are now fenced off to prevent dingos entering them. All the literature we had read about the island warned us to be "Dingo Safe" and what you had to do e.g. keep food in car or locked up; hide your smelly socks, etc. We expected to see quite a lot of dingos in our travels.

For the rest of the afternoon we explored the southern part of the island. We did not see any dingos.

Day 2 - We thought today we would try some of the suggested scenic drives. We headed up the beach to the start of the Northern Forest Scenic Drive, having a look at Rainbow Gorge and the Knifeblade Sand Blow along the way. About 5 kilometres up the Northern Forest track



we came across a large carpet python on the track. It was long enough to go about ¾ of the way across the track and as the track was fairly narrow we could not pass. From the large bulge in its middle it had obviously just eaten breakfast and was enjoying a morning kip. It did not want to move. A Troopie load of backpackers pulled up behind us and between us all we tried yelling, throwing things, jumping up and down but the snake was not going to move. In the end I did the brave thing and poked it with a stick (the longest one I could find). The snake still did not move but it at least it coiled up its tail which gave us enough room to get around it and continue on.

The rest of the day we travelled many of the tracks on the island through some very varied vegetation and passed some beautiful freshwater lakes. It took us most of the day to navigate our selves back to Central Station. Still had not seen a

dingo!

Day 3 - We relocated camp to Waddy Point today. This meant a drive of about 70 k up the eastern beaches. Along the way we stopped and had a look at Eli Creek and the wreck of the Maheno. At both of these locations you have to keep a look out for tourist aircraft which will drop out of the sky and land on the beach in front of you. Eli Creek is probably the deepest creek we had to cross but even then was only about 6 to 10 inches deep but could be a lot deeper during rainy times. We reached Waddy Point Campground about 2 p.m. and set up camp and went for a wander along the beach to Waddy Point. It is a beautiful beach and great for fishing. That's right - still no dingos.



Day 4 - We thought that this day we would have an easy day. We took a morning run across the island to Wathumba on the western side. On the way encountered another snake across the track but this one had left enough room to get around him. Wathumba has a beautiful inlet and sand flats and we spent time chasing the blue sand crabs, which would scurry in big groups across the sand until you got too close at which stage they would, almost as one, screw themselves into the sand and disappear. On the way back we dropped in to Orchid Beach settlement to get some fuel (\$1.80 a litre) and fill the 4kg gas bottle (\$29 - \$9 at Bunnings). Had a relaxing afternoon during

which we talked to the ranger. Having explained that we hadn't seen a dingo he suggested we go down to the beach at sunset as there was usually a few around then. We followed his advice but the dingos were not playing the game - still hadn't seen one.

Day 5 - Low tide today was at about 11.00 am so we had a leisurely breakfast, made up camp and headed off for the 100 odd kilometres back to Hook Point. This was a Saturday and we couldn't believe the amount of traffic on the beach. Most of the other times we had driven on the beach we encountered a few vehicles but on this morning it was a constant stream going both ways. I suppose when you consider that Fraser Island is only a couple of hours drive from Brisbane you can understand the amount of weekend traffic



it has. The drive back was fairly uneventful until we were about 10 kilometres from the ferry, when, you guessed it, we saw a dingo. A lone dingo appeared on the beach for about 10 seconds as we drove past. Well a least we could say we saw one!



Fraser Island was a great way to spend a few days. Take away the fact that the roads were pretty rough the driving was not too difficult. The island is a fisherman's and beach goers paradise. If you haven't been give it a go!!

Steve Aicher



Product Report: Camp Ground Corner

Land Rover Club of A.C.T. Four Wheel Drive Touring and Camping Site CD

The Landrover Club of ACT have recently released a CD with information on camping grounds and recreational areas as well as 4WD Journeys, Lookouts, Heritage sites etc, all designed to be explored on a PC computer, including a laptop in a vehicle.

The product, known as Camp Ground Corner, is installed from a CD which can be obtained by purchasing from the Land Rover Club ACT website. Copies of the CD are \$25 each, with bulk copy rates available to clubs (better rates for quantities of 25 or 50 CD's).

The product covers the locations of more than 200 camping grounds, lookouts, heritage features, treks etc and is focused primarily in the ACT, South-East NSW regions.

Navigating on the main map page provides the ability to zoom in to any area, and further information is available by clicking directly on the required map region.

Each location included General Comments, Costs, and the Upsides and Downsides of the location, and in many cases some history of the area etc, and each site gets a 'score' out of 5.

The Land Rover Club advise that the CD also includes some sites from the Flinders Ranges, outback Queensland and Western Australia, but the main focus at present is NSW and ACT. Notwithstanding this, it is obvious that the product is capable of further expansion as additional site reports become available.

The CD comes with extensive integrated help, links and other technical information, as well as tips on responsible Four Wheel Driving.

Click for more detailed map - [I4_083110.htm](#)

LAND ROVER CLUB ACT

Selection of items visible on map

- 4wd Treks
- Rest Spots
- Recreation Areas
- Lookouts
- Heritage Sites
- Camp Grounds
- Attractions
- Localities
- Rail lines
- Roads Freeway
- Roads Primary
- GPS plots
- Water Bodies
- Water Courses
- Builtup Areas
- State Forest
- National Parks

Zoom Out 175 km

While many of the described locations are accessible to two-wheel drive vehicles (e.g. roadside rest areas) the product is still probably a worthwhile addition to anybody considering travelling into NSW regions, and will certainly be a useful tool as more descriptions become available for other areas.

For more information:

<http://www.lrc.org.au/cqcorner/web/index.htm>

Waratah Gully

Rating (of 5)

Description: NPWS bush campsite with minimal facilities.

Location: 37° 00' 09.60" S -37.002667
149° 23' 04.20" E 149.394500
Co-ordinates accuracy: GPS_WGS84
Location description: Approximately 20km SE of Bombala.

What's there

General comments
A good bush campsite a short distance from Bombala. It is 2WD accessible in dry weather only and has vehicle access to campsites. It is capable of accommodating 12 tents or 6 trailers.

Costs
No fees apply.

Upsides
Shady in old growth forest. Central location for several bushwalks.

Downsides
Hard stony ground. Logging operations in the nearby State Forest may require a southerly detour via Monaro Highway and Northern Access Road.

Upcoming Training Courses

MARCH			
Completed	Proficiency 4WD Training Course City and Bayswater North	Training	Club President
JULY			
Completed	Proficiency 4WD Training Course City and Bayswater North	Training	Club President
Completed	Winch Training Course Mt Disappointment	Training	Club President
AUGUST			
Completed	Intermediate 4WD Training Course City and Mt Disappointment	Training	Club President
SEPTEMBER			
Friday 1 Saturday 2 Sunday 3	Chainsaw Training Course City and bush location to be de- cides	Training	Club President
Friday 15	Trip Leader Training Course City	Training	Club President
OCTOBER			
Friday 13 Saturday 14	Proficiency 4WD Training Course City and Bayswater North	Training	Club President
Saturday 28	Winch Training Course Mt Disappointment	Training	Club President
NOVEMBER			
Saturday 4 Saturday 18	First Aid Level 2 Training Course City	Training	Club President

SEE CLUB WEBSITE FOR FULL DETAILS OF COURSES AND VENUES

Proficiency 4WD Training Course

Certificate: 4WD Victoria Certificate. Cost: \$50.00 per member.

Intermediate 4WD Training Course

Certificate: Victoria Police 4WD Club Certificate. Cost: \$50.00 per member.

Advanced 4WD Training Course

Certificate: Victoria Police 4WD Club Certificate. Cost: \$50.00 per member.

Winch Training Course

Certificate: Victoria Police 4WD Club Certificate. Cost: \$20.00 per member.

Level 2 First Aid Training Course

Certificate: Accredited Level 2 First Aid Certificate. Cost: \$50.00 per member (Family welcome).

Trip Leader Training Course

Certificate: Victoria Police 4WD Club Certificate. Cost: \$20.00 per member.

Chainsaw Training Course

Certificate: Accredited Chainsaw Certificate. Cost: \$50.00 per member.



Club Calendar

For Full Notices & All Details, Please Visit:

www.victoriapolice4wdclub.org.au

Date	Details	Rating	Contact
6th September	Club Meeting—Guest Speaker (Motorway Tyres)	Serious Fun	Club President
12th- 22nd September	Typo Station—Wyperfeld	Medium	Club President
4th October	Club Meeting	Serious Fun	Club President
1st November	Club Meeting—Guest Speaker (Global Integrated Technologies)	Serious Fun	Club President
15th- 23rd November	Typo Station—Alpine Area	Medium	Club President
6th December	Club Meeting—Guest Speaker (Royal Flying Doctor Service)	Serious Fun	Club President



Woman Driver of the Year Award



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Mobile: 1300 72 4 784

& also at:

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Phone: 9326 0808

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