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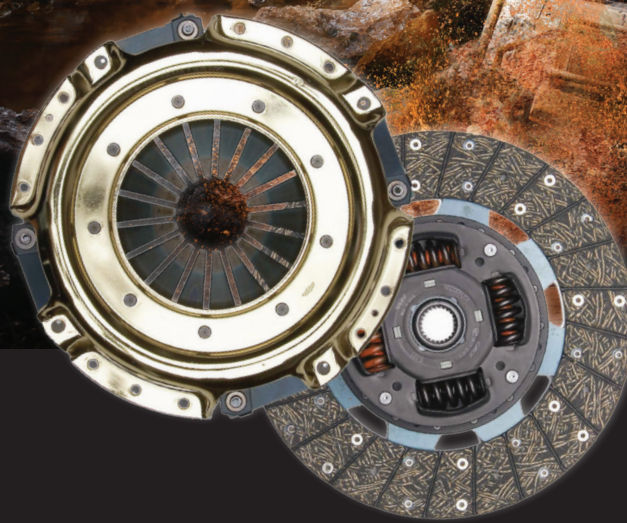
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The peak representative body for all Victorian four wheel drivers since 1975

Victoria Association of Four Wheel Drive Clubs Inc.
PO Box 292 Mitcham Vic 3132

Phone 03 9874 7222

Email office@fwdvictoria.org.au

Website www.4wdvictoria.org.au

ABN 40 891 301 368

ASSN A0013539S

RTO 21605

Print Post PP 100005076

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TRACKWATCH

Editor Brian Tanner (Toyota Land Cruiser Club of Victoria, Geelong FWDC)

Email editor@fwdvictoria.org.au

Individual Contributors

Brian Tanner, Wayne Hevey, Greg Rose
Russell Dent, Sharyn McGregor, Prue Hasler

Production Brian Tanner

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From the President



Summer is Gone!!

Winter is definitely upon us now, if you are like me that is; unlucky to stay home over winter we are definitely experiencing some very cold weather at the moment. Where I live, the snow on Mt Baw Baw is certainly letting us know its there with the temperatures dropping severely these past weeks. Trips into the Snow areas obviously introduce differing challenges to dry weather conditions, so ensure you are well protected and your trips into the snow areas are well planned.

Victorian Govt Funding

As we all know for some years now we have been provided funding from the Govt. This year our funding has been extended to \$100,000.00 which we are so very grateful to accept. The Govt policy regarding funding has changed somewhat and so the days of receiving \$200K+ need to be approached differently from the past. The funding initially was to be provided on a sliding scale over 3 years until our RTO was fully self sufficient and able to support the organisation without assistance from Govt Funding, however, that was some 8 years ago and we believe we have done well to have achieved it for so long.

Snow Affected Travel

Four Wheel Drive Victoria have been alerted that the recent icy weather has created heavy snow falls in some areas. Mt Stirling Resort will be closing a number of their gates along Circuit Road from *MIDDAY*, Friday 3 June 2022, at Howqua Gap, King Saddle and Telephone Box Junction. A number of roads within the Mansfield State Forest have been impacted by the recent snow, causing trees to fall, and many roads are impassable including Carters Rd Extension, No 3 Rd and Circuit Road. Vehicle access is not currently possible to No 3 Hut and Craig's Hut.

Please do not attempt to drive through heavy snow, as the road can be unsafe and fallen trees may block your way. Road closure info can be found on the More to Explore app and

the MapShare web-site as well as on Parks Victoria web-site. (click on the More to Explore tab to access road closure info) –

Seasonal Track Closures

Please check the web site to determine what tracks are closed and when they will reopen.

Regional Reps Meetings

Four Wheel Drive Victoria are back to hosting face to face regional representative meetings the first for the year was held over the 21st and 22nd of May 2022. The weekend saw us out enjoying the sunshine and exploring the Mt Cole area on Saturday. Sunday had the official meeting in the DELWP offices in Beaufort.

Davies Plain VGO Inspection

The next leg of the consultation process for the Victorian Great Outdoors works has been completed. Four Wheel Drive Victoria CEO Wayne Hevey has been out with members from Parks Victoria to review upgrades to tracks and campsites to the Davies Plain Iconic Drive. From all accounts the trip was a success with planned upgrades to encourage vehicle dispersed camping through the Iconic Drive.

Presidents Meeting

On the 9th of April there was a successful Presidents meeting held at Currawong Park. All club presidents were encouraged to attend either in person or via zoom. The meeting was specifically called to address and discuss the proposition of Four Wheel Drive Victoria purchasing its' own premises as corporate headquarters for The Victoria Association of Four Wheel Drive Clubs. All invited Presidents were provided with background information on the proposition and FWDV President, Eric Bishop, gave a PowerPoint presentation on property acquisition to those in attendance.

Further discussion ensued together with a commitment to provide a

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business plan at the next Presidents meeting which will be held on August 6 (venue to be determined)

Clubs visited

As promised Wayne Hevey and myself have been visiting clubs to discuss the issues of importance to clubs. So far four clubs have invited us to visit they being; Gippsland 4x4, MJOC, LROCV, with the next club being the Pajero Club. Please note the visits have been well received and informative. Please don't hold back if you would like us to visit and provide answers to anything that is an issue for your club.

Club Delegate Meetings

The next initiative of meetings is to reintroduce the club delegates meetings on a quarterly basis. More about that later.

Sat Phone Education Night;

This great initiative was held at the Mulgrave Country Club on 26 May. The presentation was highly informative and well received. Great door prizes were provided and the food was sensational for those that visited they would not have gone home hungry. We intend to have more presentation nights like this in the future.

Life Blood Challenge

The Four Wheel Drive Victoria

Lifeblood Challenge is in the final month! There currently are 181 total donations which equals around 543 lives saved! An incredible effort. It would be amazing to be able to reach 200 donations by the end of the challenge so please roll up your sleeves and donate today. There are a few tokens of thanks to be given out to clubs for various achievements throughout the challenge, such as most donations by any club; most donations by a club per membership; most donations by a single member as well as other accomplishments, as a way of saying thank you for donating.

Also a big thank you to those supporters, The Satphone Shop, ARB Kilsyth, and The 4WD Shack Boronia.

4x4 QA issue

Thus far I have received 2 only reports about dodgy works out of the major 4x4 workshops, unless I receive some more reports pertaining to poor quality works coming out of these workshops I cant really approach these companies to discuss what can be done to improve the performance of some of the highly popular 4x4 outlets.

Keep the shiny side up during this winter and enjoy your travels.

Eric Bishop
President

Mt Skene Permits

The Mt Skene permit system is now open for applications for 2022. The road is closed from 16th June 2021 until 27th October 2021. If you would like to apply for a permit to drive the Licola-Jamieson Rd please login to the website, click resources and under Track Permits you will find all the information about the MOU and the permit to download and send to projects@fwdvictoria.org.au. Please note the section listed at the bottom about which dates are full or close to capacity.

Seasonal Track Closures

Seasonal Road Closures came into effect on the 16th of June 2022 until the 27th of October 2022. Please follow these track closures and plan ahead to make sure you are not caught out.

A full list of closures from both Parks Victoria and DELWP can be found on Four Wheel Drive Victoria's website, www.fwdvictoria.org.au, under Resources -> Track Closures.

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As I put fingers to the keys, we are settling into our new offices above where

we have been operating from for the last six years, enjoying the views towards the city through very gloomy and threatening skies. This will be our home for at least the next year with the hope that at some point we will find a place to call our own and finally set ourselves up forever!

After six very appreciative years, our income from government funding is ending at the end of this month. We are now being offered a one year commitment at a reduced amount given the pending election later in the year, we will still need to complete our agreed KPI's to ensure we have the evidence to encourage a longer term deal that we have become accustomed to. This aside, we are looking to increase one other income stream, that being the RTO which has already shown steady growth this financial year. It is in our best interest to make sure that we continue to build this area by increasing all aspects of what is necessary such as our instructor base, our Toolangi training facility and of course our overall client base. We have already built a very sound clientele based on very professional, competent commitment to delivering products which are second to none which are verified by the comments from those being trained.

We have unfortunately lost Sheila Douglas as our training manager who has left us to attend to family matters amongst other work duties, we thank her greatly for her four years' service and wish her well with everything she does into the future. Our new RTO/Compliance manager is Micah Spedding who brings many years of experience with the SES as their

Western Regional Manager and currently who is the training manager for Lifesaving Victoria. Micah has also been training for us on a regular basis over the last few years both as an accredited and proficiency instructor. We look forward to working with him into the future with the aim to increase our training capabilities by introducing other units of competency into the line of products we offer.

We recently held our first face to face Regional Representatives meeting since 2018 in the DELWP office at Beaufort in western Victoria. Prior to the Sunday meeting, we had a wonderful excursion into the Mt Cole and Mt Buangor regions led by two very competent Parks Victoria rangers. Alex and Rory provided excellent commentary throughout the day on everything from the landscape we travelled through to the names of the geologic rock types, trees, and indigenous backgrounds, which we all found incredibly insightful. The official meeting on the Sunday was full of interesting commentary from all our own representatives and those from both DELWP and PV. This meeting showed the importance of being able to come together in one space rather than sitting behind computer monitors, as it really does build the bond between us all. It gives credence to what we are continually striving to do in forming this worthwhile partnership with the land managers which in turn leads to better communication all round. I look forward to the next meeting in October this year, venue is still to be decided.

Club meetings are something we are trying to get out to on a more regular basis. I recently met with the Albury Wodonga club committee due to the fact I was in the region training some corporate clients. It was good to

catch with those members and put to bed some questions which were concerning them. Eric and I have just visited the LROCV and had a very pleasant night with those in attendance. The next event will see us at the Pajero club and there are more to come following that event. We are committed to making this a regular occurrence with the intention of keeping everyone in the loop and making sure each one of you feels the love and gains the answers to all those questions you want to ask us.

We were recently invited to attend the 50th Anniversary of the Gippsland 4WD Club at Glengarry where they had a wonderful turn out of current and past members enjoying themselves in a very pleasant venue. We also attended the Melbourne Jeep Owners Club's 30th Anniversary held at Alexandra which was a very well organised "muster" involving festivities including numerous trips and other events for the members as well as the invited guests from Jeep Australia. Congratulations to both those clubs on making such incredible milestones. Please keep us informed of any anniversaries that may be coming up as we would like to pass on our thanks for these special occurrences.

Mt Skene is up and running again this year after a couple of disappointing seasons due to Covid, send in your applications to projects@fwdvic-toria.org.au to ensure you get your requested dates. Be mindful please that there are only 80 vehicles per day allowed and only 20 per club per day also. Let's look after each other and stay safe whilst out and about, remembering to Tread Lightly and respect the environment.

Wayne Hevey CEO

Camp Host

Whilst winter is approaching there is still plenty of opportunity for your Club to undertake a Camp Host for 2022. Hosted on long weekends throughout the year, they are a great way to help out and volunteer with DELWP and Parks Victoria and allow your club to be a point of knowledge for others visiting the area and be able to showcase the ability and knowledge of your club to all visitors.

Four Wheel Drive Victoria is also looking to increase the payment for Clubs from \$250 to \$300 to help encourage more clubs to get involved in this great program!





Miller Hut Group 4WD team and walkers

Macalister 4WD Club and Fed Walks 2022

What is 'The Fed Walks'?

It is a members only event held annually by Bushwalking Victoria, the peak body for Bushwalking Clubs in Victoria, where one or more affiliated clubs showcase a specific region in Victoria. Host clubs organise and develop the event and open it up to all Bushwalking Victoria Club members. Organising this event were the, Ben Cruachan, Strzelecki and West Gippsland Walking Clubs. Filled with bushwalking, fun, social activities and fellowship, it is a great opportunity to make friends and see more of areas otherwise difficult to visit. Licola Village was the base for the weekend. There was a total of 21 walks, of which nearly all were repeated over the 2 day weekend. Two of the walks required the assistance of the 4WDs to transport walkers out of the bush. All other walks were day walks run from the Licola Village.

The Walk Plans.

Two of the walks this weekend were into remote areas of the Victorian High

Country which would have been very difficult to achieve in the allotted time, which was 2 days. The 2 walks concerned were into Lake Tali Karng and the second walk was into the Wonnangatta Valley. To assist with these walks the Macalister 4WD Club was approached and asked to assist with logistics. Tasks included setting up the camps at the 2 sites, collecting wood, setting a fire, running a kitchen, catering for the evening meal on the

Sunday, and breakfast and lunch on the Monday, as well as transporting the walkers' overnite packs in and out of the terrain and to transport the walkers out of the bush on the Monday. This was no small task.

The 4WD Plans.

There were 2 separate groups of 4WDs required. Each group consisted of six vehicles to carry the required 12 walkers and all the associated equipment, both ours and theirs.



Macalister Club member gives a talk to the walkers on the history of the Wonnangatta area.

2 4WDs were committed to carrying the camp equipment and the hikers' packs, while the rest only carried the drivers' overnight camp gear, which was kept as light as possible, and as many as 3 passengers. This was to ensure vehicle GVM (Gross Vehicle Mass) weights were not exceeded.

The Tali Karng Walk.

The walk to Tali Karng was from MacFarlane Saddle through the valley and down to Lake Tali Karng and then back up the mountain to Millers Hut, not an easy walk at all. It was about an 8 hour walk. The 4WDers earlier in the day picked up the walkers' overnight packs from the Licola Lions Village and transported them across Mt Wellington to Millers Hut. After setting a fire and camp kitchen we waited for the walkers to arrive and setup their own camps with the packs we had carried in for them. We had wine and cheese as pre-dinner nibbles. This gave us time to prepare the hot meal for the entire company, and after dinner we sat by the fire and enjoyed the evening. Many discussions were had about all things bushwalking, 4WDing, camping, etc. Many walkers were in bed by about 9.30pm with the last of the camp retiring as late as 11.30pm. Up at sunrise and after a quiet night, the 4WDers had a continental breakfast ready for all to enjoy, before the walkers packed up their gear and placed it ready to be loaded onto a 4WD packhorse for the ride out. The walkers also prepared a light lunch for themselves with produce laid out in the kitchen, and stowed their lunches in their day packs. While the walkers went for a short walk to Taylors Lookout, to take in some views, the 4WDers stowed the rest of the camp and waited for the walkers to return. By 11.00am we were ready for the drive out, so the walkers were distributed between the



Bushwalkers setting their camps at Millers Hut.

4WDs, and so the journey out of the bush began.

We stopped on top of Mt Wellington (1660 metres), where the temperature was a little chilly (11deg), however the sun was shining and the 360deg views could not have been better. As it was close to lunch time we looked for a place just over the edge and behind a low rock wall out of the cold breeze,

and there we sat for nearly an hour to share the tranquility, the sun, the views and lunch. It was paradise. The rest of the drive back to McFarlanes Saddle was without incident and after removing the walkers packs to their own vehicles they said farewell and we headed for home. Some of the walkers were facing another 4 hour plus drive to their homes throughout the state.



Getting the fire going to cook a meal for the walkers



4W Drivers enjoying the views from Mt Wellington



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Millers Hut.

The Wonnangatta Valley Walk.

The walk to the Wonnangatta Valley began from Bryces Gorge Carpark on the Howitt Road and followed the Dry River Track down into the Wonnangatta Valley.

The 4WDers earlier in the day picked up the walkers' overnight packs from the Licola Lions Village and transported them along the Howitt Road to the Zeka Spur Track, and following the track into the Wonnangatta Valley. There the 4WDers set a camp for themselves and the walkers, set a fire and camp kitchen, and waited for the walkers to arrive. Once the walkers arrived, they retrieved their packs from the vehicles and setup their own area of the camp. The whole group then enjoyed the wine and cheese as pre-dinner nibbles. This gave the 4WDers time to prepare the hot meal for the whole group. Many discussions were had about all things bushwalking, 4WDing, camping, etc. Many walkers were in bed by about 9.30pm with the last of the camp retiring as late as 10.30pm. Up at sunrise after a quiet night, the 4WDers had a continental breakfast ready for all to enjoy before the walkers packed up their gear and placed it ready to be loaded onto a 4WD packhorse for the ride out. Walkers also prepared a light lunch for themselves with produce laid in the kitchen and stowed it in their day packs. The walkers then took a walk along the valley to the old homestead area to investigate the history of the valley. This allowed the 4WDers time to stow the camp and load the vehicles for the trip home. The group met up again at the hut where Philip gave a talk on the history and significance of the area. Passengers were then distributed to the vehicles and the trip up Zeka Spur began. A short break was taken at the Half Way Camp to stretch the legs, then back into the vehicles to continue onto Bryces Gorge Carpark, where the 4WDers and walkers had lunch and then said



farewell to each other, and the two groups headed to their respective homes. Some of the walkers were facing another 4 hour plus drive to their homes throughout the state.

The Licola Lions Village catered for 250 walkers over the weekend which included an evening with guest speaker, Beau Miles, an extreme adventurer. Beau spoke about the Macmillan Walking Track which runs between Woods Point and Omeo, and which he ran in four days. Beau also spoke of the historic significance of the track and the area. The 4WDers were invited to share dinner with the Federation Walkers and to hear Beau speak.

There was a wine and cheese tasting evening, featuring local produce for all the others walkers who were back at the Licola Village on the Sunday night, that the 2 groups were in the bush, so we were given a bag of wine and cheese for each site. This feature of the weekend came under the title of "The Tastes of Gippsland".

Many of the walkers really appreciated what was done for them, both from the catering aspect and the fact that they would have had difficulty seeing all the views and country, if it were not for the 4WDers presence in the event. It showed that both groups had a passion for looking after the bush for future generations to enjoy. Many misconceptions were corrected by the interaction of the two sometimes opposing, groups. Some of the walkers were now stating that they would like to join a 4WD club to gain more 4WDing experience. As the 4WDers and walkers are passionate bush users, I trust we will be working



closer together in the future. It was hard work for the club participants, however, the fun and friendships that were forged, made all the work very worthwhile.

I highly recommend that if approached by a similar event, that other clubs get involved. It does wonders for building relationships with other Associations and great for the 4WDing image as a whole.

Russell Dent



Food being prepared for the walkers at Wonnangatta.
Hikers/Walkers tents setup ready for a night around the campfire.



TRAINING COURSES 2022

BOOK ONLINE

Open to all club members, the general public and corporate organisations.
Browse courses online at www.fwdvictoria.org.au and call the office to book on (03) 9874 7222

PROFICIENCY COURSES



Tuesday 5th July - PC220705 - Theory

Saturday 9th July - PC220705 Practical

Tuesday 9th August - PC220809 - Theory

Saturday 6th August - PC220809 - Practical

Tuesday 10th September - PC220906 - Theory

Saturday 20th September - PC220906 - Practical

Tuesday 29th October - PC221004 - Theory

Saturday 2nd October - PC221004 - Practical

Tuesday 28th November - PC221108 - Theory

Saturday 2nd November - PC221108 - Practical

Tuesday 28th November - PC221129 - Theory

Saturday 1st December - PC221129 - Practical

Training Bookings Go Online

Four Wheel Drive Victoria training courses can now be booked entirely online. Being a Registered Training Organisation (RTO 21605), all bookings can be done via our website link. Both accredited and non-accredited courses can now be booked online and online payments will also soon be available. Four Wheel Drive Victoria offer non-accredited Proficiency 4WD training and a range of Accredited 4WD and Chainsaw Courses. Check out all the details at fwdvictoria.org.au/training

Training Course Refund Policy

Situations occur where for various reasons courses are cancelled by Four Wheel Drive Victoria (FWDV) or students need to cancel. Below describes the refund policy that is applicable.

Fee refunds: If students are unable to attend the course that they are registered for, the following refund fees below apply:

- 30 days prior - less 10% of course cost; • 29 days – 15 days - less 25% of course cost;
- 14 days to 8 days - less 50% of course cost; • 7 days prior - no refund allowed

Refund applications must be made in writing to FWDV.

FWDV agree that they will allow for one transfer in a 12 month period to another course date without penalty, with a minimum of 8 days notice, (see below).

Transfer to other courses: Students can transfer to any other course up to 8 working days prior to commencement at no cost. Students transferring to another course 7 working days or less prior to commencement will be required to pay a transfer fee of \$50

Course Cancellations: FWDV will make a full refund of all fees paid should a course be discontinued. FWDV reserves the right to cancel a course if a minimum number of participants are not achieved or for Occupational Health and Safety reasons. Should the students desire to take an alternative course with FWDV, fees will be fully transferrable to that course, for one transfer in a 12 month period. In the event of a course for which the student was enrolled being unavailable or no acceptable alternative course is available, fees are fully refundable.



Mt Murphy Wolfram (Tungsten) Mine, Davies Plain VGO trip

Wolfram was discovered on the north-west slope of Mt Murphy, 50km from Benambra, in about 1890. Access was limited to horseback, and the resource was not much exploited until early in the 20th century when Wolfram was in demand for alloying steel. Renewed prospecting revealed several parallel lodes and in a flurry of speculation several leases were taken up. According to the Omeo Standard, assays showed the Mt Murphy Wolfram ore to be the most valuable in the world. Wolfram concentrates could fetch close to £200 per ton, but in 1906 its market value was under £50, which did not justify the heavy expense of transport to and from the mines. In 1907, the price rose to £175 per ton and the Benambra Wolfram Syndicate erected a crushing plant on its Buonbar lease—steam-driven rock-breaker, rollers, and jigs (Wolfram is easily separated from quartz, so that coarse crushing was sufficient). The Wolfram price kept rising, but by 1911 the company had spent £5,500 without reaping a dividend. It was re-floated as the Mt Murphy Wolfram Mining Co. in 1913, with extra capital of £4,000. A second adit was driven 30m below the first, an 800-ft tramway was built between adit and crushing plant, and a large storage dam was constructed. In 1916, the capital was exhausted and, in view of the booming wartime Wolfram market, the company was again re-floated, this time raising £30,000 in capital. The crushing plant was remodeled; it was driven by a single-cylinder steam engine, with steam supplied by six miniature portable under-fired boilers connected together. Up to 1919, the company had spent £15,000 for negligible returns (its yield for 1918



was 1 ton 2 cwt. of concentrates, worth just £193). In 1920, an air compressing plant and rock drills were installed, but the Wolfram price fell dramatically post-war and the company stopped work. Much of the plant was removed to Benambra in

1922 and sold, but the high cost of cartage meant that some items were left on site at Mt Murphy. Among the plant left behind were the six small boilers, ore dressing and concentrating plant (including Wilfley tables), about 2,000 ft of 2-inch wrought iron piping, galvanised iron buildings, a rock-drilling machine, tram rails, and mine trucks. During World War Two, the Mt Murphy mine was re-opened by the Controller of Mineral Production, owing to the wartime demand for tungsten. Plant was erected and prospecting carried on, but with disappointing results: just one ton of concentrates was produced. At 1943, after only a year's operation, the mine closed and the new plant was removed and sold. An amount of exploration work has taken place subsequently, but the mine has not been further developed.

Wayne Hevey





LAND ROVER OWNERS CLUB OF GIPPSLAND

Volunteer Day at McMichaels Hut



On March the 16th, in light drizzle, the participants for the day met at Licola and were on the way up to McMichaels Hut, Kelly Lane by 9:15. We made steady progress up the hills into the Alpine National Park with Wayne and Ellen from Parks Victoria leading in the Mercedes G Wagon, towing a trailer loaded with the equipment we would need. Driving over the wooden bridge that crosses Shaw Creek at Thomastown, our convoy of six vehicles, (2 Land Rover Discovery 4s, a Land Rover Defender Hardtop, an Isuzu MUX, a Land Cruiser 200 Series and the G wagon), bumped and splashed its way along Kelly Lane. Recent rain had scoured out the track making it a little slower to travel than normal.

On reaching McMichaels Hut we took time to get out the Jetboils or

thermoses and enjoy a hot tea or coffee. It was a damp 12 degrees with a cool breeze. Wayne, the activity leader from the Parks Victoria Foothills and Southern Alps Team at Heyfield, gave the safety briefing. As trip leader for the club, I added where the volunteer emergency personal details

forms, satphone, defibrillator, first aid and snake bite kits were located, in case of emergency. We then set about unloading all the gear from the trailer. The serenity was soon broken, with brush cutters and mowers spluttering into life in the higher altitude air, then settling into a noisy



ND



rhythm as the long grass was brought under control.

Our experienced fencer set to work removing a damaged bollard near the hut and replacing it with a new one. He then moved to an area where the bollards and fencing we had previously erected, had been breached.



The gap was filled with new posts. This area had been partitioned off to protect fragile plant species. Kelly Lane, which runs roughly parallel to the pristine Shaw Creek, is home to many important plant species as well as two historic huts.

Another club member, armed with a long grabber, gloves and a large bin bag picked up rubbish, often of an unpleasant nature, from around the hut and along the tracks. Even though there was some litter about, it was a stark contrast to the club's first clean-up effort at the two huts on the track. That was eleven years ago and we took out a tandem trailer and 6x4 trailer full of rubbish.

After some brush cutting, I walked upstream from the hut, following a set of wheel tracks where someone had been driving through the grass and low bushes. The faint tracks took me to a beautiful section of the creek with cascading water and lichen covered rocks. This informal track has been noted and some sort of deterrent sign or bollards will be erected to stop what is just one set of tracks, becoming a major management issue. It is often the case that once there is a set of wheel tracks others follow to see where they go.





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We had our lunch break in the hut to escape the heavier drizzle that had set in. The conversation ranged through topics like; getting bogged, recovering bogged vehicles, the merits of various Gippsland and online camping stores, 12-volt ovens, Thai food and food memories from a 1950s childhood. The latter showed our volunteer group age and was a revelation to the much younger Wayne and Ellen.

Lunch concluded, we packed up and headed off to Kelly Hut. There was very little to do at the hut and some rubbish was collected. Wayne explained the complex process of restoring and saving the hut that Parks Victoria and members of the Victorian High Country Huts Association are engaged in. Due to its heritage status, great care is taken to make the repairs fit in with the historic character of the hut.

Our work for the day was complete. We had achieved our goals except for re-oiling the picnic table we built last year. A few of us will do that on a drier day. Wayne thanked the club for once again contributing to the welfare and upkeep of the Alpine National Park. We exited Kelly Lane at the northern end onto Howitt Road and made our way home. Some of us stopped in at the picnic area at Thomastown for a final hot drink and chat before a fuel conserving meander out of the hills; at that stage



diesel was \$2.22 a litre. I wonder what it will be by the time this is published.

Thanks to Wayne Foon and the whole Parks Victoria Foothills and Southern Alps Team, who spend considerable time planning the activities and keeping us safe in the Park.

Greg Rose.
Land Rover Owners Club of Gippsland
FWDV Regional Representative,
Southern Alpine National Park.





Melbourne Jeep Owners Club

Three trips and a Muster



What took me so long? I've been a member of MJOC for 5 years now and I've seriously been missing out on some wonderful friendships and fun by not attending any musters till now!

This year is the 25th Anniversary event and Oh boy! did our club put on a muster to be remembered! We arrived Thursday late afternoon to find many camp sites already set up with caravans, camper trailers, tents and swags. There were Jeeps of all makes and models scattered around the Alexandra Pony club and the smiling faces of the muster committee who had been working tirelessly to organise and set-up were there at the registration tent to greet us and give

us our Jeep showbag full of goodies. We were directed to the camping area and while setting up, we met and chatted to other members who were camped around us.

Friday evenings social event was a relaxing night around the open fire, enjoying a few drinks and getting to know each other better, but it wasn't a late one as we were all keen to enjoy a full day out on the tracks the very next day on one of the many club trips that had been planned.

After a cosy night curled up in the swag, it was an early rise to meet up with the rest of the crew who had signed up on the Easter Friday High Country Hut Trip with our trip leader

Fletch. It wasn't long before 10 Jeeps were on their way to Mansfield and after a short stop to refuel and grab morning tea we hit the dusty dirt roads on the way to Sheeppyard Flat.

Our first stop was at the historic Fry's Hut which not surprisingly was surrounded by tents and caravans. This is a very popular destination for campers, horse riders and fourwheel drivers during the Easter holidays. The trip continued along the dry dusty tracks all the way up to Bluff Hut where after a short stop we made our way down the newly graded roller coaster of a track named 16 Mile Jeep Track to Bindaree Hut beside the Howqua River.



cooked by the Alexandra Showgrounds Ladies Committee. It wasn't long before Jeeps were making their way over to the muster area for the days trips, all lining up behind their trip leaders for the day ready to head out on the [EASY/MEDIUM or DIFFICULT] trip that they booked into.

The crew I was heading out today with was heading into the Rubicon area to see some more High country huts, this time our trip leader was Rob Sharp. The huts we are going to visit today are both looked after by our own club and the tracks between them are quite steep. Our first stop for the day was at the old, but still active Rubicon Hydro Power Station where we aired down surrounded once again by people camping in this historical area. We hadn't even travelled 5mins down the dusty trail and we were once again alone in the high country, climbing No 6 Track, Royston Range Track and Heaps Track, all tracks that our club had recently helped Four Wheel Drive Victoria and DELWP to clear.



From here we cruised on up to the bottom of Monument Track where we all dropped back into 4 low and climbed our way to the top of Mt Stirling into snow gum territory and around to Craigs Hut. The views of the mountains around Craigs hut always take your breath away and we all enjoyed a wander around the hut and took our time taking plenty of photos.

All to soon it was time to head back down the mountain, air up and get back to Alexander for the nights activities with the rest of the club.

Easter Saturday was another gorgeous sunny morning with a little bit of frost in the air. It started with early morning hot showers over at the brand new forty club rooms and then a yummy breakfast



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The Rubicon Forest with its big old timber trees and stunning scenery is breathtaking. We wound our way up to Morris Lookout for morning tea while where we enjoyed some of the most spectacular views. 15 Mile Hut was our next stop and after a little hut maintenance and some lunch it was back in our Jeeps and climbing back up to the top of the mountain range and tackling a couple of precariously steep and difficult Double Black Diamond tracks on our way to Ryans Spur Hut. The Old Reefton Logging Road was a bit dodgy in some sections with each of us slowly taking the decent in our stride, calling down the next vehicle when we each reached the bottom. The dust on the tracks today was so heavy and thick,

that you couldn't see the vehicle in front or behind you, so communication between us all was paramount. I never thought I would be so grateful to get back out on the blacktop so that I could see again, the air was clean, there were trees and ferns and sky AND NO DUST hahaha! When I left Alexandra this morning, I had a black Jeep, now I am returning in a white one, inside and out! Waiting back at Muster for us all as we returned from our trips was a delicious sit down roast carvery meal put on by the Melbourne Jeep Owners Club, a few thankyou's and presentations, a huge raffle draw and another night together around a beautiful fire surrounded by a big circle of hay bales. The Alexandra Pony Club was

a fantastic venue for our 25th Anniversary Muster, we also enjoyed the company of some representatives from Jeep Australia and the CEO of Four Wheel Drive Victoria.





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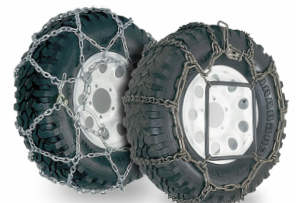
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Standing beside my Jeep and soaking up the glorious Sunday morning sunshine, we could hear the laughter of some of our fellow Jeep owners kids as they participated in the big Easter Egg Hunt in the field beside us. Easter Sundays Mud 'n Grime followed another wonderfully cooked and served bacon and egg breakfast. I was surrounded by Jeeps and their owners all smiling and chatting, comparing Jeep mods & accessories... and just when I thought the day couldn't get any better.... A spontaneous decision then placed me in the passenger seat of Denise's Jeep wrangler "GYPSY" on a difficult trip into the Toolangi Forest with trip leader Glen Tunny. It wasn't long before we were all airing down up on top of Mt Gordon at the fire tower lookout and then the adrenalin rush kicked in as we drove off the edge of the mountain and descended slow and steady, crawling down the dry waterfall of rock steps one jeep at a time under the instruction of our trusted trip leader. I was in good hands beside the very experienced Denise as each Jeep just took this steep decent in its stride, the Jeeps

were made to rock crawl and they made it look and feel easy. Every track and trail after this, even the steep, slippery and muddy ones could not compare to what I had just experienced. Because I was passenger with a camera, I swapped between vehicles from trip leader to tail end Charlie, taking pics and videos of all the vehicles tackling each obstacle. A huge thanks to a great group of experienced jeepers whom I am proud to call my friends. This is a great club, the friendship, support, training and encouragement you receive from seasoned Jeepers is invaluable. A huge thank you to everyone who helped organise the muster, run trips and participate in this memorable event. I already know I'm not going to miss the next one!

Sharyn McGregor



We left Albury Wodonga heading out on the way to Tocumwal, stopping for a quick photo with the Big Cod, then headed out to the Tocumwal Blowhole.

We moved onto Deniliquin where we stopped at the Depot, which is a car memorabilia museum. It is worth the stop. We headed out to Nyah, where we camped in the State Forest for the night.

The next day we headed out to Lake Tyrell, stopping at the Sea Lake Silo Art on the way to Snowdrift Campground in Wyperfeld National Park. This campground was large with drop toilets that were very well maintained. We stayed here for 2 nights. After exploring the local tracks and letting the kids play on the sand dune, we moved onto the Pink Lakes. We were surprised that there were very few people out this way seeing as it was school holidays.

We then travelled down to the Big Desert state forest area where we set up a base camp at Billy Bore Campground. This campsite is very large with gas BBQ's, toilets and tables.



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nd country'



There is a viewing platform that gives great photo opportunities at sunset and sunrise. At the platform you can even pick up some phone coverage if needed. First day we drove the Brushcutter track and looped around the sand dunes. This takes 3-4 hours. Plenty of footprints in the sand of the local wildlife, with lots of chances to see the emus running around.

Second day we headed out to the Big Dune track which passes a large sand dune, which is a good challenge to reach the top. We then continued on to the White Springs Track.

From Big Billy Campground you can do the Border Track that runs along the edge of the State Forest. To do the full lap of the forest will take 9 hours.

Third day we made our way north before jumping on the Border Track for a few hours. The section we did had very soft sand and a tight, twisting track. Still wide enough for the old Patrol to make it through.

We moved onto Lake Hindmarsh, which is only a couple of hours south from Big Billy Campground. The lake is empty and has not had water in it for many years. The campground is run by the Council. It's \$10 a week for free camp, but there are plenty of



powered sites also. They also have hot showers for 20 cents.

From here we went to Nhill. There is a Pinball Museum with pinballs from the 40's through to the latest releases.



Great for the big and small kids. Take plenty of change with you.

The Nhill Aviation Heritage Centre, which is run by volunteers is fantastic to visit. It is a training base from WW2 and they will walk around and tell you about everything you see. Be nice and leave a donation as they are still restoring planes from around the area to display.

We moved onto Naracoorte Caves. Good way to fill in the day exploring caves and looking at bats and fossils. There is no free camping close to this town. You will have to go 40kms out of town if you don't want to pay for camping.

From here it's only an hour and you are in Mount Gambier. There are four sinkholes that you can view without needing to book. This will fill in a day just strolling around. We camped at Forte O'Hare picnic area which is 40 kms east of Mount Gambier. Free camp in a little town. The campground has a large playground and toilets. There are chainsaw carvings along the road and in the park, which make for a good hour exploring through them.

This was the end of our trip and we made our way home via Hamilton visiting the Ansett museum.

GEELONG 4WDC

Exploring Wyperfeld National Park

The Geelong 4WD Club has been to Wyperfeld and Big Desert on a number of occasions, but we had heard there were a number of good MVO tracks that we might be able to access through the FWDV scheme. In addition we were keen to have a look at O'Sullivan's Pine Plain Lodge.

Andrew contacted Daniel Whitby at FWDV to investigate whether we could access the tracks not listed on the FWDV MVO Track List. Daniel was able to help by contacting Justin Oakley, the Chief Ranger for the Southern Mallee Region to facilitate and approve the process and put Andrew in touch with local Rangers, Hamish Hollamby at Rainbow and Mathew Baker at Speed.

The main convoy led by Andrew set off from Geelong on Friday morning and stopped off to check out some Silo Art along the way. Andrew picked up the MVO track keys before reaching O'Sullivan's Pine Plain Lodge in Wyperfeld National Park, which was to be the base camp for the weekend.

The freehold property was established in 1847 and has been owned by the O'Sullivan family since 1917. It was once a large cattle and

sheep station occupying much of the current National Park. The remaining private holding of 400 acres is now run by Genevieve and Jono O'Sullivan as a small farm and tourist lodge.

On arrival we were greeted by Genevieve who was a mine of information about the district and the property, and made us all feel welcome. There is plenty of space for camping and even limited power available if required. We set up camp away from the homestead where a large fire pit was to form the focus for evening socialisation; even the firewood was supplied by Jono. Tim and Jimmy arrived later that night to complete the group.





Saturday morning we headed north out of the park and then west to re-enter on our first MVO track, Underbool Track. After deflating tyres and confirming that the key would actually open the gate (which we never doubted!), it was south down the track through the central part of the Park into territory which was new to us all. The track was sandy and meandered gently through low Mallee scrub. The base was generally firm with only occasional soft sections so travel was quite easy.

After a lunch stop, we continued south on Nine Mile Square Track and then east in the general direction of the main Wonga Campsite at the southern end of the park. The vegetation here is woodland with Mallee eucalypts, blackbox and tea-tree providing shade. From there it



was back north along the wooded Cameron Track and then onto The Freeway. The Freeway is quite sandy with the potential to be soft, but some recent rain had left some moisture in the track, which made for relatively easy travel. The vegetation is constantly changing with lower tea-tree scrub along The Freeway becoming wooded again towards the

Casuarina Campground where there are Casuarina pines, river redgums and blackbox. It was a relatively easy day's travel and we arrived back at camp around 3pm so some of the younger members (and young at heart) grabbed a toboggan, which are supplied at the Lodge, and headed off to play on the nearby Snowdrift sand dune. Fortunately all returned intact with no injuries reported.

Sunday was to be a longer day with more ground to cover. We set off south down the Freeway, through the Wonga campground and then to the north end of Lake Albacutya. In view of recent rain it was with some trepidation we decided to take the track across the dry lake bed. The track was soft and a little muddy in places but was negotiated without incident.



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From there it was along the southern park boundary where we digressed to run up a steep dune on a side track. This was a bit of a challenge but all made it up to enjoy the more distant views.

We continued onto Milmed Rock Track, stopping at Lookout Dune along the way. This provides more great views over the park. Lunch was at Round Swamp Camp where there are tables and toilet facilities. After lunch we backtracked down Milmed Rock Track, deviating to look at Hermie Strauses Garden, then back to the western verge of Lake Albautya. From there Purra Track runs north along the dunes by the lake where the sand is softer and quite fun to drive.

At the top of the lake we entered Archibald Track, another MVO track which then joins Nine Mile Square Track and exits just south of Pine Plains. From there it was up Emu Plains Track, where there are Emus, and back to camp. The fire was duly lit and we settled into another social evening, this time accompanied by a selection of everyone's favorite songs; recordings, NOT karaoke, we draw the line at that!

Monday was a leisurely pack up and return towards Geelong.

Thanks to Tyler and Andrew for a well organised, interesting and fun social trip.

Thanks also to the people already mentioned from FWDV and Parks Victoria for facilitating access to the MVO tracks, it is much appreciated.



Participants:
Andrew and Tyler Smith (Trip Leaders)
Paul and Heather Oberli
Stephen Fagan
Graeme Jeffrey
Ross Barry
Mark Mensch and Geoff Davey
Tim Neville and Jimmy Halikias (Tail)



Kanyaka Homestead, SA

An interesting stop, just off the main road on the way to Hawker are the ruins of the historic Kanyaka Homestead

One of the joys of Outback travel is coming across ruins of former buildings that are often testimony to the folly of early pastoralists and those seeking to develop vast areas of 'fringe' grazing land.

Kanyaka Homestead ruins are located just south of the South Australia township of Hawker and provide an interesting insight into past lifestyles.

By 1862 when the photo (right) was taken Kanyaka Homestead and its surrounding buildings had taken on the appearance of a small village. Life was not a lonely existence because many families lived on the station and the homestead was on the main route to the far north of the State.

Hugh Proby took up the pastoral lease of Kanyaka on 1st July, 1851 for a rental of 10/ shillings per square mile.

Hugh Proby's father was Admiral Granville Leveson Proby a sailor with a distinguished Naval career, having fought with Nelson. His parents lived at Glenart Castle.

Having both money (\$10,000) and connections, Proby was soon looking for pastoral land to establish a cattle run rather than invest it in Adelaide property. Towards the end of 1851 Hugh Proby had taken up his first run on lease number 74, called the Mookkra Range Run in the Flinders Ranges.

By February 1852 he had secured another run, Kanyaka on leases numbered 117 and 118, and had them both stocked with 1200 head of cattle. A month later Proby was the



Kanyaka Station Homestead 1862. Image courtesy State Library of SA

owner of three runs. Proby had only a few huts built on the Kanyaka Run, and unfortunately in August 1852 he was killed when his cattle stampeded. When Proby and his Aboriginal stockman rode out to hold the mob, they were confronted by the raging torrent of the Willochra Creek. When attempting to cross the creek Proby was swept from his horse and drowned.

The station changed hands, before John Randall Phillips Jnr obtained an additional lease and managed the station until it became one of the largest in the area, employing as many as seventy families.

The new owners changed from cattle to sheep and Phillips started to build

the many solid structures such as the sixteen roomed homestead, overseer's cottage, stables, men's kitchen, sheds, huts, a massive woolshed, carpenter and blacksmith sheds and nearly forty kilometres of dry-stone wall fencing.

The Station enjoyed many successful years, with 41,000 sheep shorn in 1864, but this was followed by several years of severe drought.

By the end of 1867 all the leases were combined into one and granted to John Randell Phillips, George Waterhouse, and William Milne for twenty-one years. Eventually the station was abandoned, although the stone buildings survive. **Editor**



A Spanner in the Works

The extraordinary story of Alice Anderson and Australia's first all-girl garage

Author: Loretta Smith

Published by Hachette Australia
384 Pages

Cousin Simon recommended *A Spanner in the Works* to me at a Christmas visit. After an interesting upbringing in the UK, Ireland and Australia which included close connections with John Monash, Alice learnt at an early age the value of hard work and education. In 1915 at the age of 18 her father, a man of many ideas and schemes, gave Alice the keys to a luxury Hupmobile Tourer with the deposit paid and for Alice to repay the balance of the loan. Being an enthusiastic believer in the future of the motor car and the business prospects available, Alice badgered some mechanics to teach her to drive, but only if she knew how to take an engine down and put it back together again. Learning to drive on the Black Spur Road, the boggiest of mountain roads at the time, Alice in 1916 took on driving an early motor coach over the Black Spur from Healesville to Marysville. Alice was the first woman to drive over the Black Spur.

Progressing to running tours, driving pregnant women to hospital and upmarket shopping tours, Alice was paying off the Hupmobile. Eventually Alice set up a garage, training and employing women only. As no spare parts were commercially available,

they had to make their own using a lathe at the Garage. Christmas Day 1919 Alice took possession of her bespoke designed Garage, The Kew Garage. Offering mechanical services, driving and mechanical instruction, petrol sales, a 24-hour Chauffeur Service and organised tours. Attendees at the inaugural 'At Home' at the garage included Dame Nellie Melba, Edna Walling, Robert and Patty Menzies and the Syme newspaper family.

A first for Australia was the



introduction of the 'Once Over Service', a scheduled service every 500 miles. This involved delivery before 9 and included taking it to pieces, and if the cylinders need realigning and gaskets replaced this was all completed including the usual oil, coolant and greasing required and battery inspection and tested. All ready for a 5pm pick up that same day.

Further adventures included driving to Alice Springs with a companion in a Baby Austin. Full of drama and adventure, Alice's progressive life is cut short early by her death in 1926 with many questions unresolved. With extensive notes, a Bibliography and Index, this book is a marvel-

lous read which includes early motoring history and descriptions of daily life in the bush at Narbethong. Motoring has come a long way in the last 100 years although I am not certain how many all female garages there are today.

Prue Hasler

Friends of Farina, SA

A number of Victorian four wheel drive club members have assisted, or continue to offer assistance at the ongoing restoration works at the old settlement of Farina in Outback SA.

The Farina Restoration Group has done sterling work in restoring some of the buildings, and in raising finances and awareness to continue their work.

This year one of the highlights of the Group's projects is the expected arrival of an NSU62 rail engine.

Chairman Bill Brock said the railway precinct would be a hive of activity as rails are laid to house the engine, which the group has access to under agreement with Peterborough Steam Town.

Finances permitting, the engine will be transported to its new home later in the program, along with a one-man rail trolley that has been restored by the Barmera Men's Shed.

Mr Brock said the old buildings required constant repointing and stabilisation and would continue to be part of the works program. Also expected this year are the installation of new history boards. Volunteer facilities will be improved with the addition of a new shower and toilet block in the volunteer camp-ground.



Farina Underground bakery

“It is just 10 more minutes...”

Driving while fatigued is a killer and while we are all tempted at some point to go that little bit longer to get to our destination just that little bit sooner, it is obviously much safer to drive in such a way as to arrive alive. But all too often we put unrealistic expectations on how far we plan to travel just so we can pack in as much time as we can at the other end.

Especially for the four wheel drive enthusiast, the lure of the dusty tracks and time in the bush provides us with the perfect excuse to push the boundaries in order to enjoy the destination. But in reality, who are we kidding? We justify our efforts in so many ways, however this can lead to driving tired and putting yourself and others on the road at great risk.

Some practical tips to avoid driver fatigue are:

- Plan your trip so you can take regular breaks
- Avoid driving at times you would normally be asleep
- Avoid starting a trip after a long day's work
- Share the task of driving with another person

- Be aware of the effects of any medication taken
- Set some rules ... if you start to feel tired, the only way to keep safe is to stop and sleep.

Most of us know our limits, research by the Australian Transport Safety Bureau has identified that there are two periods of the day when the effects of fatigue are most evident - between midnight and 6am, and between 2pm - 4pm. For me, driving through sunrise and sunset is when I am most vulnerable. Driving after a heavy meal can be difficult for many people. When is it that you know you are not at your best?

Whilst there are a significant number of factors that contribute to the reasons for driver fatigue (including road design issues), the number one solution to avoiding the onset of fatigue is simply to get enough sleep before you set out. Stopping every two hours and getting out of the car, some fresh air and some exercise, perhaps a 10 minute power nap is going to help, but how much can vary.

Why does fatigue cause accidents?

- Slower reaction times
- Reduced attention to notice potential hazards
- Reduced information processing including accuracy of short-term memory

Recognising the Signs of Fatigue

Constant yawning, blurred vision, slowed reactions, heavy or sore eyes, poor concentration, impatience, not remembering the last few kilometres of the trip and so on.

While turning up the radio and winding down the window might appear to rejuvenate you, who are you kidding? If you're tired, pull over and have a rest, it is not just your life you are playing with.

Plan to enjoy the trip, make it all about the journey, not just the destination, the message is clear - take note of your fatigue responses and use the rest area, as the difference between someone's life and death could be just 10 minutes.



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