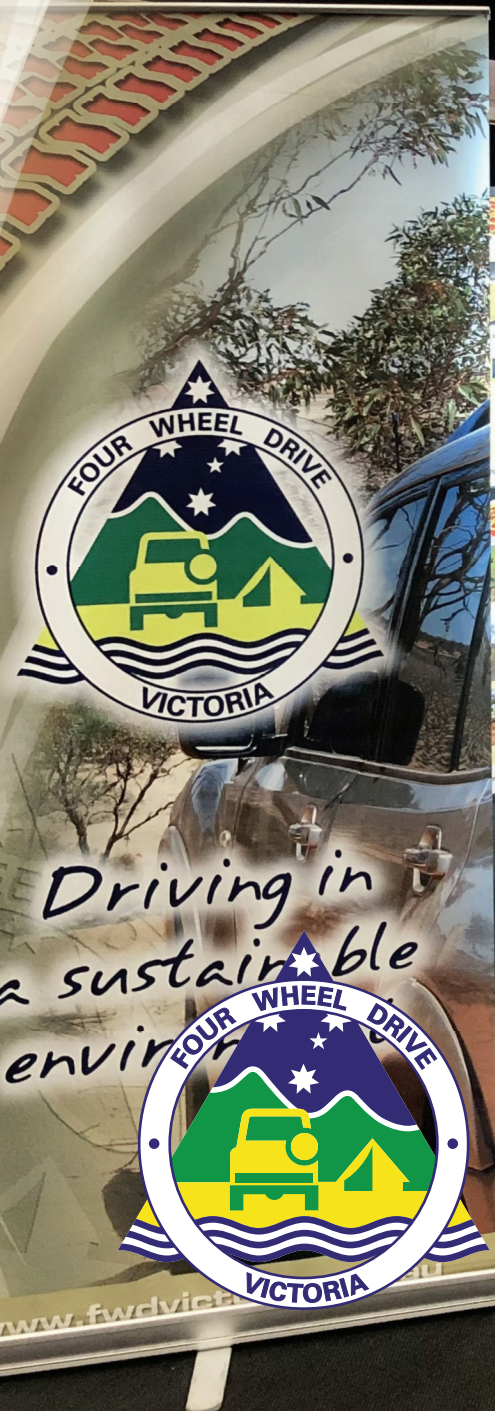


TRACK WATCH



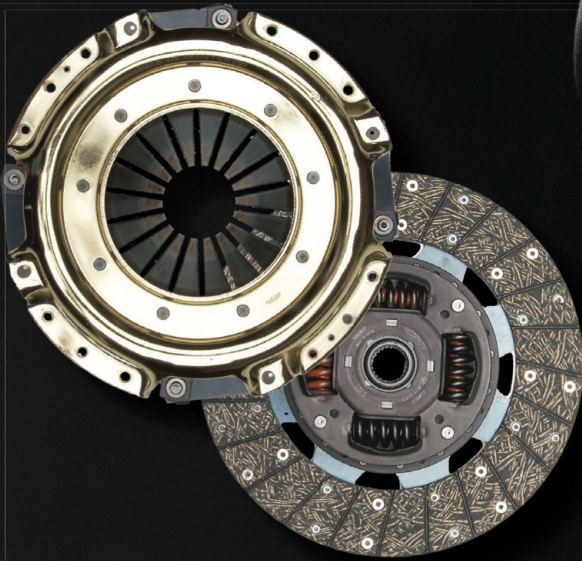
ABERFELDY TRACK CLEANUP
JUST MATES 4X4 BUNYIP CLEANUP
NATIONAL 4X4 SHOW
PART 1: EXPLORING HAY RIVER & MADIGAN LINE
SIMPSON TO BYRON BAY
DESTINATION HEATHCOTE
WHO OWNS AUSTRALIA?

SEPTEMBER 2022

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Cover pix: FWDV at the National 4x4 Show

From the President



It's been three months since the last Trackwatch, and in that time quite a lot has happened for the Four Wheel Drive Movement.

- In June FWDV partnered with the Sat Phone Shop to hold a presentation of their wares at the Mulgrave Country Club.
- The Shepparton Great Outdoors Show was conducted.
- In July the FWDV Lifeblood Challenge concluded. 18 Clubs' members gave 197 donations which saved 591 lives. The Pajero Club topped the list with 36 donations.
- Wayne and his team had to move office to where FWDV is now.
- In August we held the Presidents Meeting which was attended by Clubs that provided substantial input.
- The National 4X4 Show was held at the Melbourne Showgrounds.
- FWDV (under certain conditions) have agreed to re-join Four Wheel Drive Australia.

We have had a very busy time these last three months. The Toolangi Training Facility now has its gates fabricated and is ready for installation. We will be seeking volunteers from the Clubs to assist in erecting the gates very soon. Our intention is to have the facility up and running as soon as possible; our next step is to get the internal training tracks and obstacles developed so we can use this facility permanently. Keep your eyes on the eNews for more details.

The Presidents Meeting was a huge success, its clear the Clubs that attended are in favour of investing FWDV's funds as described in the presentation of the business case. Overall, the workshop provided the board with the confidence to continue to actively seek the right type of building that will be fit for our needs.

Mt Skene has been extremely popular this winter with many Clubs using this destination to their fullest extent. It's obvious this area within the High Country is extremely well used on the weekends, and by all reports the behaviour of all our Club members is excellent.

Camp Host is an event that has been slow over the winter which is expected, however we will start to push again for the summer season. Bear in mind the Club's financial benefit has been increased for this initiative.

The seasonal closures will end very soon on the 27th October, so we are all looking forward to getting ready for some more of the tough tracks during the summer season.

The 2022 Annual General Meeting is not far away; the Board and the office is preparing for this event in November.

Cheers

Eric Bishop
President

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The Four Wheel Drive Victoria Lifeblood Challenge

The 2021 – 22 Four Wheel Drive Victoria Lifeblood Challenge has been run and the results are in.

Congratulations and well done and the most sincere thanks to all those who took part and donated. We managed to make 196 donations amongst the clubs and a further 75 generically to FWDVic, for a total of 271 donations over the year that the challenge ran. Between the recipients and their families and friends, the lives that have been changed for the better by your generosity are innumerable. Thank you everybody.

Blood is unique. It cannot be manufactured or synthesized, nor is there any alternative. It requires the time and very life of donors. And without blood, life is impossible. When you donate, you donate life itself. You really do make a difference.

All together 17 clubs took part in the challenge. Congratulations to the Pajero Club with highest number of donations overall with 36 donations of blood, plasma and platelets. Just behind them were Overlanders 4x4

Club with 30 donations of blood and plasma, and in third place was the Toyota Four Wheel Drive Club of Victoria with 29 donations of blood, plasma and platelets. What is truly admirable was the contribution made by many of our smaller clubs. And those that donated to the FWD Victoria team, your contributions are just as valuable and important. Every donation counts.

Some further statistics from the challenge and a measure of your generosity. We had at least one donor make 26 donations over the period, including seven platelet donations. Overlanders had the most new donors. Pajero and Overlanders tied with the most plasma donations at 23. Overlanders also had the highest number of donations per member with just a whisker under three. There were a number of people who for various reasons were unable to donate, but just as importantly, they did stand up and try. And we salute their intent as well. One donor reached a milestone of 700 donations.

It is hoped that we will award the "Tokens of Thanks" at the Annual General Meeting later in the year. And we very much thank our generous sponsors for their support. To ARB, The Satphone Shop, The 4WD Shed, Designer First Aid Solutions, and TacMed Australia, we so greatly appreciate your support.

We hope to run another challenge in the future and better these results so stay tuned. In the meantime, please, if you are able, donate. Blood, plasma and platelets are all in need. Sign up to Lifeblood 25 team: Four Wheel Drive Victoria. Give blood, give life.

Once again, to everyone involved, the most sincere thanks and appreciation.

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News from FWDV CEO



John Turbill, former President FWDV, Life member of TLCCV, friend and member of

the Just Mates 4x4 Club, recently passed away after failing health confined him to hospital for a period. Our condolences go out to Maureen his wife and his family. He was certainly a character and a wonderful mate to those who knew him well. When I joined the association back in 2009, he mentored me in the ways of setting up and running the numerous shows we did together, and I will be always grateful to him for this. We unfortunately did not spend anywhere near enough time around the camp-fire together I am afraid, but I still did get to learn about the trials and tribulations of his early days in the army, to those years where he pushed forward with the Australian National Gatherings which he was so proud to have attended and run.

Rest in peace Turbo!

We recently attended the National 4X4 Show and after two years of no shows, the crowds certainly returned in droves with new records being set for attendances across the three days it ran. Four Wheel Drive Victoria were there in force as per usual, in fact this year we extended our participation. Apart from staffing our own extra-large stand, we controlled the purpose built test track allowing the public to be taken around gaining the driving experience and our trainers conducted recovery demonstrations at specified times during the days. We also helped control the "Outback Stage" by mc'ing each session and held speaking sessions on the "Garage Stage" which allowed us to promote the Association's history and project how we operate and communicate with the Government and their land managers.

The opportunity for us to conduct these various duties really enabled us to showcase to the general public, why the Association was formed and what benefits we bring, not only to those who join us but to all four wheel

driving enthusiasts across the landscape. To those who ask what benefits come from being a member of an affiliated club, I cannot think of a better opportunity to display your club on the biggest collective stage in the calendar year, to promote and gather new prospective members. FWDV commits to the show organisers to fulfill those tasks mentioned above for the betterment of all. In turn the show organisers provide a number of sites free for our clubs. This year only three clubs took up the benefit and challenge.

We will be posting the dates for next years event in this edition so we hopefully will be giving everyone enough time to consider being there and getting their rosters organised early.

I would like to thank once again, all those who came along and made the event a hugely successful occasion for the Association and hope that they will be able to make it again next year.

Wayne Hevey, CEO

Victorian 4WD Show

After 2 years of being impacted by COVID restrictions, we are excited to announce that the Victorian 4WD Show is back ON. It will be held on Sunday 19th February 2023 at Lardner Park.

This longest running 4WD show in Australia is proudly presented by the Land Rover Owners Club Victoria. Planning is well underway. There is a strong pent-up demand for the Show from the public and we're focussed on how we can build this important large-scale event to make it even more popular with the thousands of visitors and even more productive for all our exhibitors.

Our aim is to make attending the Show an easier and better experience for your club to advertise itself to the 4WDing public. Bookings for clubs and exhibitors will open shortly.

Chris Camier

VICTORIAN 4WD SHOW COORDINATOR

vic4wdshow@gmail.com



Get ready for ADVENTURE!

Sunday 19th February 2023
9am to 4pm

LARDNER PARK: Entry gate 155 Burnt Store Rd, Lardner Victoria
ENTRY: Adult \$18 - Children under 16 free (payment online via website)
No Dogs allowed at Lardner Park - Sorry (Bona fide guide dogs permitted)

- 4WD Adventure Circuit
- 4x4 equipment and accessories
- Demonstrations of 4WD techniques
- 4WD Club and Association displays
- Camping Gear
- Off-Road Camper Trailers and Caravanning
- Fishing, Hunting
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SCAN ME

30/3/1940 - 3/8/2022

The Committee and members of TLCCV wish to acknowledge the unfortunate passing of John Turbill, a valued Life Member and Past President of some 37 years standing.

John and Maureen joined the Club on 1/8/1985 and during his years of membership was an active contributor. John served as Club President for 2 terms (1991-1992 & 1992-1993) during which time the purchase of the Club property at Yarck was finalised and the contract signed.

John was always busy and worked at Armstrong Panel Beaters before moving to the Ford Motor Company. Thereafter he drove a truck for Air Tread delivering aeroplane tyres, and then tried his hand being a rural mail contractor in the Gisborne area, delivering mail to rural properties.

He enjoyed talking to the public and was our Special Events Coordinator for a period in the 90s, overseeing the Club stand at the National 4x4 Show. During his time as President the Club had displays at 5 major shows across the State.

Another project of John's, with the assistance of Paul Butler was the Muscular Dystrophy run. For two years (1995-96) the Club ran a convoy from Melbourne Airport for children from around Australia with MD to Puckapunyal Camp at Seymour for a week, with the Club then providing transport back to the airport. This proved very popular with

a convoy in excess of 20 vehicles, and was a valuable public relations event.

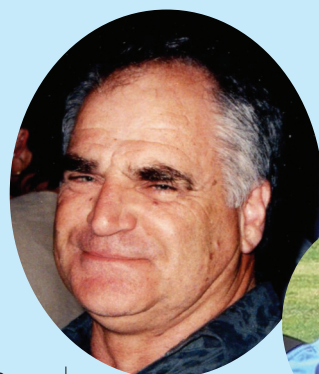
John also oversaw the construction of the 'old blue' special events trailer, which made transporting display material to shows a whole lot easier.

John and Maureen had a passion for travelling, and with the advent in South Australia of the first 4WD Gathering, where 4WD owners were invited to get together for a few days, John took this concept on board and went on to organise a number of these events. Under John's promotion, the Club agreed to conduct and run the 1988 Gathering at Ross River in the Northern Territory. This event is often acknowledged as one of the best ever run with a great location, fabulous entertainment, including Ted Egan and some excellent 4x4 trips, plus raising in excess of \$5,000 for the RFDS.

John went on to attend all Gatherings (held bi-annually) until the Barmera event in SA in 2016.

John assisted in the organisation of the 1988 event, 2002 Tilmouth Well, NT Gathering, 2008 Mitta Mitta event, 2012 Mt Ives, SA and 2016 Barmera, SA Gathering.

At all of these events, John went out and sourced raffle prizes, or put his hand in his own pocket to ensure a selection of great prizes at the



Gatherings. His contribution to the continuation of these events will be sorely missed.

John was awarded his Life Membership in 2009 and was a recipient of the John Whitney Photographic Award in 1999.

In 2011 John served as President of Four Wheel Drive Victoria, further enabling him to promote his love of four wheel driving.

In recent years, John and Maureen have undertaken interstate trips when able, while enduring a number of ongoing debilitating health issues. John had a number of stays in hospital, but upon release was always planning his next big trip. Unfortunately he never made it on his next planned trip to Derby and beyond.

The Club extends its deepest sympathy to Maureen, family and friends. Thank you for your contribution to our great Club. RIP.

Courtesy TLCCV

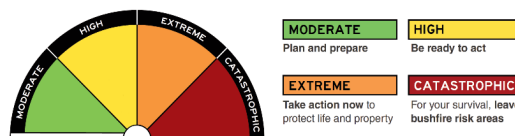
The new Australian Fire Danger Rating System is now in place

Fire Danger Ratings tell you how dangerous a fire could be if one started.

They are important because they provide people with information so that they can take action to protect themselves and others from the potentially dangerous impacts of bushfires and grassfires.

The new Fire Danger Rating System will be used across Australia so whether you're at home or travelling, you will see the same system being used. Fire Danger Ratings will be issued on days when there is a fire risk. Each fire danger rating will have a clear set of messages including the actions the community can take to reduce their risk.

Ratings are forecast using Bureau of Meteorology data for up to four days in advance, based on weather and other environmental conditions such as vegetation. The rating is your trigger to take action to stay safe.



Know Your Daily Fire Danger Rating

	What does it mean?	What should I do?
CATASTROPHIC	<p>If a fire starts and takes hold, lives are likely to be lost.</p> <p>These are the most dangerous conditions for a fire.</p>	<p>For your survival, leave bushfire risk areas.</p> <ul style="list-style-type: none"> Your life may depend on the decisions you make, even before there is a fire. For your survival, do not be in bushfire risk areas. Stay safe by going to a safer location early in the morning or the night before. Homes cannot withstand fires in these conditions. You may not be able to leave and help may not be available.
EXTREME	<p>Fires will spread quickly and be extremely dangerous.</p> <ul style="list-style-type: none"> These are dangerous fire conditions. Expect hot, dry and windy conditions. 	<p>Take action now to protect your life and property</p> <ul style="list-style-type: none"> Check your bushfire plan and that your property is fire ready If a fire starts, take immediate action. If you and your property are not prepared to the highest level, go to a safer location well before the fire impacts. Reconsider travel through bushfire risk areas. Leaving bushfire risk areas early in the day is your safest option.
HIGH	<p>Fires can be dangerous.</p>	<p>Be ready to act.</p> <ul style="list-style-type: none"> There's a heightened risk. Be alert for fires in your area. Decide what you will do if a fire starts. If a fire starts, your life and property may be at risk. The safest option is to avoid bushfire risk areas.
MODERATE	<p>Most fires can be controlled.</p>	<p>Plan and prepare.</p> <ul style="list-style-type: none"> Stay up to date and be ready to act if there is a fire.

Monitor conditions and official sources for warnings by going to cfa.vic.gov.au, emergency.vic.gov.au or call the VicEmergency Hotline on 1800 226 226



Just Mates 4x4 Back in Bunyip



After a long break from Covid, as with other volunteer opportunities beginning to ramp up again, the Just Mates crew were keen to get back into the Park to help get on top of some of the illegally dumped cars distributed around the 16,500 ha Bunyip State Park.

There were 10 dumped cars around and most of them on steep tracks with difficult access. Getting these out to accessible locations for tray truck pick-up before the wet season kicks in was a matter of timing as tracks begin to deteriorate.

Over 2 days in April, the small but highly experienced crew utilized their skills to safely guide the cars downhill to the nominated pick-up sites. The guys maintained good communications throughout the day as the Park was busy at times with visitors. In the end of the program they managed to get 8 vehicles into accessible locations (and 1 boat they found) ready for extraction. This great team effort provided a beneficial environmental outcome for the Park.

From a Ranger's perspective it was great to catch up with the guys and have a chat about the Park, and what has been going on over a couple of Covid years and reconnect with opportunities moving forward. Another great partnership in looking after our Parks for the future.



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Next Expo - MORNINGTON | 10 - 13 March 2023, Mornington Racecourse



Heathcote

A group from the Subaru 4WD Club of Victoria and the Toyota 4WD Club of Victoria visited Heathcote on the weekend of 29th April to 1st May.

The participants were:

Subaru 4WD Club of Victoria:

Matt Eggleston (Subaru Forester)
Tom Morley (Subaru Forester)
Les & Deb Ralph (Isuzu)
Angela Bombardieri (Subaru Forester)
Bev Davison (Subaru Forester)
Stewart & Gabrielle Southam (Subaru Outback)

Toyota 4WD Club of Victoria:

Clive Edmead (Toyota Prado)
Gerard Faucheur (Nissan Patrol)
Lorraine Wright & John Hoppe (Toyota Prado)
Stewart & Gabrielle Southam (Subaru Outback)
Visitor: Lauren Vallance (Renault)

Most of the participants arrived and set themselves up at the Queen Meadow caravan park on the Friday and, on the Friday night, headed for the Commercial Hotel in High Street. For any AFL fans the only football they would get to see on the weekend was the first half of the WCE vs Richmond game on Sky TV. At the time we left the pub it was just starting to drizzle

so that those who walked just made it back before it started to rain consistently while overnight it rained heavily. Most of us lay blissfully in our vans falling asleep to the (loud) patter of the rain on our vans. Unfortunately for Les, the solastic in the large window of his new van leaked making for a rather soggy night.

The remaining participants arrived early on the Saturday morning. After they'd arrived those who hadn't made their lunches went into town to buy something before we headed up to the Viewing rock (*pictured above*) for a "picnic lunch". The Viewing rock provides a panoramic view of Heathcote and surrounds.

We discovered that most visitors to the Viewing rock go up and back the same way (from/to the north). This road is quite suitable for 2WDs. On the way back we decided to go down a different way (to the south). This road turned out to be strictly AWD/4WD with humps, rocky sections, steep grades and a few large "puddles". All cars got through

unscathed except for one (unnamed) driver who approached one of the humps too fast (and possibly at the wrong angle) and scraped the bottom of his Isuzu.

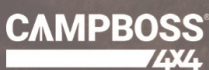
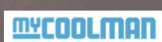
We then all headed back into town (Heathcote) to pick up supplies for the evening's BBQ and then out to the Idavue winery where we spent a pleasant hour and emptied our wallets on some Heathcote shiraz's.

After the winery, we went to the Astronomical Society of Victoria (ASV) site for some optical and radio observing – and a BBQ dinner (with some Idavue wine). Before the BBQ, the group was informed about the 8.5m radio dish and some other instruments by Phil Costigan (ASV) and, after the BBQ, they were shown a number of objects (various nebulae, stars, star clusters, other galaxies etc.) by Steve Thurm and others through the ASV 40" Newtonian telescope and through other smaller 'scopes. Just before 9:00pm the clouds built up so we decided to call it a night and head back to the Queen Meadow. Naturally, the clouds cleared away as we all pulled into the caravan park.



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Helping out at Astronomical Society of Victoria site



Sunday morning saw a number of people heading back to Melbourne (or wherever) to various other commitments.

The rest of us then visited the Powder magazine with its graffiti covered interior. These days the storeman would get a very large "danger" allowance, I suspect. The magazine stored explosives used in gold mining. Next, it was off to the Pink cliffs. These are no more than tailings and mullock heaps in the vicinity of the Heathcote township but they have become a tourist attraction

because of their pink colouring.

A few more left after seeing the Pink cliffs (and having lunch) and the remainder headed back to the ASV site to help with a few tasks at the radio dish. Some stained the deck surrounding the computer room, some moved a mound of dirt to a more appropriate place (as a grading down from the all-abilities path) while Gabrielle tested the all-abilities path.

The weekend was not over yet. On the way out of the ASV we meandered along a rough track which required at least AWD out onto the Northern high-

way. Since we were passing Munari winery (run by the brother of ex Carlton & North Melbourne footballer Dennis Munari) we decided to call in. After some "debating" over football and private vs public schooling we departed the winery and headed up the Northern Hwy to Toolleen where we had dinner at the Tin Shed.

Again, some headed home after that meal while others headed back to the Queen Meadow and then left on the Monday morning thereby ending an astronomical weekend.



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Off Peak 4x4 Club Simpson to Byron Bay

Nine members of the Off-peak 4WD club recently completed a Simpson Desert trip leaving Alice Springs on 12th July 2022.

While the official trip report is to come, two members (Colin Armour & Gary Edwards - both in 80 series Landcruiser's), departed from Birdsville back to Melbourne to join other trips heading again interstate.

This is the story of the two members who departed from the group at Betoota Hotel, to head south, on a ZIG-ZAG tour of Outback NSW & adjoining States.

Whilst we had formerly said our goodbyes, at midday we actually parted at Dions Lookout, which was quite busy with fellow travellers, and

caravanning groups. It was not long before we turned south on the Arrabury- Planet Downs Road and made our way to Haddon Corner. As you do, we entered our names into the visitor book.

Whilst the weather was sunny, a very strong wind made the prospect of camping difficult with the dust blowing everywhere. We decided to move on and try and find a suitable place to camp.

For those who have not travelled this way, there is not much vegetation or hills to hide away from a dusty wind, in fact it is so flat, emu's were often sighted in the distance as walking bushes.

Some 30km on, we managed to find

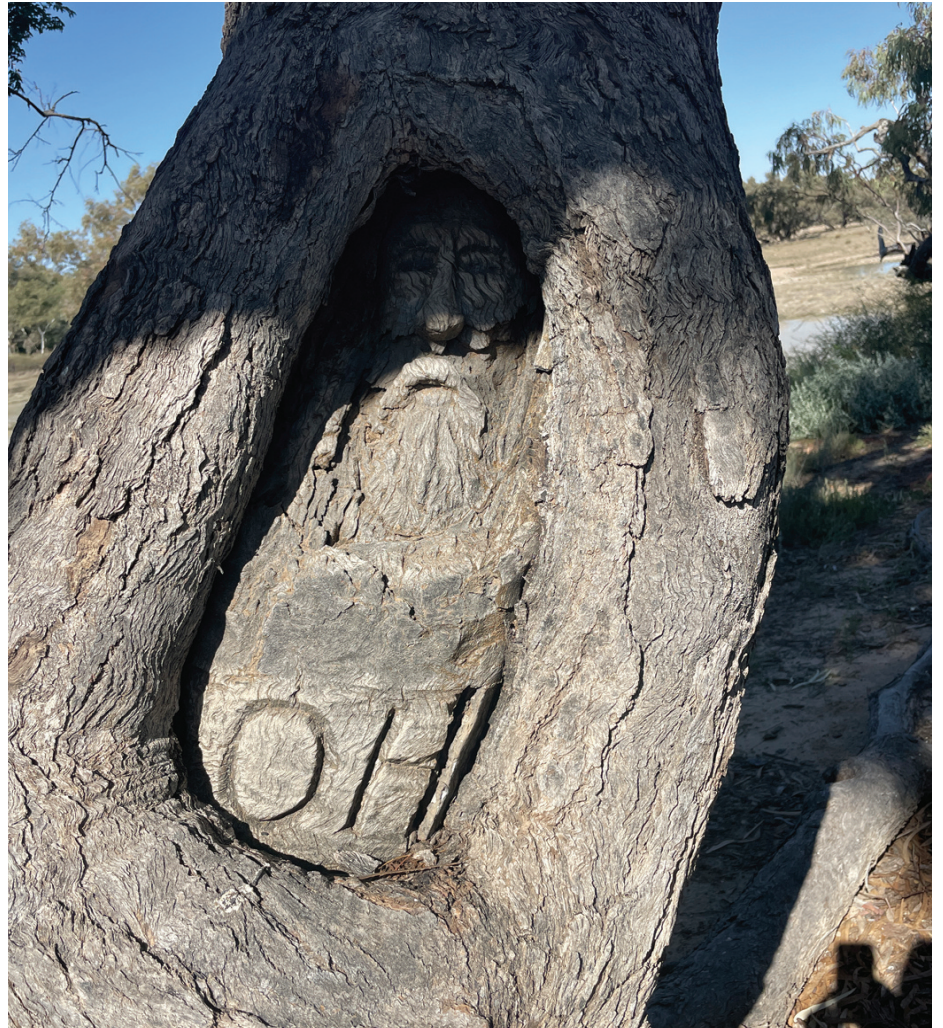
a dry creek bed, behind a dry dam to shelter from the wind. We were in luck, this site came with lots of cow pats, and a considerable number of flies, adding to the atmosphere.

Sunsets and sunrises are very picturesque and are the highlights on such occasions.



After a brisk morning we continued our way down the Arrabury- Planet Downs Road, which was in a better condition than some of our freeways, and a good speed could be maintained, only to be abruptly interrupted by the “Dip”, which brought you back to reality. We chose to not travel down the Cordillo Downs road and take the Arrabury Road as the Cordillo Downs road was closed.

The Strzelecki Desert, which is like a mini-Simpson Desert crossing, with red sand dunes, native flowers. The desert vegetation was all out in full bloom, reminiscing our earlier Simpson desert travels, and no sooner had we absorbed this spectacular scenery, we had arrived at Saint Ann Range, and the spectacular breakaways to the channel country. We soon turned right and headed into the Burke & Will’s “Dig Tree” site on Nappa Merrie Station and paying \$20/each for our entry to site.



Colin entering our details into the visitor book



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That afternoon we made our way to Innamincka, via the Development Road, and due to the height of the Cooper Creek (in full flood), access to Malkumba-Coongie Lakes and most other attractions in the area could not be accessed, per our travel plans.

The next day we headed for “Fort Grey” in Sturt National Park in NSW, via Cameron’s Corner by the old Strzelecki Track. The track was in good condition, and we were surprised to see an albino Dingo on our travels and equally surprised with the number of oil pumps on the southern section of this track.

Turning left at the end of the track, we were on the main Strzelecki Track and soon were undertaking dune cresting on our way to Cameron’s Corner. In between the dunes the large swales were green pastures and, on several swales, there was water with ducks – yes a second look was required, this is not a normal sighting.

At Cameron’s Corner, we purchased

our lunch at the store before the proof of attendance photo’s were taken.

On arrival at Fort Grey, we set up camp and headed out on an exploratory walk, to “Sturts Tree”, which we could not access as the Fort Grey Basin Lake was in full flood and we soon realised we could not walk on water, so this adventure was abandoned although the old home-stead site was accessible.

In the morning we set out for Tibooburra, and re-fuelled up, before setting out for Milparinka, where we were impressed with the history of the town, and the work this local community had done on Sturts expedition and their local history. Lunch was had at the hotel, which had some amazing history inside the Atrium of the hotel.

That afternoon we headed southeast to White Cliffs, via the Henry Roberts Road, which had signs of having been extremely wet, with remnants of deep wheel marks from vehicles using the road when wet. White Cliffs

caravan park was home for the night, and we took advantage of Pizza Night at the local store.

Next day we travelled from White Cliffs to Wilcannia, where the Darling River was running at 9.6 metres. Therefore, travelling to Menindee Lakes could only be undertaken on the northern road. This was quite a sight, as only a few years ago this river was dry. Arriving at Menindee Lakes which were full, large sections of the National Park were flooded. We decided on accommodation at the Menindee Lakes Caravan Park, where we were greeted to a stunning sunset with cruising Pelicans as back drops.

Leaving Menindee Lakes in the morning, we travelled to Hay via the Ivanhoe – Menindee Road, which was open, with a “caution warning”. Again, this was a gravel/dirt road which had remnants of deep wheel marks from vehicles using the road when wet, often causing you to be “tram tracked”, in a sudden jolt to the other side of the roadway. This was our last gravel road on our trip as we edged closer to Victoria. The nights forecast was for significantly colder night than we had previously, so we shared a caravan park cabin.

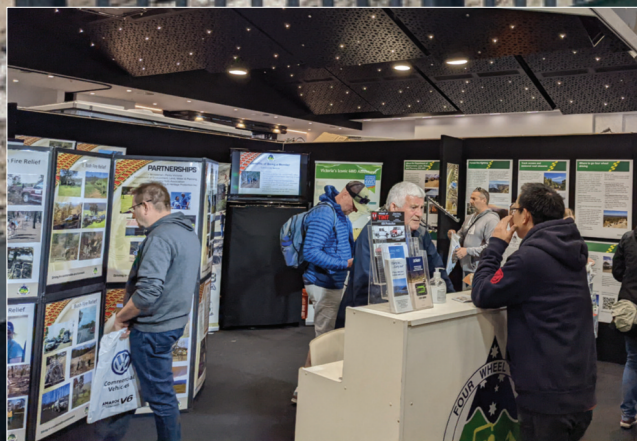
The night was very cold and, in the morning, jack frost had paid a big visit, ice was everywhere, and we struggled to keep the cars up to temperature. Tyre temperatures were often at 0 to 2 degrees for most of the 200km trip and the frost only cleared by the time we got to Deniliquin. Later in that day, we had arrived home, having been away for 4 weeks in total.





Four Wheel Drive Victoria at the National 4x4 Show

Four Wheel Drive Victoria had it's biggest involvement with the show to date. This included manning our own stand, running the proving ground throughout the entire show and also hosting a talk each day on the Garage Talks stage.



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The National 4x4 and Outdoor Show has come and gone! The show ran over the 19th to 21st of August at the Melbourne Showgrounds. Four Wheel Drive Victoria had it's biggest involvement with the show to date. This included manning our own stand, running the proving ground throughout the entire show, judging and educating at the Custom Plates Show 'n' Shine and also conducting a talk session each day on the Garage Talks stage. We were able to educate members of the public about the 7 Iconic Four Wheel Drive Adventures across Victoria. Our new Discover Four Wheel Driving book and answered a host of questions from the public about their trips and how to go about them whilst treading lightly.

The show would not have been such a success without our volunteers once again selflessly stepping up to help out and volunteer their time. Four Wheel Drive Victoria would like to thank Bellarine 4x4 Club, Central Highlands 4x4 Club, Geelong 4WD Club, Just Mates 4x4 Club, Peninsula 4x4 Club, Sandhurst 4WD Club and Victorian 4WD Club. It was a tremendous effort and a great effort by all involved.

Many of these volunteers helped out on the Proving Ground. It was a great opportunity for Four Wheel Drive Victoria and our volunteers to take visitors to the show around the track created within the showgrounds. It allowed those who jumped in cars or watched the recovery demonstrations from the grandstand to see how to tread lightly whilst four wheel driving and how to make minimal impact. A big thank you to Alan Mance Motors for providing the cars used throughout the show.

Our own John Toogood from the Yarra Valley 4WD Club was the MC to the Outback Stage. Playing host to many crowd favourites such as Red Dirt Diaries, Sam Eyles (Built Not Bought), Shauno and Graham (4WD247) and many others over the three days. It was a terrific job by John with plenty of spruiking about Four Wheel Drive Victoria and the many great reasons to join a 4WD club, something we noticed at the Four Wheel Drive Victoria stand with plenty of people coming up saying they thought about joining clubs after hearing John.

Fred de Gooyer and Wayne Hevey also were out on the Saturday and Sunday judging and educating entrants in the Custom Plates Show 'n' Shine. Four Wheel Drive Victoria were part of the pre- judging process making sure cars were suitable and roadworthy. The top 40 cars made it through in various categories. From here Fred and Wayne were part of the judging panel which helped selected a winner each day as well as being able to impart their knowledge on entrants to ensure their cars were safe and compliant with VSB 14.

It was great to see 3 clubs, Land Rover Owners Club of Victoria, Nissan 4x4 Club and Offroad and Camping Club of Victoria take up the offer of a free site at the National 4x4 Show. Whilst disappointing more clubs did not take up this offer I hope it was a great show for these clubs and many new members and strong interest found in the visitors to the show.

The dates for the 2023 National 4x4 and Outdoors show have already been set so make sure to mark it down in both yours and your clubs calendars. The 2023 edition will once again run at the Melbourne Showgrounds over the 18th, 19th and 20th of August. Four Wheel Drive Victoria will endeavour to have the same level of participation at the next show as this one just gone including free sites for our clubs so start planning your rosters now!

Daniel Whitby
Projects Officer FWDV

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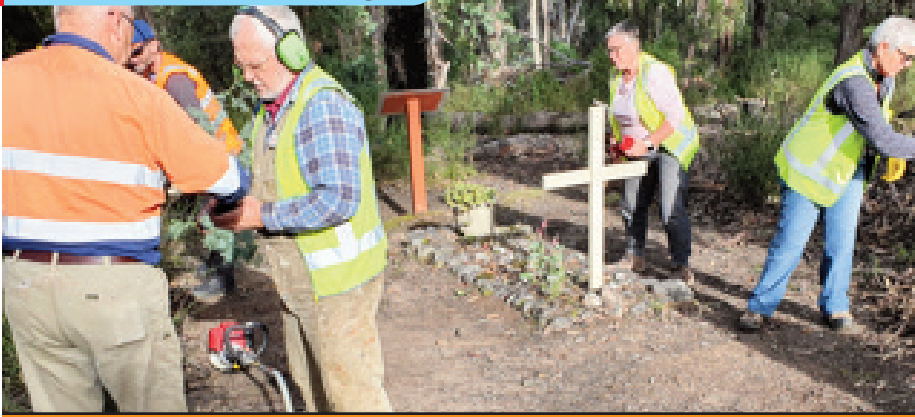
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"Kitty" Cane's Grave

Idlers 4WD Club Aberfeldy Track Cleanup - May 2022 -

The Trip Leaders were Geoff Pontin and Maree Wells, with participants Steve McNaughton, Andrea and Ieuan Thomas, David Gibson, Robert Neumann, Stephen and Fiona Homans, Paul Scrivener and Rod Cheetham.

The trip started at the BP truck stop at Officer on Monday 2nd May before heading to Rawson to pick up equipment and onto Meringtons Flat and camping until Thursday 5th May.

The activities to be completed were the clean up around historic sites on the Aberfeldy Track, in particular the interpretative signage and sites associated with West Gippsland Relic, Mining and Heritage Protection Inc., which was created to protect, restore and rediscover many of the historical sites in the gold mining area between Walhalla and Jamieson, and to go four wheel driving in Victoria's magnificent High Country.

The Idlers as well as some other 4WD Clubs have arrangements with West Gippsland Relic, Mining and Heritage Protection Inc. to clean and

maintain many historic sites along the Aberfeldy Track with the Idlers twice a year undertaking the clean up to help continue the stories and history of the gold rush era.

The group was keen to do the voluntary work and also learn about the history of the gold rush era.

Cast Iron Point, so named as it was the collection point for old mining machinery, which was sent to Melbourne to be crushed and melted down to make instruments of war for use for World War 1, was the first stop. The signage was cleaned and the vegetation around it cleared. The view of the Thompson Dam was amazing.

The same activities were completed at "Kitty" Cane's grave and the site of her hotel. Kitty Cane's 22 stone (140 kg) weight posed a problem for the packhorses that were to carry her to the Aberfeldy cemetery. It was decided she be laid to rest here, a short distance from her shanty.

Further up the Walhalla Road at the house site of Joe Knapping, "Holy

Joe" the group continued the clean-up and was fascinated by the story of him moving his house 6 kilometres by hand winch from near the Thompson River to just outside Mountain Town so he could "converse with the occasional traveller".

The group returned to Meringtons Flat camp ground. The next day it was along Walhalla Road to into Donnelly's Creek Road to Codes Flat where an ancient orchard still grows today after having been planted in the 1800's. The same family has lived at Codes Flat for over 50 years.

Further down Donnelly Creek Road is Smoko Point, so named after soldiers, who were new recruits trained in the area from 1939 to 1945. During their training, they crossed the Aberfeldy River before a steep climb to their first resting point where they would smoke their cigarettes. Some carved their names into the nearby slate. The signage was cleaned and the vegetation cleared. The memorial which includes some the carved slate was in good condition and needed no repairs.

There are ruins next to the river below Smoko Point, a very pretty spot alongside the river. The area was quite overgrown and required a bit of time to clear using brush cutters.

Next stop Toombon Mine, one of the largest mines in West Gippsland and the deepest outside of Walhalla, which produced over 50,844 ounces of gold won from 61,888 tons of ore.



Smoko Point



Orchard at Codes Flat



Toombon Mine Site



"Holy Joe" moved up a mountain for company





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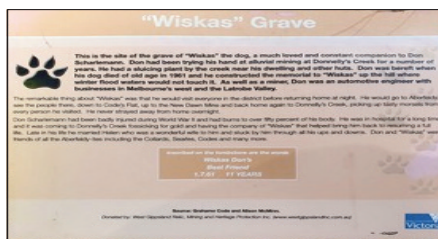


It opened in 1872 but closed in 1903 after flooding destroyed parts of the mine. It reopened in 1931 with extensive remedial work done, however, after the ore was deemed not rich enough the ceased operation in 1940. The information at the site gave a great insight into the history of the mine, the size of the operation and the size of the township that developed around the mine.

On the way back to camp the group cleaned the signage at a more recent historical spot, "Wiskas" Grave. "Wiskas" the dog was a much loved and constant companion of Don Scharlemann, who was a miner in the area during the 1950's. The memorial was constructed by Don in 1961.

Once back at camp a number of daring members took the Charles Brown Lone Grave Walk wading across the Aberfeldy River to clear the track and clean the grave site. Apparently the water was pretty cold by all accounts.

With the voluntary work completed in the area the next day was spent travelling the tracks and getting more insight into the history of the area as well as having fun driving some of the tracks, well known to Geoff and Maree. After leaving camp and a short stop at Junction Hut, which overlooks the Aberfeldy River, Geoff and Maree took us along Meringtons,



Williams Spur, Army North Tracks and Donnelly Creek Road to Store Point Township where in the 1860's 1,200 people lived. The signs at the site gave a great description of what life was like in the 1860's. There were beautiful views across the valley from the Williams Spur Track and coming down the Army North Track was rocky and steep. A good four wheel drive learning experience.

Continuing along Donnelly Creek Road we turned into Middle Star Track and stopped at a picturesque area next to the creek where we went on a 1.5km walk to view a large Water Wheel in the creek bed. It was amazing to see such a large piece of equipment in the middle of the bush.

Last stop for the day was a visit to the cricket ground at Donnelly Creek Recreation ground which was in use from 1880's to 1900's. Of course the area is now completely returned to the bush, however the signage told the story of the Donnelly Creek cricket and football teams success during this period.



The weather was looking a bit ominous as we continued along Donnelly Creek Road and turned into Flats Track, which is far from flat. A great four wheel drive track with steep sections and some very large humps made more interesting by the heavy rain that started to fall. We turned into Williamsons Spur Track and headed back to camp slowly in wet conditions.

The following morning the group headed home but had one more site at Beardmore, Beardmore Hotel, to clean. It offered quality food and accommodation from 1870 until 1930's with Mr Beardmore there until he died in 1911.

Many thanks to Geoff and Maree for leading this interesting trip into the historic past of Aberfeldy and the opportunity to support the aims of the West Gippsland Relic, Mining and Heritage Protection Inc. by cleaning the sites allocated to Idlers 4WD Club.

Rod Cheetham



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.



Mildura 4WD Club

PART 1

Exploring The Hay River Track & Madigan Line

May 14th, 2022. Trip notes by Glen & Di

We won the toss for doing the trip notes for the first day of the trip and also the nibbles for the first happy hour, whenever and wherever that was going to be. The eager trip crew comprising our leader Robin, Leo and Maureen, Jo, Adrian and Geoff and us two (Glen & Di) mustered at 7.30am sharp, opposite the Merbein Mushroom Farm and after Suzette and Jann gave (an almost teary) send off to the two lads travelling together in the Ranger, we all headed off on our adventure into the wilds of Outback Australia. I can't be certain but I thought I caught a glimpse of two trip widows having a little dance for joy by the side of the road in the rear -view mirror as we drove off.

First stop for the trip was the obligatory vehicle check at the SA

fruit fly station. Second stop was at Renmark to stock up on fresh fruit and vegetables and salad, all the green stuff so beloved by Robin (not). Not long after, our SA trip participant, Phil joined our small convoy at Monash. The rest of the morning's travel was uneventful except for an unplanned changeover of tail end Charlie that came about when the Ranger lads missed a turn off.

After a brief stop at Burra, we travelled through to Peterborough for our lunch stop and fuel up for the run to Hawker, our planned overnight stop. The afternoon run was again uneventful, and after Robin called the day's end and a bit of looking around we found a suitable camp spot not far off the road (Nooltana Creek 13km from Hawker) and settled in for our first camp for the trip, and not even the sprinkle of light rain could dampen the spirits of our group.



Old Beltana



May 15th, 2022. Trip notes by Robin

After a good night's sleep, we arose about 7:00am and after breakfast and packing up, departed around 8:30am. We took the back road to old Beltana where we stopped for morning tea and wandered about the historic township and railway station – most of these are now private residences and not open for inspection. As Dr Phil had blown a tyre on the dirt road we all aired down by 10psi.

We had intended to stop at the Beltana Station (a Station Stay) for coffee and some saltbush lamb, but it was closed due to Covid. We returned to the blacktop and drove past Leigh Creek to Lyndhurst to refuel and a beer at the pub, now owned by an ex -Mildura patron. Traditionally fuel at Lyndhurst was cheaper than Hawker, but this is no longer the case.



From Lyndhurst we travelled 15km up the Strzelecki track to "Talk Alf Artworks", a very rustic/primitive residence surrounded by Alf's Soapstone carvings. Alf was not at home.

Dr Phil left the group and headed straight to Maree hoping to get a replacement tyre. By the time we arrived he had successfully had a new tyre fitted.

We headed off to the historic township of Farina where a group of volunteers have restored the old underground bakery and a few other buildings. The town comes to life early in June each year where the volunteers restart the bakery for a few weeks. A new "souvenir and coffee shop" has been constructed to service the tourists.

From Farina we headed to Marree with a short stop at the memorial for the explorer, John McDougall Stuart.



Trans Continental Hotel, Farina SA



At Marree we picked up Phil who had managed to find a new tyre and have it fitted. We inspected the old Afghan Mosque & Art Water Tank and the old Ghan railway infrastructure. We then headed off to find a camp for the night.

We initially stopped at the old Wangianna Railway Siding but it was too open and the mossies were horrendous. We moved on finding a short track leading to a dry creek and old railway bridge, and setup camp for the night.

While in Marree Dr Phil had run across a group of 50 or so trail bikes that were part of an organised tour crossing the Simpson via the French Line. We ended up playing tag with these bikers all the way to Mt Dare Hotel where they turned south towards the French Line and again at Birdsville.

May 16th. Trip notes by Jo



Marree Roadhouse

It was rather a cool night, camped in a sandy creek bed by a magnificent railway bridge.

We were up at 6:45am and ready to roll at 8:30am.

The Oodnadatta Track was in good condition so we sat on 80km mostly. A contingent of motor bikes was travelling the same route and overtook us at various times. We stopped to look at sculptures along the way and surprised ourselves in passing a horse drawn Gypsy Wagon.

First stop was to view the rising waters of Lake Eyre. Not surprising was the fact that Robin encountered some grey nomads with a serious stove problem. Still unsure whether he helped them out or not! (*did not*)



Alberrie Creek Muttonia Sculpture Park



Adrian and Geoff were encouraging the sun by decking out in summer gear - a bit early for the rest of us. At the official Lake Eyre Lookout - and Information Board, the whole bike contingent and many caravanners were stopped. We sailed past them all, happy that Robin had foreseen the prospect of such a gathering and chose to have us stop at an earlier point.

We bypassed Curdimurka Railway Siding because no one said to stop - my first lesson in speaking up when given the opportunity! Seagulls were seen in a roadside pond, indicating a fish presence. A few bikes passed us again before we turned left to visit Mound Springs and The Bubblers 4km off the main road in Wabma Kadarbu Conservation Park. These oases, like Dalhousie Springs, are fed by the Great Artesian Basin, a massive underground water source that flows under nearly a fifth of the country. They have been flowing for millions of years and support a huge diversity of fauna. The mounds build up around the spring and the water can be fresh, salty, warm, or hot - as Leo and Geoff found. Pathways and platforms have been built for us to observe them, but they are not for

Lake Eyre South



us to soak or swim in, as Dalhousie is.

It was time for a cuppa and more treats from Di's Auntie Betty's recipe book. We returned to the Track via a chicken track to avoid the corrugations we had helped create.

Very soon, we arrived at Coward Springs Conservation Area, formerly a Ghan rail siding. This is a 20 acre plot of freehold land set aside for nature conservation. It offers a great camping spot and even a small hot tub to indulge in (as Geoff did), but at 11:30am this was not to be our camp spot! \$2pp for a look and more to camp.



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- 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 web-site 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.

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In 1993 the SA Gov't re-bored the original bore of 1886, allowing water to flow to wetlands which now provide food, shelter and a breeding area for a wide range of wildlife. From 2020 Coward Springs has been privately operated as a campground and heritage site and is listed in the SA Heritage Register. There are 2 restored stone railway buildings, 2 in ground tanks, date palms and athel pines.

We passed Beresford Railway siding, where the huge tanks used for storing water for the trains stand out against the horizon.

Then, under beautiful blue skies, we moved on to the remains of the Strangways Telegraph Station. There are 3 good walks to be done there, but some of us just visited the remains of the quite substantial settlement just over the sand hills from the car park. Most/all of the mound springs at Strangways had dried up. This was one of 11 repeater stations for the Overland Telegraph Line between Adelaide and Darwin.

By 12.30, we moved on to William Creek for a late lunch, passing sand dunes and clay pans along the way. Here we found a bus load of elderly travellers, plus fellow 4WDers wandering the town, enjoying a chance to buy food, drink and ice cream, and responding to phone texts. Maureen created a little drama by losing her phone for 15 minutes - just a slip of the memory as to where she had put



Algebuckina Bridge



it for safe keeping!

A green tinge to the countryside was evident as we continued past the turn off to Peake Hills Homestead and Peake Hills Telegraph Station. The countryside varied with gibber plains, a little water crossing, then dry plains before we stopped at Peake Ck Rail siding for a look-see.

Next stop was our camp spot. The Algebuckina Rail Bridge was to be it, but the area was littered with other travellers, so we went across the road to the "formal campground" and found a few trees to hide among. This magnificent bridge was built and

opened 1892 to cross the Neale River. There are 19 spans, each of 39 metres and the total length is 587 and a half metre.

May 17th. Trip notes by Dr Phil

We left camp and went for a good look at the Algebuckina railway bridge then continued on the Oodnadatta track to the Pink Roadhouse.

Most topped up with diesel and had an early snack for lunch before continuing. Just out of town we stopped at the Angel Pole Memorial, (well it was an old skinny dead tree trunk that was once an old telegraph pole and now a memorial to the Overland Telegraph Line – Angel of the Outback?)

We then turned off towards Hamilton Station and Mt Dare, stopping to photograph some old cattle yards before reaching the Eringa Waterhole where lunch was partaken. The waterhole is a permanent body of water and very picturesque. The ideal location for the homestead of Kidman's first property in what was to become his cattle empire. The homestead ruins are located near the end of the waterhole.

About 70km to Mt Dare everyone attempted to refuel before ordering the evening meal which had been booked from Oodnadatta and setting up camp. This was the last fuel stop before reaching Jervois Station some 800km away, but a large Unimog supporting a convoy of 40 motorcycles was hogging the pumps so some had to refuel the next day.

There were about 40 trail bike riders ready to cross the Simpson via the French Line the next morning, and they were all a pretty friendly lot. A female motorcyclist had taken a nasty fall some 100km from Mt Dare and was lying on a stretcher in the hotel for much of the day. The RFDS arrived late in the day to take her to hospital.

Welcome showers were taken by all, and then we relaxed in the hotel beer garden with a few drinks. The evening meal was ready at 6:00pm and enjoyed with a couple of bottles of wine before retiring for the night.



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May 18th, 2022. Trip notes by Maureen & Robin

A bit of a late start as those who could not get fuel the day before because of the Unimog had to wait until the staff had finished serving breakfast to all the bikers. Once fuelled up we headed off on the Binns (Old Andado) track towards Old Andado, grateful that the bikers were heading south. The ExplorOz map showed several tracks heading in the right direction, but with all the recent rains they were completely overgrown and hidden. Fortunately, the only visible track was the correct one.

This time we were on a track, as opposed to a road, but quite reasonable, despite ruts and dust and the odd chicken track. We were in open woodlands and as we crossed the NT /SA border, an out of date Covid quarantine sign was the only indication! Occasionally a road warning sign would appear but no significant damage was apparent. We later worked out that the signs referred to the track deteriorating over the 1 or 2km that passed through a swamp/floodplain/whatever.

At various stages large flocks of seemingly kamikaze budgerigars swooped in front of us plus the occasional flock of finches. At one stage, with numerous green bodies already on the road, we could see that one bunch hadn't made it.

We crossed the dry Finke River, past cattle yards, Mt Dill Bore and the Mayfield Swamp. I think this area is leased to New Crown, previously Andado Pastoral Co. As we headed up the track, it was becoming increasingly clear we were in sand dune country with a good coverage of spinifex. It was pleasing to see we were running with the dunes most of the time as we passed Mt Peebles Bore and Mt Day. Approximately 90km from Mt Dare, we met the Finke Rd, turned right and passed Andado Station Homestead, but not close enough to see action around there.

After an uneventful but scenic drive, we arrived at Old Andado Station formerly occupied by the late Molly



Old Andado Homestead



Old Andado lounge room

Clark, a ramshackle old outback building in fair condition. The most pleasing aspect was that all Molly's possessions remained as they were when she left. No evidence of graffiti or theft of her possessions – a nice change.

Now I've just spent 2hrs looking online at info re Old Andado Station. I suggest you do the same if you're interested enough to be reading these notes! There is a good website and a Facebook page.



Old Andado vehicles



Hamilton - Mt Dare Road

We stopped for morning tea at Old Andado Homestead, which is the original home of Molly and Mac Clark when they ran Andado Station in the 1960s and 70s. Molly was widowed in 1979 and continued on the property till 1984, when Brucellosis and TB testing was introduced in NT. As Andado bordered SA, their cattle had to be culled and the property was sold for a pittance.

However, In 1987 Molly secured a Crown Lease of 45 sq kms around the home and ran a tourist business from there. Apparently she was much loved and respected by all who passed by. Eventually she had to go to live in care in Alice Springs but was buried on the property in 2012. Her grandchildren are keen to maintain the property just as it was in her time there as a tribute to her and a peek for us into history.

After a gob smacked excursion through the homestead - and another yummy morning tea, courtesy Di and Jo, we pushed on with a quick stop at Molly's grave along with those of her brother and a daughter-in-law. Next stop was the Mac Clark Conservation Reserve. Whilst quite a large reserve (3000 ha), fences had only been constructed around the

various stands of Wadi trees (Acacia Peuce) to protect them from the cattle.

So, once again, we moved north, firstly past Molly's grave on the property, and then mainly between the sand dunes towards the Mac Clark Conservation Reserve. The weather was warm, dust was present, sand dunes beside us.

The protected area is on a stony, often windswept plain. Rainfall is only 150 ml a year. The trees grow to 17 metres and can live for 500 years. They have spiky needles, so lose little moisture (info online too). Mac Clark had worked on Old Andado for years before he purchased the property and had a great interest in trees, appreciating the qualities of this particular tree - hence the Reserve was named in his honour.

From here we headed off towards

Madigan Camp No 1. We followed the road marked on the map for a few kilometres until we reached a large dam, supporting a large herd of cattle. While the track started to skirt the dam it quickly vanished, obliterated by all the cattle. Using the GPS, we rounded the dam and wandered through the bush for a while, cutting the supposed track several times. In the end, rather than forge our own tracks across spinifex and dunes, we gave up, accepting that the track to Camp No.1 no longer existed. We backtracked to the Mac Clark Reserve and took the well-used Geo Survey Track skirting around it and heading towards Madigan Camp 1A. Another track supposedly cut through the reserve, but on rounding the far end of the reserve we could see no sign of it. A large erosion gully beside the track may have

obliterated it or it simply no longer exists.

Through corrugations, washouts, between sand hills, amidst green growth and dry areas, Robin brought us to Camp 1. A yellow star picket and plaque where we set up camp celebrating that we were indeed now on the Madigan Line. We had great company to celebrate - fly nets were needed by all!

Continued next issue



CruiserKhana is back this year on the 18th & 20th of November.

The Toyota Land Cruiser Club of Victoria is pleased to announce that its popular CruiserKhana is on again this November.

- There will be a night drive on Friday night for competitors, as well as competition events on Saturday with the winners announced at the dinner later that evening.
- Sunday's events are optional and will conclude at midday.

We welcome participants from 4WD Clubs entering and being a part of this skills based competition, with the chance to win some great prizes.



An early bird discount of \$185 applies until 30th September. This includes both driver and navigator, 2 nights camping and Presentation dinner.

To enter, please email enquiries@cruiserkhana.com.au or enter the competition by clicking on the link (<https://www.tlccv.com.au/index.php/cruiserkhana/ckhana-2022>).

We look forward to seeing you there.

(Entries close 18th November, 2022)



Who owns Australia?

Have you ever wondered who owns the pastoralist stations that make up much of the Outback?

When touring the great Outback regions of Australia, do you ever wonder who owns the land you are passing through? For instance journeying the 346kms from Oodnadatta to Birdsville, who's land are you actually traversing?

I was recently reading about two Central Australian businessmen and pastoralists Viv Oldfield and Donny Costello who are now Australia's biggest landholders owning a whopping 7.2 million hectares across South Australia, the Northern Territory and Western Australia. If their properties were pieced together they would cover nearly a third of the total size of Victoria.

According to Agjournals annual investigation into who owns Australia's farms, the last 12 months has seen a flurry of activity in the ownership of some of Australia's major, if not iconic properties.

Interestingly there has been renewed interest from Australian farming businesses, despite the former No 1 landholder Gina Rinehart divesting four properties from her Hancock and Kidman portfolios. These being the 1.36 million hectare Innaminka Station, the 1.1 million hectare Maeumba Station and the 800,000 hectare Ruby Plains and Sturt Creek Station.

Returning to the trek up the Birdsville track, much of the trip is through pastoral holdings owned by Australian company Crown Point Pastoral Company. Stations they own included Clifton Hills Station (1,650,000ha), Innaminka Station at Leigh Creek (1,360,000ha), Macumba Station at Oodnadatta (1,100,000ha), and Pandie Pandie Station on the Birdsville Track (662,000ha). Other well known Stations they own are Andado and Maryvale Stations at Alice Springs and Ruby Plains and Sturt Creek Stations in the Kimberley, WA.

Other well known Stations owned by Australian Companies, include 18 properties owned by the Australian Agricultural Company, totalling some 6.6 million hectares. Chief among these is the 1,235,100ha Burnette Downs Station on the Barkly Tablelands, NT.

Gina Rinehart (Hancock Agriculture & S. Kidman And Co) portfolio includes 25 stations across Queensland, NT, NSW and WA, comprising 5.9 million hectares.

Jumbuck Pastoral Company owns a dozen Stations across SA, NSW and NT, with possibly the best known being the 1,214,057ha Wave Hill Station on Victoria River, NT.

A journey north through SA and you

will be travelling through a string of Stations owned by the Williams Cattle Company. These include Anna Creek Station, Coober Pedy (1,574,600ha), The Peake Station at William Creek (813,000ha), Hamilton Station Oodnadatta, Nilpinna Station at William Creek, Arckaringa Station at Coober Pedy and Mount Sarah Station at Oodnadatta.

In terms of the value of our Outback Stations, Canada's PSP Investments is No. 1 in ownership of Australian agricultural land with assets valued at around \$5 billion. PSP is a pension fund for the Canadian public service, including the mounted police force, and continues to expand its purchases in Australia each year. Last year its expansion included the acquisition of the 1.1 million Narwietooma, Glen Helen and Napperby cattle stations in the Northern Territory, along with several other properties in NSW.

Other unlikely property owners include Harvard University Endowment Fudd (USA), THF Finance (Germany) and Michael Hintze Premium Farms (UK). Of interest, four large Chinese companies sold their 4 Stations in Queensland, Tasmania and NSW.

Brian Tanner
Editor



What makes *Yours* so special?

The importance of working together ...

No man is an island (John Donne); Life is easier (and can be a lot more fun) when you are part of a network of friends and family, a community.

In these days of looking out for number one, community isn't always what it is supposed to be. We'd all like to think we live in a place where people care about others -- where people pitch in to help, especially when things get rough. But this isn't always what we experience.

It seems that we are often reminded when things get tough to "Pull yourself up by your bootstraps, my grandfather did". That may be true, but many of those "bootstraps" are no longer available today. A major contributor to this issue is that the supportive community of our grandparent's day, the community where people looked out for each other and supported each other, in many places is no more. It has gone the way of the gaslight, the horse, and the buggy. And we're paying a really big price for that loss.

One of the main attributes of your 4WD Club (& 4WD Victoria) is our sense of community, helping others, working with others, enabling others. Being a part of the 4WD community while working within the broader community.

The ancient African proverb states; it takes a village, to work with the family, to raise a child and weather the storms of life. If we want that kind of support, the place to begin is with ourselves. Community, like charity, begins at home. You start building a good neighbourhood when you yourself decide that you will be a good neighbour.

Many of us feel like we are judged on our disabilities rather than on our abilities. There is no doubt, sometimes this is true, but often we give people little choice as we are slow to acknowledge our weaknesses and quick to focus on our own agenda and selling our self assessed strengths. Working with others takes serious effort on everyone's part. What can be achieved when we get it right ... you can judge that for yourselves.

Here are a few tips that might help:

- Acknowledge and understand your own strengths and weaknesses.
- Acknowledge and use the skill strengths, ideas and opinions of others.
- Let others know when they are doing a good job.
- Respect the feelings, views and values of others.
- Support and encourage others by helping those who need assistance.
- Accept assistance from others willingly.
- Do not avoid conflict. Respectfully address issues or problems when they happen.

How do you think you can help build a better community ... and what are you prepared to do about it?



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NEW AMAROK V6 W580X OFF-ROAD

~ IT'S OUT THERE ~



The fabled Amarok V6 W580X, an off-road beast too rowdy for the road, has made its escape and is running wild. Its LED light bar was seen blaring through the tree line, along with its 18" Alloy wheels, custom bash plate and towering off-road tuned suspension. Born of a unique collaboration between Volkswagen and performance leaders Walkinshaw, the W580X Off-Road was once thought too tough to be real. Now, it's out there.



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