NISSAN NEWS

September 2018

THIS ISSUE:

- SIMPSON DESERT TRIP
- STONEY CREEK TRACKS

NISSAN

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Nissan News is the official magazine of The Nissan Four Wheel Drive Club of Victoria Inc. ("the Club") which is a member of Four Wheel Drive Victoria. Articles, trip reports, social and technical reports etc are welcomed for inclusion in **Nissan News.**

General Meetings:
Meetings are held on the **first Wednesday of every month** (except January) at the Keysborough Senior Citizens Club, 352 Cheltenham Road, Keysborough. (Melways Map Ref 89 D9). **General and Committee Meetings commence at 7.45 PM Sharp.**

Correspondence:
All correspondence (except articles for Nissan News) should be addressed to:

The Secretary
Nissan 4WD Club of Victoria Inc.
PO Box 351
Springvale 3171

Website: www.nissan4x4vic.com.au

The Editor reserves the right to reject articles submitted for publication. The views and or opinions expressed in Nissan News are not necessarily the views, opinions or policies of the Editor or of the Nissan Four Wheel Drive Club Inc. Acceptance of advertising does not necessarily imply endorsement of products or associated companies or individuals by the Nissan Four Wheel Drive Club Inc.

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CLOSING DATE FOR MAGAZINE
2nd Friday monthly

Advertising Rates

Full Page:
$670 (colour) / $460 (black & white)
Half Page:
$380 (colour) / $260 (black & white)
Eighth Page:
$110 (colour) / $75 (black & white)

"One off" page advertising (introductions, special promotions etc) per page $100 (colour) / $70 (B&W)

For items marked on "For Sale" pages members can list items for sale at no charge for 3 months. Non-members $10 (conditions apply, contact Editor for details).

CLUB LIFE MEMBERS

Steve Trickey
John Barnes
Peter Simpson
Gary Lister
Alan McCabe
Clive Garaway
Paul Warner
John Tomlinson
Trevor Heale

CLUB BANK DETAILS

BSB: 063 245
A/C No: 1004-7061
A/C Name:
Nissan 4X4 Club of Victoria

Remember to include your name in the reference details.

Membership

A new member joins the Club as an Associate Member. Once the following attainments are achieved the member can apply for Full Membership:

Full membership form is available in the members pack or request from Membership Secretary or download from web site. Once a Full Member you are eligible for a key to the club property.

- Been an Associate Member for 6 months.
- Completed Driver Training.
- Attended 2 club trips.
- Participated in a Club working bee and/or kitchen roster at a general meeting.
- Attended at least 4 general meetings.

Membership Fee's as at 1st June 2018

Once off joining Fee of $110 (this includes driver training).

Annual Subscription of $150.

Therefore a new members cost would be $260 for the first year. Pro-rata is calculated for the second years membership fee.

If you have any questions about membership please contact the membership secretary or approach any of the Committee members at the next General Meeting.

From the Editor

Hi all,

As I am away on holidays so this magazine was pre-printed a month ago. Becasue of this it's a cut down version of what I would generally get printed.

August, General and Committee meeting minutes and election outcomes will be published in the October magazine.

Cheers
Heath Glass.
Nissan 4x4 Club of Victoria Editor

Cover: Big Red

Photo by: Robert Norman

The Club wish to sincerely thank the NOBLE PARK FOOTBALL CLUB for the use of their club rooms for committee meetings.

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Calendar of Events

SEPTEMBER

Mon	Tue	Wed	Thur	Fri	Sat	Sun	Mon	Tue	Wed	Thur	Fri	Sat	Sun
												1	2
3	4	5 GM	6	7	8	9	10	11	12	13	14 Driver Training	15	16 Awards
17	18	19 CM	20	21	22	23	24	25	26	27	28	29	30

OCTOBER

Mon	Tue	Wed	Thur	Fri	Sat	Sun	Mon	Tue	Wed	Thur	Fri	Sat	Sun
1	2	3 GM	4	5	6	7	8	9	10	11	12	13	14
15	16	17 CM	18	19	20	21	22	23	24	25	26	27	28
29	30	31											

NOVEMBER

Mon	Tue	Wed	Thur	Fri	Sat	Sun	Mon	Tue	Wed	Thur	Fri	Sat	Sun
			1	2	3	4	5	6	7 GM	8	9	10	11
12	13	14	15	16	17	18	19	20	21 CM	22	23 Club Chrismas Party	24	25
26	27	28	29	30									

DECEMBER

Mon	Tue	Wed	Thur	Fri	Sat	Sun	Mon	Tue	Wed	Thur	Fri	Sat	Sun
					1	2	3	4	5 GM	6	7	8	9
10	11	12	13	14	15	16	17	18	19 CM	20	21	22	23
24	25	26 Deni Xmas Camp	27	28	29	30	31						

JANURARY 2019

Mon	Tue	Wed	Thur	Fri	Sat	Sun	Mon	Tue	Wed	Thur	Fri	Sat	Sun
								1 Deni Xmas Camp	2	3	4	5	6
7	8	9	10	11	12	13	14	15	16 CM	17	18	19	20
21	22	23	24	25	26	27	28	29	30	31			

FEBRUARY 2019

Mon	Tue	Wed	Thur	Fri	Sat	Sun	Mon	Tue	Wed	Thur	Fri	Sat	Sun
									GM		1	2	3
4	5	6	7	8	9	10	11	12	13 CM	14	15	16	17
18	19	20	21	22	23	24	25	26	27	28			

General Meeting	Committee Meeting	Driver Training	Working Bee	School Holidays
Public Holidays	Club Social Event	Show	Club Trip	

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Stuart Gruchy - Service Dept
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Club Trips and Events

Below is a list of trips and events for club members to attend.

For full details look on the Club Forum. If you wish to attend a trip then register via the web site and contact the trip leader if it's required.

Notice on attending trips: Please make sure that your vehicle is registered, driver has a current drivers licence and your membership subscription is up to date.

Please have a look at the trips that require a leader as there are a few to pick from and once a TL is registered for a trip the date can be set that will be benifical to all participants registered on that trip. If there is a month on the trip date then this is a suggested month to run the trip.

16th Sep
Coordinator: Kim Taylor

EVENT

Family Club Awards Day Presentations

Bring the family for fun day out at the park and enjoy a BBQ lunch while acknowledging the great work that members have put into the club for us all to enjoy. It would be nice if EVERYONE could come.

Where: Jells Park, Wheelers Hill, Yabby hill playscape.

23rd - 25th Nov
Coordinator: Kim Taylor

EVENT

Club Christmas Party @ Wandarrah

Mark it in your diary, it's not just for the kids it's our last get together for the year so come and socialise drink, sing and be Merry. Once again we will be having a Spit Roast dinner catered for by the Maffra Spit Roast company followed by dessert.

26th Dec - 2nd Jan 2019
Trip Leaders: Darren & Sharon Jones

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Deni Xmas Camp Trip

We will be staying at Deniliquin Riverside Caravan Park. This is an easy trip with no limit to numbers. Activities include relaxing, Floating down the Edward River, fishing, sightseeing etc. Dogs and Caravans welcome.

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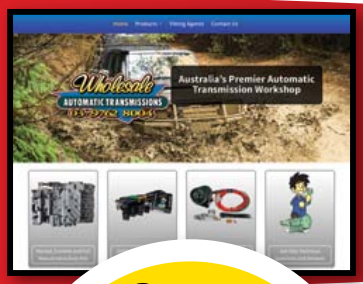

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Report By: Robert Norman

7th May 2018

Participants

Robert Norman	Toyota Prado
Heath Glass	Ford Ranger
David Prydderch	GU Patrol

Not unexpectedly, given the short notice, remote nature and being outside of school holidays etc. the trip almost didn't happen due to lack of interest – until Heath Glass and his mate, David, put their hands up.

The plan was to meet at Arkaroola and I left Melbourne two days prior, stopping at Mildura and Alpana Station on the way. Alpana just south of Blinman in SA is a fantastic place for four-wheel-driving with top accommodation for both individuals and groups. Their Mt Samuel 4X4 drive (with the aptly named Mt Buggery Gorge challenge) is something every 4X4 driver will get a buzz out of and any readers of 4X4 Australia may have seen my article on that track earlier this year.

Arkaroola was just an overnight stop but we had a quick look at the Pinnacles and the Bolla Bollana mine ruins a few kilometres west of the village before hitting the dry dusty track north to meet the Strzelecki Track. The Strzelecki has now made it to No 2 on my list of worst roads in Australia (No 1 by a clear margin is the Kalumburu Road on the Kimberley). Corrugated and stony with bulldust holes and the occasional rock the size of a house brick waiting for the inattentive, the Strzelecki is not a joy. I blew both low beam globes on my Prado on this part of the trip – something I put down to the rough surface (although the globes were 11 years old and that may have contributed to their failure – but both on the same day after all that time??).

At Innamincka we camped at Cullyamurra Waterhole on the Cooper Creek which had recently begun flowing from rainfall further north three months earlier. A great campsite and very picturesque but the flies!!! You come to expect flies in the Australian bush but these little black buggers were something else and would be all over you within a few seconds of getting out of the car. Without fly veils they would have driven us mad.

Innamincka was where we got the bad news that our plan to drive to Poeppel Corner via Walkers Crossing and the Warburton Track was scuttled because flood water from the Diamantina had made it into the Warburton and cut the crossing just 48 hours earlier. The outback is certainly a place of contrast with floods in what is otherwise parched country currently in the grip of an extended drought.

Plan B saw us still do Walkers Crossing, along the way stopping at the historic Burke and Wills grave sites. The drive was on generally good sandy tracks that wound through the flood plains of Coopers Creek. The dust was bad with no wind to carry it away, so Heath and I alternated the lead to share the pain of being back in the dust.

At the Birdsville Track we turned north and camped overnight at

that iconic town of the same name. As usual the caravan park was busy and the pub was doing a roaring trade pulling cold beers. Rather than our usual burnt offerings around the campfire we decided to eat at the pub but the meals were somewhat slow in coming given numerous tour groups with pre-ordered meals receiving priority (although I did get a free beer when the grumpy old bugger in me suggested to one of the staff I would join a tour group next time just to get served in under an hour).

We were generally up pre-dawn so we could eat and pack up without being pestered by the ubiquitous flies, however, at Birdsville David had a hankering for a camel pie at the local bakery so we headed in there for breakfast prior to hitting the road west into the Simpson.

After airing down at the foot of Little Red we easily crested this first dune, although the sand was badly scalloped making it something of a rock and roll ascent. After stopping briefly at the top to chat to a group from 4WD Action who were filming a promotion we moved on to Big Red where we all drove to the top by way of the easy track and had the place to ourselves – something of a rarity these days.

David and Heath got to work busily photographing their rigs sitting on top of this famous dune. Heading west the QAA track was an easy run although it is true that the dunes are a bit tougher when traveling from east to west, given their eastern face is steeper. The sand was dry and powdery but firm underneath – although not firm enough to drive up without some momentum behind you.

The run to Poeppel Corner took us 7 hours for the 167kms – although the first 30 kms were on 100kph mixture of gravel and bitumen. Much of the track saw 20kph as a good speed that stopped vehicles from getting airborne on the badly scalloped sand.

Continues on Page 10.....

Not surprisingly, the scallops seemed to be perfectly spaced so if speed was too fast, each hump threw the 4X4 higher than the one before, putting unrestrained luggage into freefall before crashing down on the next trough.

There were a number of groups ranging from two to nine vehicles travelling in both directions and the requirement to use UHF channel 10 when in the desert worked well as approaching convoys made sure they didn't meet on top of a dune.

After crawling along much of the QAA Line, driving down the edge of the (mainly) smooth dry salt lake near Poeppel Corner saw the speed demon come out in my travelling companions.

As a more conservative (slower) driver than Heath or David I suggested they take the lead and they were soon nothing more than dust trails in the distance.

Poeppel Corner is just a dot on the map marked by a cement post in the ground but its bucket list attraction saw a number of vehicles camped there overnight.

The return journey was uneventful and an hour quicker, given the easier ascents of the western face of the dunes. The scallops occasionally caught us out and David crushed his bash plate by nosing into a dune and an egg carton in my fridge emptied 7 eggs into the maelstrom of cans and other food containers continually being tossed around by the rough track. As a result, I found the interior of the fridge was plastered with scrambled eggs when we stopped for lunch at the foot of Big Red. At least the mess, when relocated from fridge to the ground, gave the flies something else to concentrate on for a while.

We all had a shot at Big Red's moderate difficulty track but Heath and I were put to shame by the better power to weight ratio (and 33" rubber) of David's Ranger which easily made the top. We stayed there for a while watching a couple of Prado's make several unsuccessful attempts. A film crew turned up with a tricked up Toyota V8 cab chassis that sounded like it had last seen service pulling the Ghan. Needless to say, the V8 effortlessly drove up the track that had defeated most of the mere mortals. Not bothering with a run up, its speed never waned, even in the dry, powdery sand near the top. I want one!

Leaving Birdsville we headed back to Innamincka by way of Cordillo Downs which is part of 3.5M Ha of pastoral holdings of the Brook family. Even the locals say the road to the station is bad (and 'bad' in this part of the world means 'really bad') but it had recently been graded and despite the expected few rough stony sections and floodways, much of it was

a good run. The station's reputedly largest shearing shed in Australia is no longer used for its original purpose because dingo predation made sheep farming uneconomical and, built of stone, the shed is a testimony to the lack of trees in the area. Looking around at the flat, desolate nothingness you wonder how the cattle that now run on this property survive.
Heath wanted to stop off at the Dig Tree so we crossed back into Queensland which continually proved to have better roads to those of SA. Much of the run down towards Innamincka was on a deep red, bullet smooth clay surface perhaps 6 car widths wide. Again, the need for speed overcame Heath and David who became just crackling voices on the edge of radio reception.

From the Dig Tree our overnight camp was at Policemans Waterhole on the Cooper and a couple of kms west of Innamincka. We all thought this camp, right on the edge of the water, with its large River Red Gums was far superior to Cullyamurra. With the Cooper still flowing a family of pelicans paddled backwards and forwards along this large stretch of water occasionally catching small fish.

Starting the homeward trip in earnest we drove south towards Moomba and then east to Santos on the Warri Gate Road that took us down to Tibooburra in NSW. On the way Heath spied a length of chain complete with a tensioner which he guessed had fallen off a truck carrying a grader that passed us at morning tea. David collected the chain and returned it to the truckie when we caught up with him at the border gate.

Trying to find a campsite south of Tibooburra that could be reached in reasonable time proved difficult so rather than bush camp we made a long day of it and pulled in Mutawintji NP just after sunset. With its solar hot showers and shady campground, Mutawintji is a great spot to spend some time.

Continues on Page 13...

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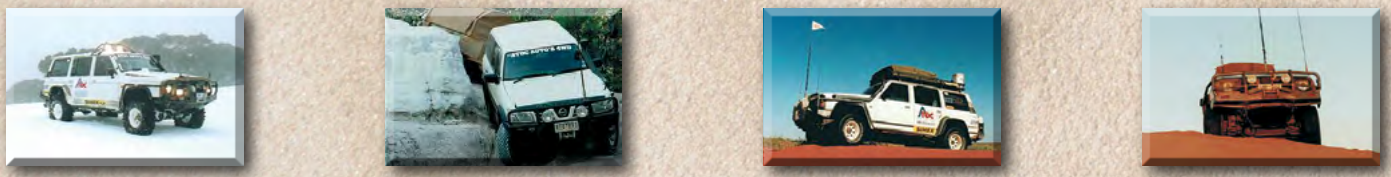

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The Park has several interesting walks and a lot of aboriginal history, including extensive rock art and engravings. Taking the guided tour run by the aboriginal owners of the land is highly recommended.

The last leg of out trip was down to Lake Mungo NP where my plans to re-photograph the old 1860s shearing shed were scuttled because the floor was being repaired. Heath and David stayed on at Mungo for a day before heading down to Murray Sunset NP for a quick visit while I made a dash for Melbourne (to avoid any night driving given my low beam and no beam issue).

This was a quick trip given the distance involved that both solved my itch to get back into the desert again and reminded me not to travel in the early part of the year before the colder nights of winter kill off the flies!

These days my preferred travel usually involves a camper and my dog, and as an occasional freelance travel writer/photographer for a couple of magazines, destinations need to meet my editors' requirements. Because taking magazine quality photographs when in a convoy situation is difficult I haven't done much with the Club for several years. As such, I've decided not to renew my membership and as the recent trip I arranged to the Simpson will sadly be my swan song with the Club, I wish all members the very best for the future.

Cheers
Robert Norman

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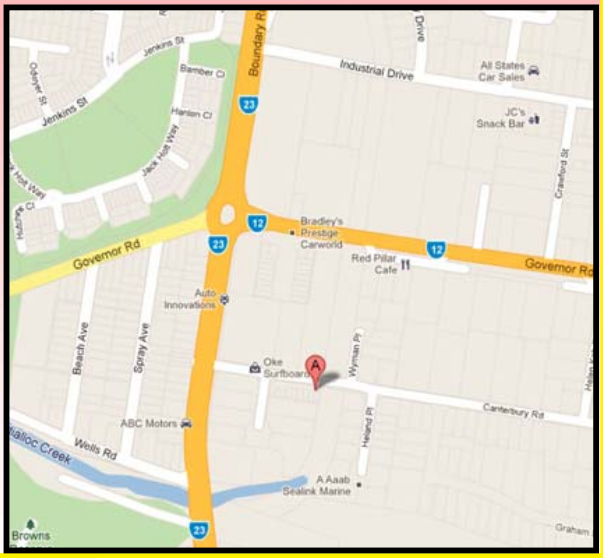

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Track Report — Track Exploring Around Cowwarr Weir

I'd always wondered about the Stoney Creek tracks west from Walhalla and north from the Cowwar Weir, so decided to take a gander to see for myself. Also there are several old logging tracks that run north off the Walhalla-Cowwar road towards the Thompson river and I was curious if any of them actually met the river itself. Always a high potential for nice camp sites.

Depending on which map data you study, it is debateable if those tracks reach the river or not. Driving each track to ground proof and verify them is the only accurate way to confirm or deny.

Heading for Brunton's bridge via Moondara and the Cowwar road, we met up with a work gang of DELWP personnel having lunch at the crossing. I left the trip until the week after the Australia Day weekend, because I didn't want to have to deal with the crowds that would occupy this area and of course, struggle to secure a decent camp ourselves.

Travelling east from the bridge, once you finish the climb up the contour, there is an unmarked track turning left (north) from the main road, which travels along the spur and reaches the river after a steep rough section. I discovered this track via google-earth, because it is not shown on the Hema maps at all. If you run with VMS maps, you will find it is covered and is a useful data-base to get the accurate contour information, which proved to be accurate. Hema maps are not the best to use for High-country touring.

At the river you have two options, to the left there is a two/three camp spot on stones at the waters edge. Turning right will lead you to a 9 out of 10 campsite under a canopy of tree ferns and tall gums. A fire pit with hot-plate and steps cut into the embankment down to the water which runs at about one metre deep at this site. It is a beautiful camp. It is actually on the site of an old cottage that would have belonged to some long dead gold fossicker from the mid 1850's. That accounts for the Ivy and the Watsonia beatricis prevalent here.
None of the other tracks south of the river actually reach the water.

We drove Marble Quarry tk, C28, C39 and Mitchell track. These are all ex-logging tracks and they were not interested in reaching the river, when pushed in. It was logged and left. Each track stops short of the river by about 300 to 500 metres where the country is extremely steep down to the river.

Over the next three days, we explored the country north of the river after crossing to the north at the Weir. T1 and T2 are links to Hydrology stations which also do not reach the water. We also checked out the Stony Creek Tracks, viz number 2 and 3 and 4 and 5. All are 2WD apart from steep entry/exits from the creek. Number 5 has a nice secluded camp (2-tents) at the creek.

Trickster.

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Do you enjoy 4 wheel driving?
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Are you looking to join a fun, family friendly club?

Take a look at the advantages of becoming a member.

About Us:
The Nissan club was formed in 1976 to engage in and promote four wheel driving for recreation. From those beginnings of some friends with G60 Patrols, we have grown into a well organised and inclusive group of over 200 members.

There is a mixture of 4WDs within the club such as: Patrol, Pathfinder, Navara, Maverick, Landcruiser, Hilux, Prado, Wrangler, Pajero, Ranger, Defender, Discovery, Amarok, BT-50 and some SUV which meet specific trip requirements.

Club Trips:
Club trips are run through out the year. Trips cover the whole of Australia, so wherever you plan to go for your next trip we can certainly help. Club members have a wide range of experiences and are always keen to assist with suggestions, hints and information for your trip planning. The Trip Coordinator ensures there is a good variety of trips available, from the Victorian High Country to the deserts of Central Australia - we have a lot to offer.

Trips have varying levels of difficulty from Novice (Easy) through to Expert (Very difficult). Trips range from half a day, one day, mid-week and weekend or several weeks depending on where you want to go.

Some of the trips this year have included:

Portland Sand Dunes	Rubicon Valley	Border Track
Victorian Mallee	Wyperfield NP	Victorian High Country

Helping the Community:
We participate in events which help the community. We are associated with a number of organisations and help out with:
- Clean up the bush - Restoration of historic land marks - Charity Events - BlazeAid

Social Events:
The club also has a social committee which organises social events such as dinners, Chrismas parties and fun sporting events.

Driver Education:
As part of your membership we have a qualified driver training team that holds driver education programs to assist drivers in 4WD techniques and the safe and responsible use of 4WD equipment.

Club Property:
We are saving the best for last! The club has its own 80 acre property, two hours east of Melbourne, in picturesque East Gippsland.
Club members can enjoy the facilities at their leisure, with plenty of sites for tents, camper trailers or caravans, there are also hot showers and flushing toilets. The extensive fire place area for camp cooking or relaxing with other members at happy hour is a popular spot.
There are well maintained 4WD tracks on the property, as well as the tracks in the beautiful area of the State Forest which borders the property.

So what are you waiting for?
Join now and enjoy the experiences of a life time.

Don't forget to check out the web site for more details.

GUEST 4WD

YOUR COMPLETE 4WD SERVICE CENTRE

ESTABLISHED 1961 SINCE

Guest 4WD service centre has been established since 1961 with extensive experience gained from operating 4WD tours to some of Australia's roughest and remotest areas. As well as general servicing and vehicle accessories, we pride ourselves on pre-trip preparation and suspension modifications to ensure customers have a trouble free 4WD adventure.

Modern workshop

Extensive showroom

Services

- 4WD service and tuning
- Pre-trip inspection and advice
- Suspension modification and kits
- Transmission and diff repair
- Pre-purchase inspection
- Clutch and brake repair
- 4WD tyres and wheel alignment
- Auxiliary battery kits
- Turbo intercooler kits

Products

- Engel 12 volt fridge freezers
- Piranha off road products
- ARB accessories
- RV Storage Systems
- Wide Range of Tyres
- Roof Racks
- Rhino Racks
- Long range fuel tanks
- Electronic parking aid
- Tyre repair kits
- Air compressors
- 4WD maps and books
- Optima batteries
- Drive Lights & Light bars
- Kaymar step bar and wheel carrier
- Recovery kits
- Safari snorkels
- GME UHF radio antennas
- GPS and EPIRB
- In car Sat navigation
- DP Chip
- Taipan Exhaust
- Hannibal Rooftop Tents

With decades and millions of kilometres of 4WD experience, we only stock the best quality accessories in our showroom - at the best prices.

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*Fit out your GU with a brand new Kaymar manufactured rear bar and twin wheel carriers from just $2650**

Off-roaders on a limited budget love this new family of rear bars - an affordable, well featured and fully functional bar and carrier package.

Fit two carriers - either two spare wheels or a spare wheel on the right and double jerry can holder on the left.

The bar is designed to work in with previously installed factory and popular make towbars and adds subtantial rear end protection.

As with the premium Kaymar product carriers are roller bearing mounted on heavy duty pivots for easy opening and reliable performance over many years and are fitted with the Kaymar, time tested, unique over-centre locking system and stainless steel gas strut assisted opening.

Serious off-road drivers and long haul travellers alike will enjoy this affordable product family and the benefits brought by extended carrying capacity for spare wheels and jerrys.

Features

- LED signal lights
- Integral HiLift jack points
- Accessory mounting points for LED worklight, aerial etc.
- Dual carrier capable
- Stainless steel gas strut openers
- Satin black powder coat finish
- **For GU 1, 2, 3 & 4**

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REAR BAR (GU4)	$1570*
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RHS WHEEL CARRIER	$570*
DOUBLE JERRY CAN HOLDER (LHS only)	$570*

*Not including fitting and freight charges

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Proud Supporter of the Nissan 4x4 Club