

NISSAN NEWS

May 2022

Trickey's investigating in the sand.

Rod's wondering to go big/little or both.



Stephen ponders about a lost skill.



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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 7.30 PM Sharp.**

Correspondence:

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

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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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Advertising Rates

Annual 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	Clive Garaway
John Barnes	Paul Warner
Peter Simpson	John Tomlinson
Gary Lister	Trevor Heale
*Alan McCabe	John Fowler
Brian Rollins	James Watson
Darren Jones	Steve Nugent

CLUB BANK DETAILS

BSB: 083-237
A/C No: 36-519-5031
A/C Name:
Nissan 4X4 Club of Victoria Inc

Remember to include your name in the reference details.



From the Editor

Hi all,

As you all know this will be my last magazine. I have been doing this for a while now so its time for a break.

The hunt is on for a new editor. If you are keen on having a go please contact the committee. I didn't know what I was doing when I started but with help from members it all worked out.

I would like to thank everyone for their support and the trip reports and articles for the magazine.

Cheers.

Heath Glass

Nissan 4x4 Club of Victoria Editor

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

- 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.

club property.

Membership Fee's as at 1st June 2021

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

Annual Subscription of \$155.

Therefore a new members cost would be \$265 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.

Cover: Start of Mt Margaret Track

Photo by: Heath Glass

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

**Are you looking for a 4x4 Club?
Do you enjoy 4 wheel driving?
Do you enjoy the outdoors?
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, Landcruiser, Hilux, Prado, Wrangler, Pajero, Ranger, Defender, Discovery, Amarok, BT-50, D-Max.

Club Events:

Club events and trips are run through out the year. They 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 Events Coordinator ensures there is a good variety of events and trips available, from the Victorian High Country to the deserts of Central Australia - we have a lot to offer.



4x4 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.

Examples of trips are:

- | | | | | |
|---------------------|------------------------|--------------|----------------|------|
| Portland Sand Dunes | Victorian High Country | Border Track | Simpson Desert | Snow |
| Victorian Mallee | Wyperfield NP | Cape York | | |

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, Christmas 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.



The members of the Nissan 4x4 Club would like to welcome the following to the club:

Derek Roper
James Lucas

Congratulate the following members for attaining Full Membership:

Peter Sharkey



For Sale

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One owner for 22 of its 23 years, 396,000 kms, no off-road use

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Trips and Events

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

Full trip details are available on the club web site. If you wish to attend an event or trip, register via the web site and contact the trip leader if you have any questions.

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.

05th - 08th May
Limit: X

Trip Leader: Steve Moon

Wandarrah - Retaining Wall Build

Plan is to concrete in the beams on the Friday and then add the sleepers Saturday afternoon/Sunday morning. If anyone is free to give us a hand it will be greatly appreciated. Holes are already dug so shouldn't be too hard.





13th - 15th May
Limit: --

Coordinator: John Tomlinson

Driver Training

The next Driver Training will be held at the Club Property, Wandarrah. New members, new drivers or existing members with a different 4wd or just wishing to do a refresher should contact Driver Education Coordinator.





Driver Training

20th - 24th May
Limit: 5

Trip Leader: Stephen Trickey

Wandarrah to Horseyard Flat

Amazing journey from Wandarrah to Horseyard Flat camp ground via the tracks North of Wandarrah. Four days (at least) of fine wheeling in the lower country of the Victorian Alps.







26th - 29th May
Limit: X

Coordinator: Steve Moon

Wandarrah Working Bee

Working bees are held quarterly and are a great way to get us together as a club group to make improvements and repairs to the property we all love. Without the working bees, Wandarrah would not be the drawcard she is now. It gives full members a chance to catch up with one another, get out into our native bush lands, and slow time down for a weekend. For new or associate members it's a great way to earn points towards your own full membership and key, make new friends and to absorb knowledge and learn from others.





24th Jun - 09th Jul
Limit: 7

Trip Leader: Tony Noble

Simpson Desert

The crossing of the Simpson will be via the WAA Line, prior to returning to the French Line shortly before Poeppel Corner. We will then continue to Birdsville.





30th Jun - 03rd Jul
Limit: X

Coordinator: Steve Moon

KIDS TAKEOVER WANDARRAH

CALLING ALL KIDS AND KIDS AT HEART!
It is time for our 1st ever and hopefully annual event put together especially for our club kids. While the majority of the weekends planned activities will take place on Saturday 2nd July, this weekender is in the middle of the school holidays so you could come early or stay later and enjoy Wandarrah at your leisure. Make your own adventures! Rainy days spent at Wandarrah are still better than days spent at home!





27th - 28th Aug

Contact:
John Tomlinson

Round 5 of the RSEA Motorsport Australia Rally Championship



Limit: X



The rally organisers of the Gippsland Rally are looking to have Recovery vehicles available on each stage in the event of an incident and therefore enable the track to be cleared and opened.

	EASY	MEDIUM	DIFFICULT	VERY DIFFICULT
Overview Description	All-wheel Drive and High Range 4WD. Novice Drivers.	Mainly High Range 4WD but Low Range required. Some 4WD experience or training required.	Significant Low Range 4WD with standard 4WD ground clearance. Should have 4WD driver training.	Low Range 4WD with high ground clearance. Experienced drivers.
Advisory Sign/Symbol	Green Circle	Blue Square	Black Diamond	Double Black Diamond
				
Expected terrain & track conditions	Mostly unsealed roads with no obstacles and minor gradients.	Tracks with some steep and/or rocky/slippery/sandy sections. May have shallow water crossings.	Tracks with frequent steep and/or rocky/slippery/sandy track sections. Possible water crossings.	Tracks with frequent very steep and/or rocky/slippery/sandy track sections. May have difficult river crossings.
Vehicle Suitability	All-wheel drive and High range 4WD. Can be low clearance with single range and road tyres.	Suitable for medium clearance vehicles with dual range and all terrain or road tyres.	Suitable for medium to high clearance vehicles with dual range and all terrain tyres.	Suitable for high clearance vehicles with dual range tyres suitable for the terrain. (Mud terrain tyres)
Recovery Equipment				Winch/Recovery equipment required.
Driver training experience	Suitable for novice drivers.	Recommended that drivers have experience or 4WD training. Recommended to be done in groups of vehicles.	Recommended for drivers with reasonable experience or 4WD training. To be done in groups of vehicles.	Drivers with extensive experience and advanced training should only attempt as there are several technical challenges. Recommended to be done in groups of four or more vehicles.
Weather	May be more difficult in wet conditions.	Will be more difficult in wet conditions.	Will be more difficult in wet conditions.	Will be more difficult in wet conditions.



Products

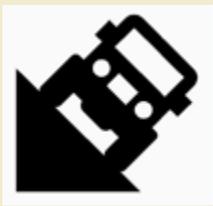
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Driver Training Program



The initial aim of the club is to ensure that all members are proficient 4 wheel drivers.

To assist in this end, our club has a driver education program for new members. The training is run by our own qualified training team.

The team members are very experienced members of the club in touring, and offroading in general. They are there to help people become familiar with their vehicle, with safe four wheel driving techniques, with the various equipment that is available, and to promote responsible bush driving and touring.

Our other aim is to enable people to gain the knowledge and confidence in all aspects of four wheel driving to travel safely and be prepared.

This training is included in your membership fees. Private courses similar to the one provided by our fully accredited training team, may cost hundreds of dollars.

The Driver Education Program is held as a weekend course at the Club Property with theory and practical exercises.

These are some of the points that the course includes:

- Ascending and Descending Steep Hills.
- Recovery Procedures.
- Safety aspects of Vehicle Packing.
- General Tips and Techniques.
- Correct Preparation for Water Hazards.
- Correct Use of Communications Equipment.
- Use and Care of Recovery Equipment.



Who should complete Driver Training?

While the primary driver must do Driver Training, we also encourage partners to complete the training. This will give them more confidence in the vehicles capabilities as well as give them the experience needed should they need to take over driving at any time.

Please talk to the Driver Training coordinator about these options and any other members of your family that may benefit the training.

How to register for training?

If you are already a registered member have a look at the dates available in magazine or website when Driver Training is being held. Contact the Driver Training coordinator to make a booking and discuss options.



Trip Report

July 2021

Report By: Stephen Trickey

THIRTEEN HUNDRED AND THIRTY THREE.

With border passes squared away, both John, Ben and myself struck out for the Simpson on another adventure exploring the great sand dune desert. A couple of objectives in mind, once we got there. a). Attempt to locate a border peg on the QLD/NT border, based from Madigans camp 17.

b). attempt to locate a Reg Sprigg fuel dump, known as Base A, 39 kms west of Geosurvey's Hill.

c). attempt to locate and visit an Aboriginal Place-stones site, 3.5 kms west of Geosurvey's Hill.

The last two would require driving east to west against the grain and across some very hard and harsh terrain cross country. How that would work out would not be known until we actually got there and sampled the terrain. On a previous visit to Geosurvey's Hill, some 5 years ago, I sighted wheel tracks leading away due west and I hoped that they would be still discernible and therefore make use of. But five years is a long time in drifting sand dune country. We shall see.

Our first night camp out from home was in the Little Desert National Park, an early camp to allow for a morning crossing of the border, fully expecting that to be a time demanding process due to permits being ratified at the crossing. From there the plan was to pick up another participant in Peterborough and two more at Farina near Marree, SA. Meeting up with Adrienne and Wayne at Peterborough, they were fortunate enough to score the last motel room in the town, so for me it was a bush camp at a stack site just north of town, before we regrouped next morning to make for Farina.

Farina camp ground was chock-a-block with SA caravaners – the donkey shower running out of hot water, but the bakery doing a roaring trade it would seem. All proceeds go towards the continuing work around restoring the buildings of this old township. Volunteers from around the country descend here to ply their respective trades for about 8 weeks every year, before it gets far too hot to work here.

At Marree we needed to put on as much fuel as we possibly could and a further top-up at Mungeranie roadhouse, would be the last fuel we would source and in my case it was 1333kms between fuels. Hence the requirement for 300 litres to see us through this adventure. John had the misfortune of cracking a seam on his water tank and losing all of his drinking water, which now necessitated him purchasing 100 litres of water in 10 litre bladders from the store, to get him through. Following that little adventure, we hit out for Mungeranie our next overnight stop and looking toward a hot bath in the thermal pool and possibly a golden chicken parma too!

THE WARBURTON.

Gentle rain overnight had me concerned that our intended route across Warburton crossing would be closed to us. Five or six millimeters of rain is all it takes for this route to become closed. Checking with the publican confirmed that at present, the crossing was still open and so we headed off, north to tackle the Warburton track which then becomes the K1 Line to Poepples corner.

The Warburton track was incredibly rough due to the cattle pads that had subsequently hardened after the bovines had passed at some time in the past when the ground was soft. At times we were down to first gear and crawling along on a wash-board like surface. I was looking forward to leaving this cattle country behind. The K1 flanks a very long Playa and at about 35 kms south of Poeppels, we came upon the demise of some other travelers holiday. For here, on the track was a T-van track trailer with a snapped axle shaft, a gouge furrow some twenty meters long was left behind when the wheel fell off. Still fully loaded and packed, the owner had no choice but to leave it where it halted, and we learned subsequently, that the owner had made it to Mungeranie and was seeking insurance coverage to have it recovered, most likely by Peter Baines out of Birdsville. To my mechanical/engineering/metal



Beachcomber sign

Nissan on a dune



working mind, it seemed that there was a metal grain flaw or stress riser showing across the end of the axle cross-section and that is where it failed, completely sheared off. To record the position and condition of the stricken trailer, we took many photographs. Conveniently, the cleared flat where the trailer rested, made a pleasant camp site and so an early one was had. This gave a few in the group a chance to do some minor maintenance jobs on respective vehicles. Wayne had noticed a pinion seal leak and a missing bolt from a front drive flange. Now was the time to mount sand flags, as we started to encounter a few oncoming vehicles. The following day would see us at the corner post of Queensland, Northern Territory and South Oz.

North from Poeppels there are two parallel tracks, actually three if you count the track on the west side of Lake Poeppel. The more travelled eastern track

takes you past Poeppel #1 drill site and the west route will take you up to an airstrip that used to service the drill sites. Some wreckage and remains are still on site. Still further up you can visit Kilpatha mikiri, one of the soaks that David Lindsay was guided too in 1886 when he crossed the desert as far as the Queensland border before turning around and retracing his steps to Mt. Daer. In 1963 when the French Petroleum Company pushed the B-line (French track) through the desert, they narrowly missed this soak with the dozer when pushing exploratory tracks in for gravity surveys. However, not content with that effort, they decided to doze out the soak in an attempt to secure further water supply, only to ruin the Well as this destroyed the underlying strata and the Well ceased to flow forever. Such is the fragile and delicate nature of the underlying aquifer. The Wangkangarru tribe used this water for generations the White fella destroyed it in one afternoon!

THE HAY RIVER TRACK.

A relatively good gravel road takes you as far as Beachcomer #1 drill site. This is one of the many sites picked out for test drilling by Reg Sprigg and his Beach Petroleum company. Drilled in 1988 to a depth of a little over 1829 metres. Then capped. Not worth any further expense to go deeper. I noticed fresh (within 6 months) wheel tracks coming in from the north west, most likely those of some other later day explorers seeking to join the dots. Sand dune driving starts here as you head east for a bit, then turn north again where the K1 now links into the Hay River tk.

I always enjoy this drive along this lower section of the Hay River track, which mainly follows the swales with the occasional hop over the odd dune or two. As you work your way closer to the tail end of the river's course, the water now deep underground, the emergence of Coollibah tree's always marks the presence of deep seated moisture. Here too, the bird life noticeably increases because of environmental habitat availability.

CAMP 17.

It was time for lunch as we reached Madigan's camp 16 and the M39 blaze tree. The blaze now all but grown over since the doctor cut away the bark in September of 1939 to mark this spot on the Hay river floodout. We turned east, bound for camp 17 and the Queensland border. The camp here, in a pleasant grove of Gidgee trees, is one of the better camps along the line, only rivaled, in my opinion by the one at Madigans Claypan.

The next morning was a leisurely pack up before heading the short distance to where the GPS told us we were at the border line with QLD. I sent two teams afoot, each way, north and south in an attempt to locate some form of marker peg or indicator of the border. Or not. I was not entirely sure that the border was actually marked by Lawrence Wells, who followed up Augustus Peoppel's pegging of the QLD/SA border after it was discovered that the surveyors chain had worn to the point that it was measuring too long, a chain and a bit, one would say!

It was John whom stumbled upon a steel star picket, some 200 metres north of where the track crosses the border line, at the foot of a dune. Now, I don't suppose for any moment that some early explorer was responsible for the placement of this steel BHP picket on the border line and given the magnetic deviation between today and the 1880's, I could only guess the true alignment of the border line. But, nevertheless, here was a picket and I have no other explanation as to why it would be here, 200 metres off the track? On the border? Curious.

Continues on Page 10.....

Desert camping



Geosurveys Hill



MADIGANS LINE.

We retraced our path back to camp 16 where again we lunched at Madigan's tree. Travel was now east to west from camp 15 to near camp 8 to pick up the wheel tracks to Geosurvey's Hill. The dunes are much steeper on the eastern flank and several of them were to give us a challenge. Especially those where there were deviations and tight, soft switch backs over the top. Ever conscious of the fuel we were burning on every attempt and mindful of the 60 odd kilometers we must face heading west from Geo's.

GEOSURVEY'S HILL.

After picking up our required turn-off, our travel was now south down the swale, which was rough in sections, as far as Geosurvey's Hill, which we reached in the early afternoon. The track now

follows the swale one dune further west than it used to when I last visited. Camp was pitched on the north side of the pimple, for that is what it resembles. The yellow trig marker erected by the Sprigg family still proudly atop the gypseous outcrop. Alas, no sign of the aforementioned wheel tracks heading west, despite several pairs of binoculars trained in that direction.

THE DESERT BEATS US. On the morrow and after a reconnoiter on foot and my instincts and previous experience crossing this desert cross-country in the past, I knew of the daunting task that faced the group going east to west cross-country. That and the fuel situation, was for me the catalyst for a judicial retreat and to fight this battle another day. I knew that the monster dune, four dunes over would defeat us, even if we could get that far. And 60 kms of it? We retreated. Within the Longitude between camps 7 and 12 you will find the tallest dunes in the desert. Tall, steep and soft. By 2pm afternoon, if we were having trouble with soft sand, it was best to make camp and hit the dune early first thing in the morning, when the little moisture in the sand holds it together more so than when it heats up. Spriggs' fuel dump Base A and the Place-stones will have to wait for another year, perhaps to be found coming in from the west. Plan B was to strike south east for another marked fuel dump and then further south and visit the Geographic Centre of the desert. This now was the focus.

Picking up my previous wheel tracks to the south of the hill for a short while before these tracks turned abruptly east and descended a dune. We were now following somebody else's tracks also heading for that fuel dump. Before long we descended a very steep dune of about 60 degrees which was to confirm that the direction of travel was indeed north to south because there was no way a vehicle was going to get up that particular dune. These tracks were indeed on course for the fuel dump which is located on a wide interdunal swale where there were signs of a previous gravity survey camp, most probably one established by Reg. Lots of drums, discarded service filters and a rubbish burial pit. The direction of travel was roughly towards Geographic centre, so I was happy to follow on to that point, which we reached the following day.

GEOGRAPHIC CENTRE.

Following obligatory photographs and signing of the visitors book at this auspicious place, we headed over to the north-south shot line to follow it south out of the desert. But, with a slight detour.

This shot-line intersects with an NE/SW line that emerges out at the Colson track, just to the north of the Colson Well site. I have travelled this line west to east in the past and now had ideas of heading west along it and pick up the Colson tk just north of the oil well site. But the desert had other plans for us. The line was very hard to discern and had many blow in's atop the dunes and even though there was a faint line to follow, it was not making our dune cresting any easier. As the first vehicle, I had little trouble but once I had disturbed the sand crust, the following vehicles were struggling. Terry, having a lightly loaded GU auto wagon was having little trouble, but the heavier Toyota's were making a meal of it. After several max-trax and winching recoveries to top a couple of the dunes, I knew that at this pace it would exhaust us of all time and more importantly, fuel. Again, I had to pull the pin on this idea. The crew were just having too much trouble cresting these eastern faces.

SOUTH TO THE B- LINE. So it was that we emerged at the French tk and then had to deal with the scalloped slopes

Geo centre



that so typifies the drive along this line. I much prefer the smoother WAA line. Camp was had along the line somewhere and here we met up with a couple of elderly couples towing heavy, expensive camper trailers with poorly set up dual cab utes. When you see rear springs already on the bump stops and the hard dunes are yet to come, you can only imagine the uncomfortable traverse and possible vehicle damage that will be inevitable. Completely content in their ignorance, we bade them good luck!

Camp at Purni Bore and a chance for a shower and washing to be done, a lay day was called. No driving today. Instead we watched the comings and goings of other travelers and of the many birds now dependent upon the water flowing from this artesian bore.

Calculations around fuel remaining made it possible for us to reach Oodnadatta and by-pass Mt.Dare, although this is where Wayne and Adrienne had to leave us and head for the Alice. We were later to learn that his Toyota 100 had cracked a rear diff housing and the diff had to be rebuilt in Alice Springs. At 1333kms since Mungeranie, my Nissan pulled into the bowser with perhaps 40 litres remaining. Shopping, icecreams, fuel was all acquired before hitting the track and an overnight at Algeuckina bridge.

A visit to Beltana township before turning towards home, Tony going on to Adelaide whilst Terry turned right for Port Lincoln and a longed-for feed of oysters. He was staying out longer to avoid the lock-down and permit requirements to get back into Victoria. For John, Ben and myself application to return to Vic was made on the run and as it happened, SA went from red to orange zone midnight before we crossed the border into Hattah Sunset National park and spending our final night together at the Pink Lakes.

Northsouth shot line access to centre



Desert full Moon

Attendee's: S.Trickey, Group Leader GU coil cab 4.2

Wayne and Adrienne Alkermaide, Toyota 100 series 4.2

Tony Veitch Toyota 79 series, 4.2

John and Ben Costa Toyota 79 series 4.5 V8

Terry Perkins, GU auto 3.0

Notes for next years'trip: Base A can be reached from the Colson tk turning east at 25 05'01"S

136 10'49"E marked with a star picket.

All of the old drill sites should be logged for dates and other data, this includes- Poolawanna 1 and 2, Walkandi 2, Macumba 1, Killumi 1, Glen Joyce, Oolarinna, Mokari 1, Erabeena 1, Colson, Thomas 1, and Poeppel 1. Already have Beachcomber 1.

Confirm traverse Colson shot line to centre line.

Confirm other Sprigg fuel dumps and how the drums were deposited?

I visited Poolawanna 1 when it was being spudded, must have been 1987 or 88, accidently came onto the drill site after a wrong turn and found the rig operating.

S.Trickey.

GVM UPGRADES

for

Y61 Patrol GU and Land Cruiser 200 Series

Engineer Certified

What is GVM ?

GVM (gross vehicle mass) is the factory and legal maximum weight of the vehicle when loaded with people and cargo. Fitting accessories such as bull bars, winches, rear bars, roof racks and storage systems etc, can quickly use up the available payload allowance before the car is filled with passengers, food, camping equipment or tow ball weight.

Why do a GVM upgrade?

A GVM upgrade should be done for safety and legal reasons to protect yourself from traffic infringements, to maintain insurance cover, but most of all to maintain a safe and stable vehicle while touring.



ATOC

ATOC has over 30 years experience in the 4WD industry, servicing, repairs, accessories and modifications. As with all our work, we have selected the very best products from industry leading manufacturers to give you the best reliability and long service life, for this reason our GVM upgrade kits use KONI shock absorbers and King Springs. **Do the job once and do it right.** We are continually adding other vehicle models to our GVM upgrade range.

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Trip Report - Big and Little Deserts



Report By: Rod Golding



13th October 2021

Participants

Rod Golding (TL) - GU Patrol

Mark Robson - GU Patrol

Originally listed as a trip to Murray Sunset, however, some last-minute restrictions on that area due to Mildura going into lockdown caused a change of plans. At least we were still able to get away, unlike our poor locked down metro members.

Our small group of 2 vehicles and 2 people arranged to meet up at Lake Albcutya, north of Rainbow, on the Wednesday morning at 9:00am so to avoid a ridiculously early start I headed up the afternoon before. On the way I checked out some of the silo art at Brim and Albcutya before camping



the night at West Beach camping area on Lake Albcutya, the silo art is well worth seeing and I plan to get back to see more of it. The free camp ground at West Beach was a real surprise, it has flushing toilets and cold showers as well as plenty of shaded campsites overlooking the dry lake. It also has an impressive boat ramp, see the photo.



Day 1

After meeting up, Mark and I headed west towards Milmed Rock Track looking forward to some sand driving. Once we reached the sand we dropped our tyre pressures, as the sand was damp from recent rain we only went down to 22psi and this worked fine for the rest of the trip thanks to more rain along the way. Milmed Rock track was very sandy with many small to medium dunes and a few softer sections along the way, which would definitely cause more problems

when dry but we got through without any trouble. The one difficult dune along the way was the side track to Lookout Dune, which as mentioned in Heath's recent trip report, was very chopped up with deep wombat holes towards the top and after a few failed attempts by me we decided to give it a miss and return to the main track. We stopped to have a look at Milmed Rock which is a very small rock outcrop and totally underwhelming, however, it did have a very well stocked visitors book box (see photo).



Our lunch stop was at Big Billy campground which has obviously had lots of money spent on it with new facilities, including a shelter with free gas barbecues which was very handy given that it was raining at the time. There is also a viewing platform with patchy phone reception according to the information board, however, we gave it a miss due to the rain.

After lunch we headed back south on Murrayville Track which is a wide and well graded dirt road starting to get a bit slippery due to the rain. We made a small detour up the unmarked track to the top of Big Billy which has a trig marker and great views but only enough room for about 4 to 5 vehicles. From here we headed to our overnight stop at the fairly new campsite called Stockman's which is on Murrayville Track at the junction of Chinaman Well Track and doesn't appear on many maps as it was only opened earlier this year. It also has great facilities with drop toilets and barbecue shelter; however, the whole area is covered in a white clay type material which was treacherous to walk on when wet as it was while we were there.



Little Big Desert Continued.....

Day 2

We started the day by heading down Chinaman Well Track, this was similar to Milmed Rock Track and the sand was mostly firm due to yesterday's rain with a few softer sections where we had to maintain momentum to get through, but no particular points of interest. We then turned onto Pella Track and followed this until turning right onto Firebreak Track. This track twists and turns quite a bit as it follows the boundary of Big Desert State Forest, with farmland on one side and a cleared firebreak on the other. It varies from mostly well formed to sections where it almost disappears and was the first of a few tracks in this area where there is a second track running parallel to it about 200 metres away, which may be a better track.



This eventually led us to Hermans Hill lookout which is a short walk to the viewing platform with great 360-degree views of farmland and Big Desert state forest. This whole area has had a lot of recent work with viewing platforms, information boards, visitor books, walking tracks and the campsites visited yesterday. From here we turned west onto Netting Fence Road and Track, which again follows the state forest boundary with farmland on the other side and the second parallel track. As with the other tracks in



the area it is mostly sand, however, we did discover one soft mud section which delayed my forward movement for a little time. I did manage to drive out after lots of back-and-forth movements and a nice mud respray on the Patrol. We tried to take Mark on a drier line but this didn't work as well as we hoped and after a quick and reasonably easy snatch recovery, we were on our way again. Shortly after



this I decided that the other track out to our right looked better and we switched across to it via a link track, however, this track turned out to be less used and eventually did a 90 degree right turn which wasn't the direction that we wanted so after a U turn and some back tracking to find a link track we got back onto the original track. It was at this point that the dark clouds finally opened up and the rain returned.

Soon after we turned right onto Murrayville Track and headed to Broken Bucket campsite, which turned out to be almost under water from the recent rain so we decided to keep going and headed to Red Bluff campsite. Red Bluff Track was a fairly easy drive, although it did get rougher as it went along and you always had to be on the lookout for the frequent dips in the track which are a constant feature with all the tracks up here. Mark came out with a classic line the previous day when he said the dips were starting to look more like sand dunes. They certainly let you know what gear is loose in the back if you don't slowdown in time and I was relieved to find all my eggs still intact last night.

Arriving at Red Bluff campsite was quite a pleasant surprise with the two red bluffs much bigger than expected and very striking compared with the surrounding country. The campsite itself is very well set out with lots of space to camp, trees for shade, drop toilets, firepits, picnic tables and nobody else there. After setting up camp we got the fire going and settled in for a relaxing evening without rain.



Day 3

While relaxing around the fire the previous evening we had decided that this was such a pleasant spot, and with the weather improving, today would be a good day to have a rest from the bouncing up and down on the tracks and go for a walk to the top of the bluff. After a leisurely breakfast we set off to explore the bluff, and while there was a sign pointing to the start of the walking track there was no information on the length of the walk or how long it takes. I was hoping the walk would do a loop covering both bluffs, however, it is actually a fairly short walk up to the top of one of them and return via the same track. The track is well formed, taking only about 15 to 20 minutes to get to the top where there are great views and even phone reception.

The rest of the day was spent relaxing around camp, checking vehicles and a couple of short walks. I did make it to the top of the other bluff after finding what looked like a disused track and a bit of an easy rock climb. I got phone reception at the top; however, it must have been from a South Australian tower because I discovered later on that my phone had set itself to SA time (the border is only about 3kms away).

Day 4

Today we started by heading south on Border Track for about 5kms and then turning east onto Red Bluff Firebreak track that follows the Big Desert boundary back around to Red Bluff track where we turned right. This was a bit of back tracking but we wanted to go back to a big sand dune that

we had passed on the way in to have some fun and give it a try. There are three tracks going up the dune and I tried the middle one first but just before reaching the top I saw what looked like a small log across the track and once I slowed down to look closer that was as far as I got. After reversing back down and making it up one of the other tracks I drove down the previous track after checking it out and finding that the log was actually a tree root that wouldn't cause a problem with a bit more momentum coming up, so we both made it up the middle track on the next attempt.



After we both had a few runs up and down each of the tracks we had a cuppa and then headed off again. From here we were heading for the western end of Little Desert and decided to go via the town of Serviceton to top up with fuel and hopefully find a bakery for lunch. If you know Serviceton, which we didn't, you'll probably be chuckling about now but more on that later. From Red Bluff Track we headed south down Chappel Road which started out as a reasonable track but became more and more overgrown as we went and then became blocked by a very swampy section covered in water but fortunately there was a bypass around it and the track soon turned into a good dirt road. As the rest of the way to Serviceton was expected to be good dirt road and bitumen we decided to air up.

As mentioned earlier we were hoping to top up with fuel and find a bakery in Serviceton because our map showed it as a full-service town, however, we were to be sorely disappointed on arrival there. It does have a very impressive railway station though. So it was back down the highway to Kaniva, which didn't have a bakery but the servo sold hot food including pies and a very nice milkshake.



We then headed to the western section of Little Desert via Tallageira Track, the first part of this was not at all sandy and was very slippery after all the recent rain, providing a little sideways driving at times. We then turned east onto East West Track checking out some potential camping areas along the way, however, the few spots where you could camp were very water logged and not very inviting. In this part of Little Desert, you can camp where you like but where we travelled the options were limited, this area was much flatter, less sandy and less interesting than Big Desert. At the end of East West Track we turned north

on Moriat Track finding a very pleasant and peaceful (no other campers) campsite for the night beside Broughtons Waterhole, so after setting up camp and collecting some firewood we settled in for another pleasant night around the campfire.

Day 5

Today we were on the road early and heading down the ironically named Mc Donald Highway, which is in fact a sandy track. An interesting sight along here was the mass of cobwebs in the low bushes on both sides of the track, it looked like crops of cobwebs and there was no way either of us was going to get out of the car to investigate them further given how many spiders must be out there.



So far there had not been very many points of interest marked in Little Desert on my Victorian Deserts map, so when I saw a lookout symbol on Crater Track, I couldn't resist the slight detour to investigate. This track was very different from the others we had been on and was a rocky and rutted drive to the top of a hill with some reasonable but foggy views from the top. The walking track to the lookout was nowhere to be seen though. The next POI on my map was Dahlenburgs Mill, which I thought strange given the lack of trees in the area, turns out there's more than one type of mill. It is in fact an old wind mill for pumping bore water and made a good morning tea stop.

From here we continued east along Dahlenbergs Mill Track, Mallee Track and McCabes Hut Track with the sand getting deeper and softer as we went. This last section was the hardest going of any of the tracks we encountered in Little Desert and would make a good introduction to sand driving. We found that the track intersections were the deepest and softest sand and you really had to keep your momentum by knowing where you needed to turn before you got there rather than slowing down to work it out as you got there. After reaching River Track and finding that it was seasonally closed, we backtracked to Eagle Swamp Track and headed north to Dimboola looking forward to a bakery for lunch.

Well apparently, the Dimboola bakery isn't open on a Sunday, so we aired up and headed down the highway to Horsham. Here we finally found our first bakery for the trip and had an enjoyable lunch before heading our separate ways for the drive home.

Cheers

Rod

The 'Aberfeldy Tracks' Project

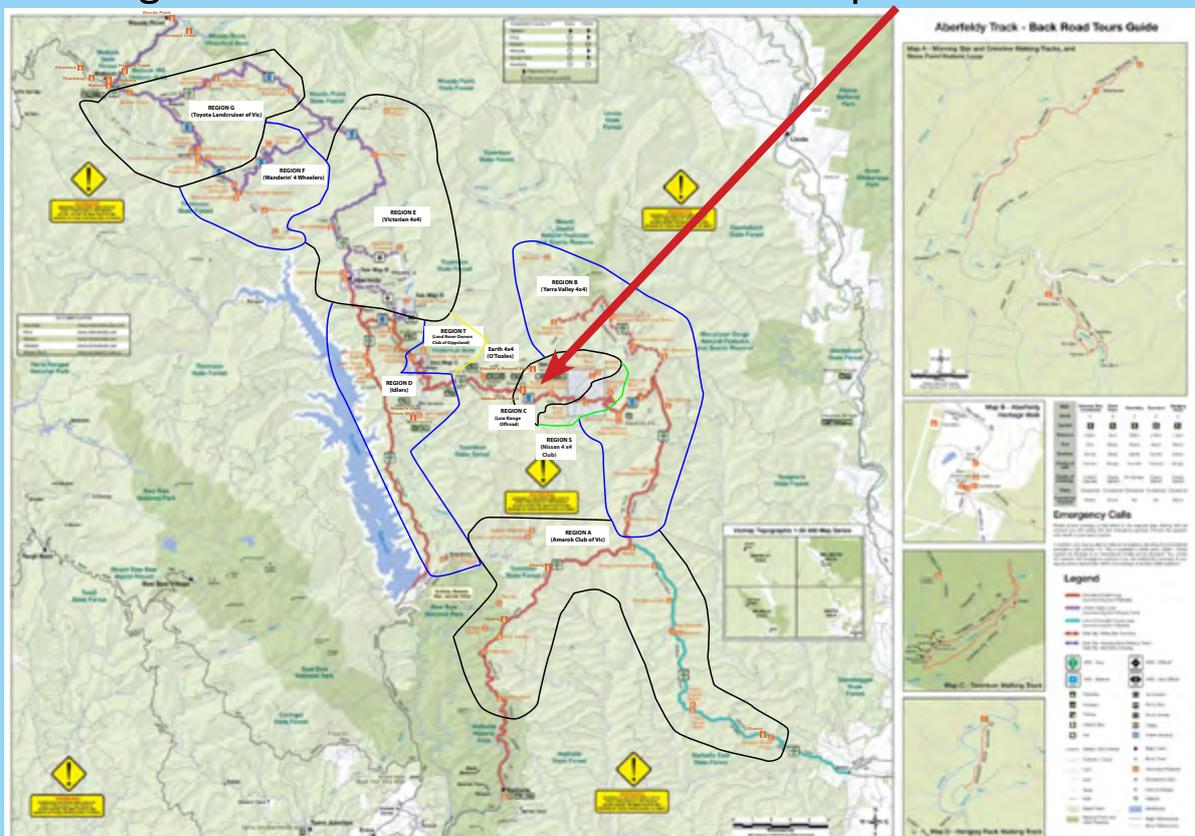
The West Gippsland Relic, Mining and Heritage Protection Inc are maintenance managers of the 'Aberfeldy Tracks' Project.

The Nissan 4x4 Club of Victoria have two regular working bee dates each year for club member volunteers to help maintain the Store Point Discovery Walk and Concord Gully area sign. These areas are a very important part of Victorias gold mining history.

The trip dates and more details are on the club web site and in the trips and events section of magazine. **Keep an eye out for the next trip as your help is important.**

If you wish to know more about the West Gippsland Relic, Mining and Heritage Protection Inc. then visit their web site: www.westgippslandinc.com.au

Map Showing location of Nissan 4x4 Club clean up area



Some of the clubs that volunteer their time





Information

How to Run a Club Trip

All trips MUST be accepted by the Events Coordinator before being advertised in the Club Magazine or forum. Send an email to the Events Coordinator which details your trip.

Once the Events Coordinator has approved the trip it is posted in the Trips section of the Club Forum. Once posted on the Club Forum, please ensure that you keep the trip entry up to date with attendees and review it regularly for comments or questions from members.

To comply with our insurance requirements it is essential to complete the required paperwork. Members can use the online digital trip participant form to quickly and easily submit the required details. Alternatively a printable version of the form can be downloaded from the club website (<http://www.nissan4x4vic.com.au>) or Four Wheel Drive Vic. website (<http://www.fwdvictoria.org.au>).

All other forms for trip leaders and guests can be downloaded from the club website (<http://www.nissan4x4vic.com.au>) or FWDV website (<http://www.fwdvictoria.org.au>).

If you have any ideas about a trip and/or questions speak with the Events Coordinator (events@nissan4x4vic.com.au) or any of the committee members.

Submitting a Trip Report

I have recently had members ask me how to write a trip report. As trip reports are a fundamental part of the magazine, it's great when members want to share their interesting experiences with the club community.

The general rule of thumb when submitting a report is to provide as much relevant information as possible. For example:

- Specify whether it's Club or Personal Trip.
- Trip name and date.
- Participants on Trip.
- Photos.
- Trip report text.
- Selfie or avatar if you prefer.

When I receive your details I will create a proof of your report and send it to you for changes or approval.

When you write your report, do it from your perspective, how you experienced the trip from start to finish. I find it helpful to look at the map or GPS file as well as photos to jog those memories.

When I receive your draft I will create a proof and send it back to you to make changes if necessary.

Hope this helps to get those reports in.

Cheers. Heath.

Short Notice Trips

In the past members who wished to run trips were asked to provide sufficient notice for their trips to appear in the Magazine and Club website. FWDV have informed us that provided the following information is supplied, short notice club trips will be covered by FWDV insurance.

The short notice trips will typically be trips one week or less from the intended trip start date. It's to have been sanctioned by the Club Events Coordinator prior to commencement and a completed trips participants form is also to be passed on to the Events Coordinator once the trip has been run.

All we ask is that you provide the Events Coordinator with a brief outline of the trip, how many vehicles including you own will be participating, and the trip rating.

With this information at hand we will endeavour to post your trip on the website for members to see.



Is it a lost skill, ignorance or just indifference?

Report By: Stephen Trickey

Whenever I have a spare moment or two, I'll jump on to Youtube and get a "fix" of four wheel drive exposure, to see who is going where, when and how. Sometimes I get inspired to question and write about a particular topic that has piqued interest. Lately, I have noticed a concerning trend, so here I am with this short story to flesh out 'wot tha' with this particular driving habit. Cutting to the chase, for those that do follow a channel or two, have you noticed that of late, most of the film footage of people's adventures when crossing deep river or water crossings, have not fitted a radiator blind? Is that out of pure laziness or indifference or just plain don't know how or why it should be done?

Hazardous crossings, such as those that may be encountered on a journey to Cape York Peninsula, or Tassies Balfour track, can include deep water (above top of wheel), fast flowing current, questionable bed traction and/or distance across to safety. These are just a few of the considerations that a driver must assess if the crossing is trafficable or not. A few, not all.

Now, some may argue that it is an unnecessary precaution that is overkill in these days of modern diesel engines and viscous coupling fan drives and air-intake snorkels. So I will take a brief moment to outline some back ground as to how and why the practice of a radiator blind came about.

When the 4x4 boom hit the recreation scene, some 45 years ago, and I count myself as one of those that was to witness that phenomena first hand, most of the jalopy's we were driving had petrol engines with spark ignition, and very very few diesel engines were on the market. That petrol engine relied upon electricity to fire a spark plug to ignite the fuel/air mixture and electricity and water just do not work well together. If the spark went out, you stayed in the water. Coupled with this fact is that these engines usually had a fan that was a fixed drive, ie it did not free-wheel at all. Also, they were mounted very close to the radiator core, due to the long nature of the in-line six cylinder configuration. If the spinning fan blade came into contact with a body of incompressible water it could deform and bend and gouge the radiator core, which then meant a loss of coolant that would require roadside repairs before the vehicle could continue. Additionally, today we are spoiled for the plethora of available air-intake systems that protect our engines from both water and dirt ingress. Back in the seventies, we had none of that. If the engine compartment became filled with water, then the air-intake would also be covered or filled with water. Enough of the history lesson. But you can see where the skill of radiator blinds and pushing a bow-wave emerged from.

Today's modern diesel engine also relies upon electricity to function. Sadly. Engine control units are well sealed and protected – but it just takes one poorly insulated terminal plug or sensor to catch a drop of water and it could be lights out. Finding where that short circuit is actually at, can be an expensive detective operation for a skilled auto-electrician, let alone yourself sitting by a river bank at Upper Combuctor West.

Is your air-intake actually water tight? It could be good for stopping dust, but will water pressure push past a join and enter the air-stream? I am thinking about 79 series Tojo factory intakes that are made of sections that are joined, ie not of one piece from inlet to air-cleaner. Are you positive that the air-cleaner body itself is sealed? What about that low slung alternator that is especially prone to collecting mud and gunk down there on the side of the engine block, just above the differential housing? Have you heard the whingeing from Toyota owners about that one? Fact - they are particularly susceptible to alternator failures off-road, but it is not all confined to poorly designed Toyota's. The inability to charge batteries and run fridges, can ruin your annual leave.



Tarpping up on Balfour track Tasmania.

Vehicle mechanics and technologies are far removed from what we drove in the 1970's, they have moved on, but in reality the need to protect vital engine functions in the engine bay is still warranted. What we are striving to protect ultimately, is maintaining the engine's function and therefore progress across the water course. It is just that today, the items that can inhibit that, ie kill the engine, have altered. In other words, the need to protect the vitals that permit the engine to continue to run, still require the precautions to be put in place by the driver. It is something that the driver has complete control over.

What does a blind actually protect? To answer that you have to think about what happens when you push the vehicle through a body of water without a blind fitted and pushing that water with the frontal landscape of your vehicle only. Creating a bow-wave will roll most of the water in a wave ahead of the vehicle, which is the ideal situation that has the benefit of creating a partial void of water in the engine compartment. Ideally. Some of that water will inevitably be forced through the radiator core, intercooler fins, (if fitted) and transmission cooler fins. That same water can impact a low mounted alternator and also may come in contact with the engine fan which can have the unwanted side effect of cavitating the water and blasting it around the engine compartment which is something we are trying to avoid. Or causing the plastic fan to shatter. I'll come back to the plastic fan in a moment.

Contained in that same stream of ingested water are particles of debris which includes, dirt, mud, leaf litter, and even gravel stirred up from the previous vehicle. What you don't want is that debris lodging in those cooling fins. Any technique we can use to avoid this, ie a blind, will reduce or eliminate the chance of this occurring.

A radiator blind fitted across the face of the bull-bar acts like a bulldozer blade ahead of the body of the vehicle and is more effective at pushing water away from the vitals and still allows for an air-gap between bull-bar and radiator for cooling. Even fitting a tarp across the panel work in the absence of a bull-bar, will be more effective at stopping water entering around and beside the radiator shroud. Wide frontal vehicles like 100 series and GU Patrols have panel gaps beside the radiator will allow a direct entry for water streams.

If you are confident that the air-intake is water-tight, both snorkel pipe work and air-box, then all that is left to protect is the electrical componentry, ECU's etc, and the cooling fan. A properly fitted blind will help us to do this.

Why the Fan? These days, I think all modern 4x4's have a viscous coupling plastic engine driven fan or electric fans or both. If you have a 20 year old Nissan Patrol that has a plastic fan that has cycled through cold to hot to cold cycles for 20 years, then that plastic will have stress risers across the base of where the blades join the body of the hub and these have been known to fracture and propel a blade in to orbit or through the body of the radiator. Suddenly placing a body of water in the path of an old, stressed plastic component that is turning at up to 5000rpm's, will only expediate this occurrence! As for electric fans, they will be submersed in water at some point. Are they sealed? Are they water-tight? Will the wet connectors and relay's allow them to work when you get out of the water on the other side?

A properly fitted radiator blind will be pushing a wave of water away from the vehicle, water that would normally be in with the engine, but now pushed away leaving a void of water in the engine compartment and as long as the vehicle can maintain that momentum the water will move along with it. As a driving instructor I teach the left foot brake technique, where slight pressure is held on the brake pedal with your left foot, just enough to keep the brake pads or shoes against the friction surfaces thus ensuring no water can wet them and therefore allowing full brake energy when you emerge from the drink. This works for both automatics and manuals and in the case of manuals helps to thwart the temptation to depress the clutch pedal, mid stream if you get hung up. Because water in the clutch surfaces will mean you stay there!

But the youtube evidence is clear. I don't see many doing this preparation. Is it just plain ignorance? Sure, there is the red neck element looking for the spectacular water splash and footage – ploughing-in with huge volumes of water cascading over the bonnet. Just imagine the water that is also blasting up inside the engine compartment. A price will be paid.

Allow me to recant a Nissan club trip to Cape York in 1979. Arriving at camp on the southern bank of the Jardine river, we were all anxious about this infamous river crossing. There was no ferry back then. You had to drive the Jardine, a crossing of 285 metres of flowing door-handle deep water and so, preparation was very important. You did not want to botch this crossing and spend any more time in the river with the threat of snapping logs that floated by. We spent the entire day getting preparations ready for a morning start at crossing 10 vehicles safely.



Unknown crossings should always be walked first.

Our petrol engine G60 Patrols were meticulously prepared and water-proofed as best we could. Fan belts were disconnected, isolating the steel fan from churning the water. Tarps were roped to bull bars. Air intakes were shrouded with plastic bottles and cardboard and duct tape, remember no snorkels back then. Plastic covers were taped over around the ignition components like the distributor and coil tower. Spark plug leads were gunked with silicon. Grease was dabbed over terminals and diff breathers. I even extended my exhaust pipe up over the cabin. Fuel caps were taped over. Due to the soft sand bottom of the river, tyres were down to 10 psi. There was a steel wire rope laid out by somebody unknown, which could reach you up until the halfway point. After that, retrieval from the southern bank was impossible. Recovery vehicles were positioned in case a tow backwards was required. If you did stop, you knocked the gear lever into neutral without the clutch, kept the engine running and waited for help. Not all made it, despite the preparations. A couple got wet ignition – game over. One didn't let his tyres down. The soft sand claimed him – again game over. The crossing was an exhibition. All campers gathered to watch. And all pitched in to help if a retrieval was necessary. It wasn't the one crossing. You had to repeat the whole drama for the return trip! Two crossings, all in the one day as camping was not allowed on the reserve north of the river.

That was the way it was. That was the skill of deep water crossings. That was the art of the day.

Despite those preparations, for days after we had trouble with water in fuel tanks, in gearboxes and diffs. I had to dismantle and clean a carburator for a member on the way home. And of course, there were the electrical gremlins that generated from a wet alternator or two.

Trickster.



Working Bee - February 2022



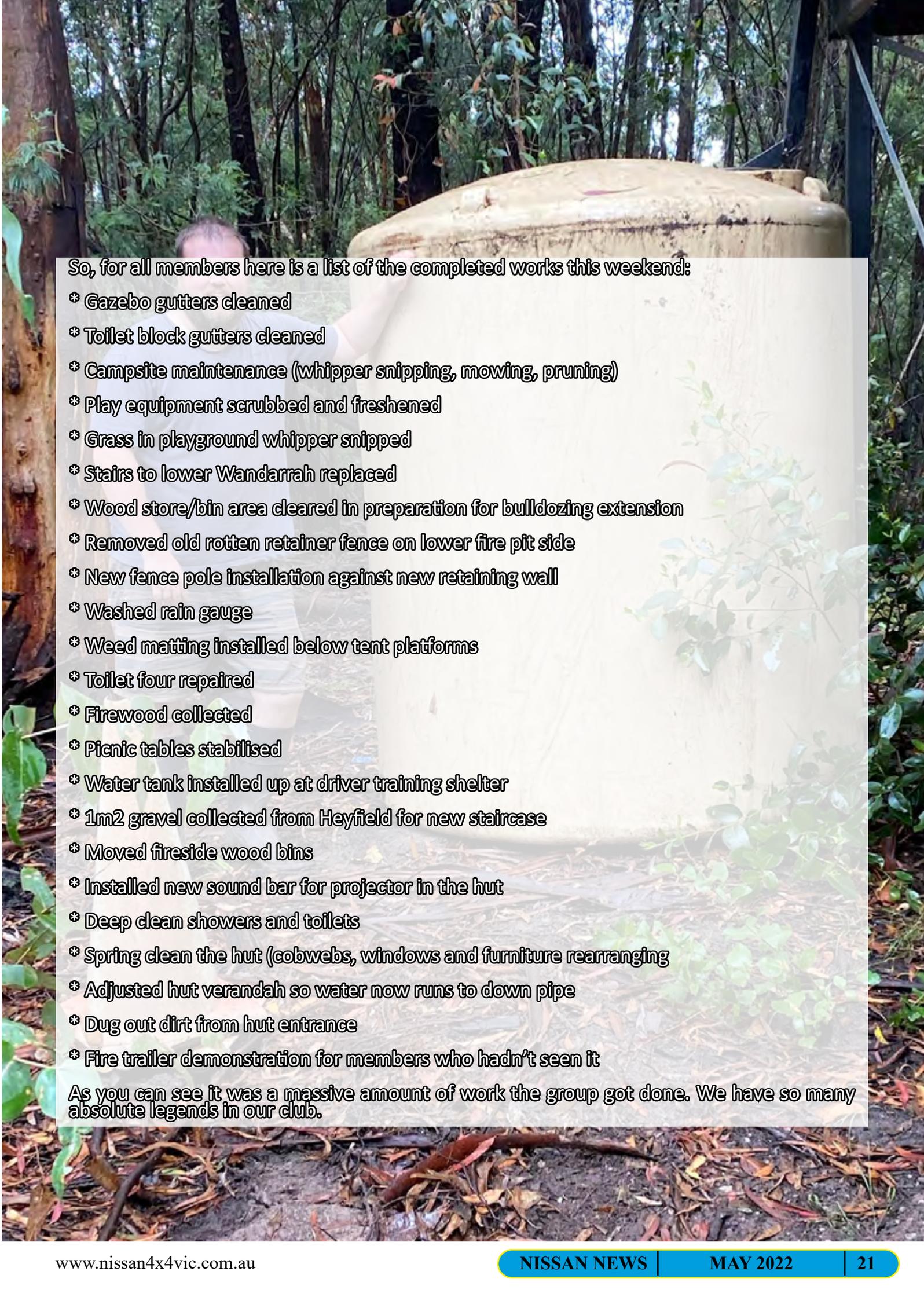
Report By: Steve Moon

Phew! What a mammoth effort from all attending members this weekend! 32 people of the registered 55 turned up. With covid times being what they are, not all plans can be set in concrete. We understand this and appreciate it when any unexpected cancellations occur for people to send word through as soon as possible as we cater these events.

We arrived on Thursday night to find a few people already setup and was amazed to find work had already begun! Even before the bell sounded these members had taken it upon themselves to smash out some early bird jobs and had already accomplished a heap of work. A huge amount of brush cutting had already been done plus Len had not only bedazzled the hut, he had scrubbed the entire bathroom block. They weren't clean, they were practically sterile! He also kindly donated a whole bunch of air freshening blocks and the whole toilet block now smells fresh and clean. Thanks Len, you're a bloody legend!

On Friday morning I went into Heyfield with my family to pick up some items that would be needed for Saturday. When I returned I found the crew hosting their own personal working bees! There were brush cutters going off, wood being split, items being shifted and I suddenly thought I had got my dates wrong. So what could I do? I put my work clothes on and joined the fun. At the end of the day I checked my list to find a third of the jobs I had listed to be completed had been done before the official day started. Such an amazing team effort, the sense of community was fantastic.

Saturday came and the Moonie curse had struck again. It had rained all night and looked as though the clouds were going to stay. However, it wasn't anywhere near as bad as the last working bee in November where we had 110ml rainfall. The job board was put under the gazebo to make sure the water didn't wash the list away again. We had two main tasks to focus upon and each had a leader, Steve Nugent ran the firewood crew and Mick Massey lead the lower Wandarrah stair redevelopment crew. We were extremely lucky to have Brian and Rosie's nephew Dan along (aka Dan the Man) who is a chippy to help out the stair crew. Being such a big task already and throw in the weather being difficult, I honestly didn't think we had a chance to finish, however the crew smashed them out and got them finished. The stairs came out way better than I expected, they're solid and they will not hold water.

A person in a white shirt is standing next to a large, tan, cylindrical object, possibly a water tank or a large container, in a wooded area. The background is filled with trees and foliage.

So, for all members here is a list of the completed works this weekend:

- * Gazebo gutters cleaned
- * Toilet block gutters cleaned
- * Campsite maintenance (whipper snipping, mowing, pruning)
- * Play equipment scrubbed and freshened
- * Grass in playground whipper snipped
- * Stairs to lower Wandarra replaced
- * Wood store/bin area cleared in preparation for bulldozing extension
- * Removed old rotten retainer fence on lower fire pit side
- * New fence pole installation against new retaining wall
- * Washed rain gauge
- * Weed matting installed below tent platforms
- * Toilet four repaired
- * Firewood collected
- * Picnic tables stabilised
- * Water tank installed up at driver training shelter
- * 1m² gravel collected from Heyfield for new staircase
- * Moved fireside wood bins
- * Installed new sound bar for projector in the hut
- * Deep clean showers and toilets
- * Spring clean the hut (cobwebs, windows and furniture rearranging)
- * Adjusted hut verandah so water now runs to down pipe
- * Dug out dirt from hut entrance
- * Fire trailer demonstration for members who hadn't seen it

As you can see it was a massive amount of work the group got done. We have so many absolute legends in our club.

Please thank the following people when you see them for an amazing job done.

- * Ian and Trish
- * Mark DeSantis
- * Stephen Dickson
- * Mike Hale
- * Mick Massey
- * Roger McKee
- * Gary and Wanda
- * Jim and Val
- * Steve and Deb
- * Nick Redwood
- * Matt Rollins
- * Emilio Salvo
- * Brian and Rosie (and Dan)
- * Len Tucker
- * Magesh and family
- * Dan Watson, Jack and Destiny
- * Gerard Werner
- * Bo Engels and Tu

I hope I haven't missed anyone but please tell me if I have. I really appreciate the massive effort you all put in this weekend. Not only did we smash out a heap of work, there was a huge sense of community and team spirit. Such a breath of fresh air after all the covid crap. I had a great time and made some new friends and hope everyone else did too.

A reminder that this Wednesday is our general meeting and our first face to face one in quite some time. I'm sure it will be an interesting one with many stories to be told of crazy things that happened and the many fines that resulted.

Another gentle reminder to PLEASE take all your rubbish home with you, we have had yet another garbage bag's worth left behind

Thanks all

Steve Moon





General Meeting Minutes

April General Meeting Nissan 4x4 Club of Victoria Inc. 1930hrs Wednesday 6th April 2022

1. Welcome & Introduction

2. Apologies: [Jorgen Skogstad](#), [John Tomlinson](#), Leigh Williams John farlow, Andrew Martin,

3. Visitors, 3 Visitors in total Eric, Roberta and James

4. Acceptance of previous minutes, Darren Hanna, Steve Neugent

5. Reports:

- President - Evan Wellard

Start of the year has been fantastic with trips, events and working bees, thank you to everyone that's getting involved. Last committee meeting we reviewed the committee's roles and next year we have made two new roles and removed 4. We have been trying to make the roles easier with the use of technology. Call out for the next years committee positions if anyone is interested in being more involved with the club please come and see one of the committee members

- Vice President - Matt Rollins

Welcome to Matt Rollins or new vice president

Thank you for giving me the opportunity to help out with this role. It is important to fill the committee roles to keep the club running smoothly and i'm happy to help anyone with any information about the vacant positions

- Secretary - Vacant - Care Taking by Jorgen Skogstad

No Report Role Vacant

- Treasurer - Wayne Deane

March was a busy month finance wise for the club. March financials are on the website under "Members" - 'Financials'.

As at the end of march the Club's bank account was \$61,285 and we have \$1,780 in our Visa purchasing account and floats.

In March our income was \$554, mainly subscriptions and joining fees for two new members.

Expenses were \$8,166, the majority relating to Wandarrah. \$2,530 for Repairs and Maintenance, of which \$1,936 was for the earthworks at the fireplace area and campsites. Steve Moon can give more details on what was achieved. We purchased a set of cordless 18 volt equipment at a cost of \$3,924 which enables us to have the tools we need at Wandarrah meaning members don't have to bring as much stuff for working bees and maintenance trips. Other expenses were for the Club's PO Box, hall hire, and auditors fees for the 2021 financial years books.

- Membership - Peter Frazer

Membership report: Associate members - 68, Full members – 133 and Life members – 14. Total members - 215. The following people have qualified for year badge

10 Year Badges: David and Mary Ballantine, Gerard and Ana Lobo, Owen Power, Dean Walker and Paula Wood,

15 Year Badges: Robert and Reema Davis, Gary and Valerie Lyons, Phillip and Jennifer Macumber, Andrew Rossiter

20 Year Badges: Ken and Debbie North, James and Pamela Watson, Ian and Trish Crichton, Mark de Santis and Dana Detraux

Life Member Awarded and Badges: Steve and Debbie Nugent

- Land Coordinator - Steve Moon

Bulldozer work is happening at wandarrah, lower wandarrah was too wet to do but a lot of work has been completed at upper wandarrah many sites have been widened to accommodate more van sites and these sites need to settle for the next 3 months. We are also widening the campfire area to create more usable space, apologies it is messy as the works are only half complete. Please take extra care when visiting, All sites and hazards are marked as best as possible with hazard tape. The bar area has been completed and tested out by myself and Steve neugent.

Mini working bee to finish retaining wall on the 5th of may if anyone is interested in helping

Working bee coming up 26th of May, more help required very low registration so far the more people to help the more work we can complete

New wood process at wandarrah, all wood bins stocked at working bees but one wood bin will be locked at the campfire area for working bees and main events, second wood bin will be free for everyone to use, trailer is accessible to everyone to use to collect wood, plenty of wood at the corner of chicken track.

New Event at wandarrah coming up Kids take over wandarrah, The sub committee handling this has been doing plenty of work in organising this event and getting prizes to make this event the best it can be. The club is a family friendly club and the kids are an important part of the club, the event will include prizes, games and even some fun for the parents and embarrassment. any question or info contact sub committee, Uwe, Steve Dixon, Glen Tucker, Ian and Trish, Michael Dingley and David Van Leeuwen

- Driver Training - [John Tomlinson](#) (Darren Jones - Report)

Next driver Driver training is on the 14-15 May, we have a full session but there are always last minute drop outs so please contact the driver training team if you're interested or have any questions. If your interested in doing driver train too please contact John so we can start planning the next training course

- Sales - Vacant - Care taken by [Matt Rollins](#)

No news, Just starting to transition into role, i am orgasing to pick up the stock from nick and if anyone has a outstanding order please contact me

- Social Committee - Vacant

Role is currently Vacant, we do have some club events coming up and if anyone is interested is help organise these events or a group of people would like to help run the event, please let us know. th upcoming events we need help with is Christmas in July, Awards day

- Editor - Health Glass

April Mag was released last night. May will be my last mag. if anyone want s to take over the mag as it's a very important part of the club. Keep sending your trip reports in as they are very important to help with the mag. any interesting article you find too. Steve tricky has been very helpful with this.

In the mag there are many advertisers. If you need anything for your vehicle, always look at our advertiser first. if you see any errors in the mag please let me know, as a digital mag these are easy to fix

- Publicity Officer - Nick Redwood

August 4wd show is on this year, please contact nick to help out with this show

- Trip-Coordinator - Vacant - Care taken by Steve Moon

No trips on at the moment, some more popping up, Simpson desert trip now. Easter trip is on and many people are going. It's not too late to go so jump onto it. Tony Noble is running a couple of trips in April. They are full but jump on the waiting list as people do drop out.

As part of our covid plan that we do need to register all trips including visits to wandarrah so please make sure you are doing this, just send trips a email it is very easy to do

- Webmaster - Jorgen Skogstad

No report

- Sergeant at Arms - Dean Walker

This month's door prize and raffle prizes are donated by TJM Peninsula/Offroad Animal Carrum Downs, thank you Evan Wellard for these donations. Many fine were given out at the meeting with im sure many more to come next meeting

6. Business carried forward - No previous business

8. General Business - No Items, general business called from the floor

Darren Jones presented a request by Rally Victoria for 2-3 four wheel drives with winches to help out with the the rally next weekend if your interested contact darren or john

Dean Walker Gave instructions on pack up

Meeting Closed

Next meeting scheduled: 7:30pm Wednesday 4th May 2022



Committee Meeting Minutes

**Nissan 4x4 Club of Victoria Inc.
Committee Meeting
April 20th 2022 via Google Meet
7:50pm start**

Minutes

Meeting opened at 7:50pm with President Evan Wellard as Chair.

Welcome from the President

Present: Evan Wellard, Peter Fraser, Jørgen Skogstad, Steve Moon, Matt Rollins, Heath Glass

Apologies: Wayne Deane, Steve Nugent, Gary Moloney

Absent: Nick Redwood, Dean Walker, John Tomlinson

Guests: None

Quorum: Yes

Acceptance of Previous Minutes: Steve Moon (Land Coordinator) & Matt Rollins (Vice President)

Reports

President (Evan Wellard): New Covid amendments and changes forthcoming on Friday. Things are opening up and will check with DHHS and announcements as they relate to the club. Once that is understood the president will craft an email to the membership with an update on the Covid policy & requirements for the club. Discussion was held on the requirements around registering & announcing trips via the club website. Whilst technically there may not be a need to have membership registrations on trips via website - in particular to visit Wandarrah - anymore, there is the added benefit to the membership that Four Wheel Drive Victoria's (FWDV) insurance policy covers the members registered and provides an added protection to the registered parties & the club VS not. Discussion also revolved around whether the FWDV insurance actually covered Wandarrah trips & events and Steve Moon (Land Coordinator) referred (again) to the policy document where there is no exclusion to insurance coverage for club property based trips. This has been discussed before and it is understood that as long as the event / trip is registered on the website and members & participants are registered there, insurance coverage applies. On the contrary, if a member decides to visit Wandarrah without registering, there is no coverage via FWDV and the member is reliant on their own insurance & coverages. Actions taken by president were to 1) validate the insurance coverage detailed above and in particular the members insurance coverage for Wandarrah based visits VS official club trips, 2) email membership an update on the covid related practices that the club has to adhere to aligning with the Victorian government policy. Also emphasize the added benefit to the members by visiting Wandarrah as a registered participant on a club trip / event, even when it is 'technically not required' with the updated policy (assumption).

Vice President: (Matt Rollins): Not a lot to raise. Main topic was a possible new trips coordinator with Tony Noble. Committee requests Matt to discuss with Tony to formally get an email where he takes on the role. Once that is received the committee can review and take action. Action on Matt Rollins to discuss with Tony Noble asap.

Secretary (Vacant): Nothing to report. Question to committee whether the mailbox has been cleared out. President confirmed that with no callouts. Comment from Webmaster that there is a pending action to conclude an Australian Post mail redirect. Webmaster to action. Intent as discussed on previous CM is to remove the reliance on a committee member to physically have to go to the mailbox to empty it out and rather have the mail redirected to an appointed committee member.

Treasurer (Wayne Deane): Apologies, but report provided to committee beforehand. Treasurer's report for April to date is \$58,886 in the bank with \$1,780 in our Airwallex Visa account and floats. Income to date is \$415, being one new member \$265, and the raffle \$90 and fines \$30 from the April general meeting. Payment of \$265 for another new member, James Lucas via Paypal, is currently being processed. Expenses for the month to date are \$3072 with \$2910 being our insurance for Wandarrah, which was reviewed and upgraded to cover the projector and tools. \$127 for the storage unit, and \$35 for name badges. Discussion centered around the membership fees for the coming year. As FWDV has not notified the club of any changes in their affiliation fees, we cannot review any changes to the membership fees for the club yet. Questions raised is what the club can absorb or need to pass on, which would be dependent on whether there is a change in the FWDV affiliation fee and the size of it. President took the action to check with FWDV whether there is any pending announcement that is due from them that we can table asap for committee review. The primary concern is that any changes in the club membership system has to happen early May at latest as the system will automatically process next membership years dues from late May onwards.

Membership Secretary (Peter Fraser): The club has 68 associate members. 133 full members. 14 life members. This makes the club's membership currently standing at 215 members.

Driver Training (John Tomlinson): Absent. Nothing to report.

Editor: (Heath Glass): Noted to the committee again that May will be the last magazine that will be done unless there is a new editor stepping in. Will put in an announcement and request in the magazine for membership to step up to keep the magazine going. Trying to identify someone that could take this role over, but no commitment to date. Noted to the committee that it might be worth considering buying some equipment like laptop etc. to make the

editor role simpler to manage. But the scope of that requirement to be determined later at some stage, but intent would be to package up what is required for the editor role making it easier to fulfill the role, but also then to transition role across members as the role is passed on. Also noted that Heath will be around and of course be willing to offer and lend any assistance as required.

Land Coordinator (Steve Moon): Nothing overly exciting to report. The Makita gear and battery chargers are at land coordinators home, but will be transported to Wandarrah shortly. Also a report from a club member that the post holes that were dug for the retaining walls are filled with water, so any retaining wall work will require all holes to be drained. Currently have 6 people lined up to help out with building the next section of retaining wall. Will be great to see that job finalized. May working bee stands at 24 registered parties thus far. As expected, coming into winter there are fewer people participating so will be spending some effort to drum up more support. Battery test concluded in March determined that there was an issue with the charger. Ivan <LASTNAME> analyzed the charger and found some corroded circuits etc, which has been fixed so solar charging & input is now working as intended. Bulldozer phase 1 work has been completed. Lower Wandarrah has not been completed as the ground was too wet and it was decided to park that for later. Have managed to, besides the communal fire pit areas done, get additional caravan & camping sites done. There will be more to come in the second round of land works and overall we are progressing well. Editor commented that there was a tree that came down behind the playground, but did not hit anything. Discussion on the need to start thinking about water management. In particular preparing and routing for water runoff etc. One example is erosion caused by water runoffs from *Oh shit! hill* to the *Chicken track* as well as lower Wandarrah. Agreed that at some point we need to look at that but parked for later review for now.

Trips Coordinator (Vacant - Steve Moon - Caretaker): Nothing has come through since the last general meeting.

Webmaster (Jorgen Skogstad): New Australian club domain name proposal: Proposal raised to the committee on registering the new nissan4x4vic.au domain. There is time for ABN holders to register their affiliated domain names until September where they are available to the public. Brief discussion on the need for the club to do this. One key point is that the domain name is linked to the club's branding and that there is always the risk that a party chooses to register ("hijack") an organization's domain that can have an impact on public perception etc. At a marginal cost of \$93.45 to register and park the domain name for +4 years, it was agreed that the club action this. [Note: This has since the CM been registered and parked for 5 years at a cost of \$93.45, though the actual outlay to the club was \$74.07 as the club had an account credit of \$19.38 from when we migrated mail services from Crazy Domains to Google Workspace for non-profit]. Discussions on how to use the domain name can be parked for later. Webmaster noted that any migration of existing resources like Google Workspace, websites, email etc. is a complex procedure and there are no plans to utilize this new domain name for any of the existing club services. Action taken by Webmaster to approach Crazy Domain (club domain name service provider) and get the nissan4x4vic.au domain registered. New member portal ("trip interface"): Webmaster gave a brief status update on the 'member portal' requirement that was raised earlier. E.g. where we can provide members the ability to enter & submit trips and possibly also edit them. This was linked to an earlier committee meeting question whether we can possibly simplify the trip coordinator role as well as the member experience. Webmaster is in progress of assessing this and the best approach to take. Focusing on the ability to provide a 'member portal' where we can build not just this requirement, but also any other future requirements as well. There are a couple of options available, but have also raised a request to a Wild Apricot partner (in Canada..) for a (paid) discussion on the best way to do this. Will likely need a couple of weeks to go through the details and will provide a better update and plan in the next CM.

Sgt at Arms: Dean Walker: Absent. Nothing to report.

Publicity (Nick Redwood): Absent. Nothing to report.

Ord Member 1 (Gary Moloney): Apologies. Nothing to report.

Ord Member 2 (Steve Nugent): Apologies. Nothing to report.

General Business

No topics raised.

Meeting closed: 9:16pm.



Committee

Committee for the year 2021-2022

Executive Committee

	President Evan Wellard 0422 263 011 president@nissan4x4vic.com.au		Vice President Matt Rollins vice_president@nissan4x4vic.com.au
	Secretary secretary@nissan4x4vic.com.au		Treasurer Wayne Deane 0423 224 533 treasurer@nissan4x4vic.com.au

General Committee

	Membership Secretary Peter Fraser membership@nissan4x4vic.com.au		Driver Education John Tomlinson 0457 349 080 driver_education@nissan4x4vic.com.au
	Editor Heath Glass 0433 123 143 editor@nissan4x4vic.com.au		Land Coordinator Steve Moon 0411 150 429 wandarra@nissan4x4vic.com.au
	Marketing marketing@nissan4x4vic.com.au		Sergeant at Arms Dean Walker sergeant@nissan4x4vic.com.au
	Events Coordinator events@nissan4x4vic.com.au		Webmaster Jorgen Skogstad 0426 242 661 webmaster@nissan4x4vic.com.au

Ordinary Committee

	Ordinary #1 (Key Master) Gary Moloney ord1@nissan4x4vic.com.au		Ordinary #2 Steve Nugent ord2@nissan4x4vic.com.au
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Non-Elected Positions

	Post Master Wanda McLauchlan		FWDV Delegate Gary Lyons 0411 077 255
	FWDV Delegate Neil Brydson		FWDV Delegate Tony Noble

Committee meetings are held every third Wednesday of the month (except December) as shown in the calendar of events.

The committee welcomes members to attend committee meetings as well as table items for the agenda. To advise of attendance or items for the agenda, please contact the secretary two weeks before the meeting to ensure appropriate time can be provided.



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- Tyre repair kits
- Air compressors
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- Optima batteries
- Drive Lights & Light bars
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