

NISSAN 4x4 NEWS

April 2023

Stuart's High Country Trip



Simpson Desert Outback Trip 2022



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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:

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Eighth Page:

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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

Hello Members,

Welcome to my first edition of the club magazine.

Hopefully I can do this role justice. I have long shoes to fill.

Apologies for the delay, but time is not my friend at the moment.

I thank everyone for their help and guidance from IT issues to InDesign coaching, trip reports and articles for the magazine.

Stay Safe,
Michael Dingli
Nissan 4x4 Club of Victoria Editor
editor@nissan4x4vic.com.au

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 2022

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

Annual Subscription of \$165.

Therefore a new members cost would be \$275 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: Victorian High Country
Photo by: Stuart Brockwell
Cover: Simpson Desert
Photo by Jørgen Skogstad

**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:

Mark Malady, Maxwell Malady, Trina Hinkley, Stuart Palmer, Nick McDonald, Jason Savell

Aden Green, Nike Kunnath, Josh Noble, Michael Batdorf, Kirrily Briet, Clinton Lowden

Torben Svendsen, Harry Baumgartner, Matt Callanan, Ian Berryman, Blair Cannon

Trevor Smith, Derick Blyth, Brett Moore-Carter, Dean Roaden, Brendan Crook

Congratulate the following members for attaining Full Membership:

I aim to update this in the next magazine - stay tuned



For Sale

Boss rear coil tower plates

GU patrol series 1 wagon. Been in the car for a few years but in good condition.

Missing one bolt that was lost when removing from vehicle but should be easy to replace.

Please contact Rod Barnard from our club. Contact details in "For Sale" forum of our website

\$50 for the pair







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.


3rd-24th June 2023
 Limit: 10



Trip Leader:
Tony Noble


CAPE YORK TRIP JUNE 2023

CAPE YORK JUNE 2023
 TRANSPORT CARS TO CAIRNS AND THEN FLY UP TO MEET THE CARS.
 12 DAY TRIP TO CAPE YORK AND BACK




23rd - 25th June
 Limit:



Trip Leader:
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


10th - 13th August
 Limit: 5


Trip Leader:
Rod Barnard

First Aid Course

Remote first aid course by specialist trainer will be 3 full days with some suppliers requiring pre-work online as well..





29th Sep - 15th Oct
 Limit: 7



Trip Leader:
Brendan Crook

Fraser Island

A leisurely trip to Fraser Island stopping on the way up at Tocumal, Bathurst, Tamworth, Byron Bay, Redcliffe and Gympie before spending 6th- 11th frolicking on Fraser Island. Then a leisurely drive home via Gympie, Colen Innes, Dubbo and








1st Jun - 21st Jun 2024
 Limit: 4


Trip Leader:
Tony Noble


KIMBERLEYS, KATHERINE & KINGS CANYON

2024 TRIP TO ALL THE MAIN LOCATIONS IN THE KIMBERLEYS AND A DROP INTO THE KATHERINE GORGE AND KINGS CANYON ON THE WAY HOME



	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.



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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

LICOLA GENERAL STORE

TOILETS

Report By: Stuart Brockwell

Victorian High Country High Jinks

They say that the secret to a good trip is planning and communication.

The high Country trip was off to a flying start, with a comprehensive summary listed on the trips page, spots filled fast. A last minute decision to increase the number of places allowed the last two on the waiting list to join, a Messenger chat group created and we were off to a flying start.

And that's about where it started to unravel. Plans for Friday were to meet at the Dargo Hotel for a counter meal before setting up camp at Italian Flats.

Who knew that the pub stopped serving meals at 8pm? As Brett, Johannes (prospective new member) and I came to the realisation a counter meal wasn't an option in Dargo, a last minute detour to Sale was in order.

Dargo Hotel



Arriving in Dargo at 8:40, we picked up Barry and met up with Len, Derek, Peter and Matt at Italian Flats

Len and the guys had selected a nice little spot and had a fire going when we arrived. I was curious as to why Peter had a site off to the side, but the wise decision became apparent later

Swags and tents were quickly setup and we settled down to a few lemonades and some good conversation before heading off for an early nights sleep

It was shortly after that the wisdom of a Pete's distant campsite became apparent. We all remember deliverance and the duelling banjos, well we had the duelling chainsaws going. The combination of several lemonades, small bladders (which became quite the theme for Saturday), and a snoring competition for the ages meant a disrupted sleep

We rose early to find tents were wet, and some sore heads. The team quickly set about packing up, making good use of the Ryobi blowers to remove the water from the tent

Some of us (Lenny) were still coming to terms with their new camping gear, and pack up was a little delayed. Len and Derek finished packing while the rest of us drove back to Dargo to fuel up, collect our last trip members (Christine and Peter), and head off for the days adventure

The day started well as we made our way out of Dargo and down to Talbotville.

Almost into Talbotville a sign was spotted showing 4WD vehicles only. Keen to lock into low range, a small reverse and the first (of many) last minute changes to the trip was made

The track provided some nice easy driving, with some technical challenges to warm us up

Talbotville





Arriving into Talbotville at around 11:30, a quick lunch break was agreed. Some of the team met a guy who was hiking the Macmillan Trail (or is it McMillan??). He was doing a 13 day hike on his own, with just a few strategic food drops to get him there.

Lunch done, a few photos taken and we were off.

The first river crossing was a chance to test our skills as we headed off on the Crooked River track.

The first wrong turn happens as our trip leader (yours truly) started to realise the limitation of the map he used to plan the trip (yep, definitely the map ☹️). After a brief discussion, we agreed that this route will take us straight on to Cynthia Range track, bypassing Station Track

The track got off to a great start, proving to be a challenging technical drive, slightly (really? Only slightly?) more advanced than the trip was planned to be.

We eventually got to the intersection with Station Track for a much needed rest stop (must be nearly



stop 6 by this stage).

We continued up Cynthia Range track and reached the point where we needed to turn down Wombat Range track. The lack of sign posts caused some hesitation, and after another brief discussion (and the realisation that I needed a VMS) the decision was made to continue straight.



A long while later we realised that we were bypassing our planned stop at Wonnangatta, but as luck would have it, we found an idyllic little campsite called Eaglevale.

Perched right on the river with one of the cleanest toilet blocks we had seen all weekend, we set about making camp. At that point, our intrepid Irish trekker turned up. Yep, he had walked from Talbotville to Eaglevale in about the same time it took us to drive. Some may have put this down to the 15+ pit stops along the way, but I will leave that for the comments section

We settled in for a few more lemonades and setup a roaring fire. The night was filled with laughter as our new friend and the merry team of travellers shared stories late into the night. A friendly fox made its way into camp, and was incredibly tame as he came near and posed for a photo or two

Distance on a cold still night did not stop the sounds as our dueling banjos battled it out once more. Meanwhile our



Old Hut



determined fox was continuing to search for a tasty morsel, using Len's chair to jump into the back of Derek's car in search of food

The sun broke on a lovely morning. Campsites were quickly packed and planing resumed for the way out. A path was found that took us over Billy Goat Bluff, a bucket list destination for many of the group.

We set off (yep, made a wrong turn again) quickly turned around and got onto the right track.

The tension at the bottom of Billy Goat Bluff was visible, last minute nervous breaks were had as we made our way up the track. There was no time to ease into it, the track threw challenge after challenge at us, but our intrepid group battled with nature to overcome all obstacles.

A brief interlude (and near coronary for myself as I walked some 300+ meters back down the hill) to conduct a recovery of one of our vehicles that nearly fell over the edge. With a safe recovery, and a long walk back up the hill (thanks to Johannes for driving me part way), and we were off.



No sooner had we created the top, we began our trip down towards Licola. The Moroka Road was a welcome change, the relatively smooth road allowed us to make good time on our trip to Licola.

Unfortunately a broken radiator hose brought one of the team to a halt. After several failed attempts to fix it roadside, we towed the car to McFarlane Saddle Camp Ground.

With RACV en route, and some emergency porterhouse steaks, Peter and Christine settled down to wait for the flattop truck to pick them up.

The convoy resumed travels, making our way down to Licola. On the way we helped out a team of motor bikes take their fuel drop back to camp. After dropping the fuel off, we all aired up before making our way back to Licola.



All said and done, while the trip was very different to the planned itinerary, we all seemed to have had a great weekend. Great company, great weather and a lot of laughs were had by all.

Ideas have been shared for the next few trips, with B1 and B2 flagged for the start of a drive around the Licola area, and a possible trip to Paradise Valley in early spring to get families together. Keep your eyes locked on the trips page for updates

by Stuart Brockwell

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.

So please give us a call or drop in to discuss your car's specific GVM requirements. We look forward to your call to see what we can do for you.



Call us now and discuss how our GVM upgrade can work for you.

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Jørgen Skogstad

**Mark De Santis
Andrew Martin**

**Tony Noble
Mark Malady**

Andrea Trovo



Simpson Desert Outback Trip 2022

Trip Report by Jørgen Skogstad



Bodo being repaired in Broken Hill

Trip dates:

Departure Melbourne: Thursday June 23rd, 2022.

Arrival back to Melbourne. Planned for Saturday July 9th, 2022.

Trip participants:

Tony Noble (TL) & Mark Malady
(Patrol GQ "Bodo")

Mark De Santis & Andrew Martin
(Toyota Hilux)

Jørgen Skogstad
(Toyota 79 Series LandCruiser)

Andrea Trovo
(Nissan Patrol GU ZD30)



Tibboburra

Trip outline

Traverse the Simpson Desert east to west was the main objective of the trip, but also extend the trip with sights & touring before and after doing the Simpson itself. None of the group had done the Simpson before, but Mark & Andrew had been up through Birdsville area before. Though late season topping +40 degrees at the time.



Andrew

Jørgen



Baby



Murray River Camping



Murray River Camping

Day 1. Thursday June 23rd. Melbourne to Mildura

As the trip started mid-week the group ended up not travelling together through the first day. Tony & Mark left 9am from the Calder service station and auto drome for a leisurely and uneventful drive through to Mildura and the banks of the Murray River for the first night's camping. Jorgen was intended to tail end them but unfortunately ran late with preparations on his car delaying his start till Friday. Andrea though joined later arriving at the camp site early evening. The obligatory campfire was held where Andrea again managed to burn his shoes which seems to be a recurring theme. All 842 km travelled bar the camp site was bitumen.

Day 2. Friday June 24th. Mildura to Broken Hill

Early morning rise but slight delay in heading out of Mildura towards Broken Hill after Tony & Mark tried to locate Andrea after his fuel run.

Apparently, the camp site had two entrances and of course, as things happen, both parties ended up parked at either wondering where the other party had gone. Mostly Tony's fault though as he wanted to use the drop toilet early! Group finally got underway and got to Broken Hill around noon which was too early for checking in at the Comfort Inn where the group had booked 2 cottages arranged before roughing it out in the bush. With that, the group continued through to Silverton for a pub meal and the obligatory photos... but the first problem of the trip happened where Tony's GQ called Bodo had a ringing weird noise that ended up coming from the exhaust. Tony decided to treat Bodo to a new exhaust before the trip and in the end the dump pipe bolts holding the exhaust to the engine had either come undone and gotten lost or the mechanic had not done a proper job.



Broken Hill Mining



Part of the crew!



Cars on salt lake after leaving Broken Hill

Either way, Tony & Mark scrambled to get hold of a mechanic at short notice which after a bit toing and froing they managed to do. \$100 later and all fixed and back on the road proper. Later that night Mark & Andrew as well as Jorgen arrived into Broken Hill making the long drive from Melbourne in one day. Safe to say the parties were tired and a few ice-cold beers were welcomed. In fact, the beers were TOO cold with them iced up! With a few brewskies on-board maps came out and discussions continued on routing, sights and more... ending up with the first re-mapping of the route was agreed. We agreed that the Flinders Ranges was best done separately to do it justice, so we agreed to move on through Tibooburra and then on to Innamincka which Andrew have tried to get to for years. With this change we would then be able to do the Strezlecki track southbound, then onto the Birdsville track heading north through to Birdsville.. and then once across the Simpson come south on the Oodnadatta track ticking off three of the classics in once go besides the Simpson itself. All parties were happy with that and agreed that we would do Flinders at some point later in the year possibly and give it the 1-2 weeks that it really deserves.



Silverton



Mark & the salt lake



The road beckons!



The two stooges Tony & Mark!

Day 3. Saturday June 25th. Broken Hill to Tibooburra

With Jorgen's late arrival into Broken Hill the night before and the late departure preparations that had to be done, Jorgen had to scramble around in Broken Hill to get groceries, supplies and a few spare parts for the trip. Coles & Supercheap Auto to the rescue. After Jorgen did that, the group split up. Jorgen, Mark & Andrew headed out to Silverton for brunch and the sights. In the end, Jorgen Headed up with a big breakfast at the pub and Mark & Andrew checked out the bakery. Tony & Mark roamed around in Broken Hill & the mine sights that were available. Once all were happy and group was back together in Broken Hill, we headed out towards Tibooburra around mid-day. Great countryside where scenery gradually turned more arid and remote. All were happy with that and could not wait for what was to come. When passing a salt-lake with water we all agreed over the UHF to turn back and check out the small track weering off on the roadside. Nothing rough or too hard but very awarding views when coming close to the salt-lake itself. Novel sightseeing it with plenty of water still in it from the last months rain that had come through the area. There were fantastic reflection off the still water and in shallow parts you could see bird life in the distance standing in about 30mm of water adding to the reflections. Also, little traffic making the drive even more pleasant. A bit of UHF chatter, rolling hills, beautiful countryside.... Throughout the day we "only" lost Andrea 4 times. He has a knack for rumbling off when the group does not notice, and we're all left standing there flummoxed waiting for him to reappear. That came to be a recurring these for the rest of the trip. Pulling into Tibooburra Mark noted over the UHF that his mate once ran the two-story pub over several years which had partly burned down and was still in re construction stage. We camped out in the Dead Horse Gully campground which unfortunately, as many camp sites these days, did not allow for any campfires. Jorgen mentioned for the first of probably 1000 times that he should have brought the gas fire pit that he used on the Limestone coast trip. Good thing though was the drop toilet and the camp site facilities itself. Big steel shelter was available which was put to good use. Overall, the group covered around 350km which was all bitumen for the day with a few minor exceptions when we got to taste the sweet dirt roads. ;-)



Cloud scape at the Tibooburra campsite





Brown Davis fuel tank Solenoid giving us hell!



Happy as... not!



Jørgen not happy with the crew that decided this picture was worth taking!

Day 4: Sunday June 26th. Tibooburra to Cameron's Corner

Early morning rise had Andrea up early (as he does apparently most mornings...) and heading up to the rise towering over the campsite. Great views and sunrise with good pictures indeed. Not too cold, but cold enough for all to complain a bit... not knowing really what was to come! Breakfast away we managed to roll out of camp around

9am. Passing out of Tibooburra we finally hit dirt road, and all were chatting eagerly on the UHF when Jørgen flicked the fuel switch to draw from the aux tank. Not long after the engine sputtered and power was lost before it conked out and could not get it started again. Group bunched up and started to fault find. Moved the fuel switch back to the main tank and managed to reprime and start the car. Uncertain whether aux tank was drained and had leaked or not (did sound like that tapping on it...) Jørgen and Andrea headed back to Tibooburra to fuel up and check that. Around 10am we made it back and fueled up. When trying to put fuel into the spare tank it gushed out on the ground, so the aux was certainly full. A bit baffling... but Jørgen went into the general store and paid up. Though on coming out there was a puddle of diesel on the ground and more dripping from somewhere underneath! Ominous and not good. Decided to move out to the other side of the road to investigate. Started the fault finding and there was certainly diesel dripping from underneath. Now worth noting that Jørgen had a new 110l Brown Davis tank installed late May for the trip, so he did not have to carry jerry cans on the trip. First attempt of correcting the problem was to tighten the clamps that were attached to the Brown Davis fuel solenoid but did nothing to fix the problem. Then mucking around with replacing the one closest to the leak which also did not fix the problem. A bit hard to work in the area where this was installed as well, so it took a lot of effort and mucking around to get anything done. By that time, the group had come back and were all converged around the "broken Land Cruiser" and plenty of pictures were taken. Even forcing Jørgen to smile whilst under the car.



This little thing caused us a lot of grief!



When the car just stopped some way out of Tibooburra



Sunset driving towards Camerons Corner courtesy of Mark Malady taking the photo!

Lucky there is heaps of ground clearance! Oh, what a feeling! We even tried to use plastic putty where we thought there might be a leak but did nothing to alleviate the problem. Andrea caught onto the problem in the end where the plastic end tip on the solenoid was broken. A part of it had been shorn off and part of the diff housing wiring harness had been clipped. The latter ended up causing an engine fault affecting ABS but nothing that made the car not mobile. At this point we were probably 5-6 hours into the job and Jorgen was close to calling it quits and heading back to Broken Hill, but after putting on the kettle (actually a bit of excellent Italian red wine) and a bite to eat... we decided to bypass the solenoid and the aux tank altogether. So, we jacked up the cruiser with two jacks for safety and removed the 35" tyre to get to the solenoid better. After mucking about we managed to get it out and close off the fuel lines with spare bolts and clips. Now, how were we to join the fuel lines... no one had anything that could be used. Part of the group went to the local outback Bunnings which was the local tip with plenty of car wrecks... pulled a few parts that could be used and brought that back just in case... but again, Andrea to the rescue for callout out Jorgen's electrical cable joiners that had been in his parts kit since 2006 and never touched. Jorgen managed to fit them into the fuel lines and join them... clip them close and we all hoped they would hold with the lines pressurizing. In the end, they lasted the full trip with NO hassle or problems... so with that Jorgen was back on the road carrying the most expensive Jerry can under his car full of 110L of diesel. That also was the start of the Simpson Desert fuel crossing experiment where Jorgen wanted to check whether he could cross the Simpson on a single main tank (130l) with a V8. More about that later. To wrap this up, the lesson learned was make sure you know what the after-market installers do and anticipate what can and will happen out bush. In the end, the solenoid was placed too low and too close to the rear diff & axle so when going through dips and more "bottoming out" the suspension movement, it had clipped the end of the solenoid. That could have happened the day before, but only became a problem when Jorgen switched to drain fuel from the aux tank ending up sucking air through the solenoid "hole" that was caused by the impact of the suspension movement. Safe to say that Jorgen was not happy, and Brown Davis fixed the problem in the end. Though little apology or willingness to understand what went wrong. A bit disappointing. Oh, before moving on... we used zip ties... plenty of zip ties. What seemed like bags of zip ties under the car of all varying sizes trying to move and make sure nothing would be affected by any future suspension movement, so thank you Andrea for being the zip tie wholesaler on the trip! Tyre on and given it was now late PM in the afternoon we all agreed that we would not make it to Innamincka (sorry Andrew!) and we decided to head back and then cross through to Cameron's Corner. Stopping once to check that all was ok, we carried on through and was rewarded with what could have been the best sunset of the trip if not ever seen! It was stunning with the cloud formations emphasizing it for impact... so plenty of chatter on the UHF about how awesome that was. Re-routing through Cameron's Corner was Tony's doing which would then bring us back on both time and schedule and we pulled into camp just as darkness came... and wow, plenty of folks there. Pulled a bit out of camp making it for the night. \$20 for the night per car including shower, which we all for sure made good use of. All together we only managed to travel 150km on mostly dirt roads... and probably no more than 1.5-2 hours altogether. That said – amazing teamwork and great effort by the whole group to come up with options and thoughts that in the end allowed the whole group to carry on. (Comment Jorgen: But I was oh so close to calling it quits... with diesel all over... cuts... bruises and a hurt ego!)



Camerons Corner Campsite

Day 5. Monday June 27th. Cameron's Corner to Farrina

Whilst the generator was slightly annoying, we had a great night sleep getting a better taste for the outback. Showers for the few that did not have them the night before and after packing up we waited for the petrol station to open. We all lined up at the bowser to fill up with diesel. Whilst dearer than back in civilization, \$2.49 a liter was not too bad. Apparently, they want to keep it reasonable for the people that venture out there so good on them. Overall great facilities and a great stay albeit at a decent cost (per car). We made a 8:30-9am departure for the long trek to Cameron's Corner which took us the better part of 30 seconds. Plenty of pictures and stooing about and pretty neat seeing the dog fence up close. Well kept there at least. Once done we headed out and did a slight part of the Old Strezlecki track which was very well maintained, ticking another one of the list. The day was relatively uneventful with little to see or a reason to stop for.

Roadworks were ongoing in the area so would not be surprising that at some point the old track would be gone. We made it through to Lyndhurst after a long and uneventful drive where we all lined up at the bowser again. The ladies at the pub were very thankful that we called in and left some money in the community. Great little pub with friendly people. Obviously, a bit of a node and central meeting place as there were plenty of trucks and people about. Jorgen got stopped by one of them wondering about the 79 as he had apparently also put down a deposit on one and was waiting for it to come. After fueling up, using the rest rooms and picking up some brochures we continued making it into Farina in the late PM a bit before dark fell. Went straight to the campground as we were going to check out the town, ruins and more the following morning. There were plenty of campers around... filled to the brim almost. Grey nomads everywhere! Finally, also a spot where we could have a proper campfire, so we used the opportunity to light one proper. Clear skies all around with plenty of stars. Mark was toying with some long exposure GoPro footage which later in the trip captured some awesome moving skies & stars. Certainly, a trick that needs to be tested again. Overall, we did 485km. Half bitumen and half dirt track.



Crew shot at the corner



Obviously could not help it..



Sound advice when travelling remote areas



Visitors book signed in with the club!



Mark topping up Bodo



Camerons Corner Campsite



Farrina camp site

Day 6. Tuesday June 28th. Farrina to Mungerannia

What a night and morning. Waking up to -4.5 degrees and several in the group having slept close to the ground it would be safe to say that it was not that enjoyable that night! Lots of ice and more where even the toilet blocks, showers and the odd water connection were all frozen over. Safe to say that it took some time to get going that morning. That said, Jorgen sleeping in his canopy thought it was just a brash summers day! Team was ready to start heading out around 9am but again there were some niggles on Jorgen's car that needed sorting. The canopy electrical headboard had come loose with rivnuts not fastening and coming out. So, a few hacks with zip ties came to good use. Andrea's steering lock bar with plenty of zip ties sorted the problem where the plan was to get to Birdsville and get some help at the workshop there. When we finally got going, we had a quick peek around the ruins in Farina and the Old Ghan railway station. Unfortunately, the bakery was not open, which we learned later was due to a Covid outbreak forcing them to shut down for over a week. A faint mobile signal was available so most called home to let loved ones know of the progress and hear what's happened since. Once back on the road it was clear that several caravans were on the road heading towards Birdsville. Club UHF convoy procedure enabled us to quickly make passes as they were needed and just speaks to how useful UHF comms is on the road. At times when we had to navigate bulldust, we also spread out quite a bit – a common theme on the trip – such that we had to at times relay messages front to back and vice versa within the convoy. A highlight on this day's road trip was an outback spa at Clayton camp ground filled from a local bore



Mark's icy tent! He was coooold!



Outback spa!



Old Ghan Railway Siding



Yes .. It was cold!



Tub was perfect for a snooze!



Town ruins. Plenty of them!



Mungerannia pub meal and a few drinks!

Hot bore water / spring on the way to Mungerannia. 90 deg!

Practically a water tank cut in half turning it into a jacuzzi... well, that's if you let it rip. Else it was hot water if you let it run long enough. Tony, Mark and Jorgen made good use of that for a while to other travelers' interest. Whilst there were ruins on the way we did not stop for them all. Mulk aruis as an example was worth a 10 second drive around them and back on the road. Suitably unimpressive to say the least! Of better interest was an Ostrich that was walking by the road and stopped eyeing us out as much as we did to it... and after a long days' drive, we made it to Mungerannia around 4pm. Chaos at the bowsers with grumpy old farts complaining about disorganized queuing. In the end we managed to fill up the tanks at \$2.75 a liter, so price coming up the further north you got. Cozy pub with plenty of life as there was quite a bit of people around. We wandered over to the pub around 6pm for when the kitchen opened for dinner. Luckily, we got the last 6-person table as the rest of the tables were all taken by pre-booked group tours. Parma's all around that went quickly down with an assortment of beer. Of note this evening was a lovely lady that out-sounded all other 5 parties having dinner ending up being spoken to by the owner to leave people be to enjoy their meal. Safe to say she was going hard on the wine bottle before dinner as spotted when we passed their caravan earlier on. Eventful evening it was with plenty of spider stories and sightings as we had camped in a close bush tree setting and... those spiders were massive! We managed to get distracted with a great campfire though. Can't beat that! Total drive for the day came to around 255km.

Mungerannia. Old wrecks!



Andrea at the 90 deg spring!

Our campsite at Mungerannia. Spider infested!



Mark pondering a swim?

Hot bore water / spring on the way to Mungerannia. 90 deg!



Obligatory shot in front of the Birdsville hotel!

Day 7. Wednesday June 29th. Mungerannia to Birdsville

We managed to depart Mungerannia around 9:30am and quickly hit an interesting spring / bore. Not really marked out but there was a bore that someone had piped an outlet onto the plains creating a “river of hot water”. The first outlet was 80-90 degrees but fell gradually as it traversed its small gully and created a lake of water a bit further down. Very interesting and would have been a great place for a spa we reckoned. After that we carried on to Birdsville but came across plenty of cyclists approx 50 spread out who must have been on an organized trip with front and rear support vehicles. Very cool. Must have been committed to do something like that. Hit Birdsville at 2:18pm after the obligatory Birdsville photo under the welcome to sign ... and we know that with certainty as Tony headed straight to the bakery which had closed at 2pm 18 minutes before. TL and the group organized the Desert Passes for the group at \$178 a pop and got the camp site organized as well. Unpowered sites were \$20 per person. Too many people and very busy – The annual Birdsville Red bash concert was on the following weekend attracting approx. 10,000 people! Great showers though but must admit caravan parks packed to the brim with external TV’s and what not takes a bit out of the experience. Whilst the group was getting that sorted, Jorgen headed straight to the Birdsville mechanic who agreed to provide access to the workshop and the tools to manufacture some DIY mounting brackets for the headboard. Took a few hours and managed to create two alloy brackets which Jorgen hoped would last the rest of the trip (but alas they did not... but more about that later!).

Arrival into Birdsville



Jørgen at the Birdsville mechanic



Birdsville hotel bar & hat collection

Broken down ute with chassis damage. Recovered from the desert..



Jørgen charging batteries at the Birdsville mechanic



The workshop also let Jorgen charge his battery setup and the whole group met up in the Birdsville Hotel's bar for obligatory pictures and hoorah. Great historic setting with plenty of people. Jorgen and Mark DS ran into a chap at the hotel bar who ended up talking about the origins of the Big Red Bash... which was started by a guy that organized the ultra-marathons that went through the Simpson Desert... and now whilst he is still doing that... apparently the Bash is a much more solid money earner and has taken the front seat to this fellas' activities. Part of the group had dinner at the Birdsville hotel with mostly lamb shanks all around... and they were goood! Very nice indeed. Perhaps a bit too big a portion, but really... nothing to complain about at all! Oh... and Mark DS probed Jorgen a bit around his birthday... which Jorgen wanted to keep under wraps, but it was out in the open. Eying a Birdsville Hotel shirt... the group bought one and kept it to be handed over the day after when he actually had his birthday! After dinner headed back to the caravan park and Jorgen swung by and picked up his car with batteries fully charged at the mechanic as well. Happy days! Overall km travelled for the day was approx. 317km. Mostly dirt road in fair condition!



Big Red



Happy chap!



Crew shot at the Birdsville hotel



From Big Red to where they are setting up the Bash!

Day 8. Thursday June 30th. Birdsville to Simpson Desert Camp #1

Early morning rise by most in the group. Perhaps the anticipation that we finally would be hitting the Simpson Desert... which was the real goal and aim of the trip. So, at 6am we started getting ready. Hit the showers, getting breakfast away and more. One thing we mulled over a number of times and that was the desire to have the camp fire going in the morning but the issue would be always putting that out. That gas fire put would solve that a plenty so another reason why a gas fire put just makes a lot of sense... at least according to Jorgen! Anyway – we saw the first few planes take off from the airport. Most likely sightseeing runs around sunrise... and congratulations all over for Jorgen given it was his birthday that day! Whilst we had a desire to head out early... Jorgen's car again sprung a surprise. Jorgen had noticed that the ABS & engine error light was on. With a bit of probing, we believed that it was not material enough to stop. Though set us back for an hour or so. We were worried about not being able to turn off traction control but trying low range on the dirt... there was no issue. In retrospect this must have happened with the suspension movement back in Tibboburra... and car had been driven plenty since... albeit not in low range 4 wheel drive. In the end... we took the gamble that all was well, and we carried on. Group packed up on jam brioche, steak & pepper pie, carrot cake, coffees, breads, coke zero and more at the Birdsville Bakery. Obligatory Birdsville Hotel group picture was done before we headed out towards Big Red around 10:30am. On the way we saw plenty of campers already set up for the bash. A bit of chatter on the UHF how @(*#\$@ we all thought bunching up like that was.... But we soon enough had another distraction. Big Red where we aired down and mounted sand flags and more. The group all made it up the easy side whereafter we took plenty of pictures. Jorgen had 4 passes at making up Big Red and after getting gearing wrong he made it up in 4H4/3. Challenge with a manual... if you don't get the gearing right you generally are *@#!ed! Andrea made a couple on unsuccessful attempts before taking two clear runs to the top making it look easy. Tony on Bodo made two passes making it ¾ of the way and took the right track up (yes... the one... cluck cluck track...). Mark & Andrew though did what most should be doing... treat it as a dune to be crossed with no fuss. Up the easy way and roll down the other side grouping up to continue towards the Simpson. A few km's in Andrea was on the UHF complaining about fumes



Mark on Big Red



Emptying Jerry cans

and diesel spills in his car so he wanted to empty out some of the diesel which was done to Tony's X-rated puppet funnel show... where Jorgen screamed out "that's not my shadow!" and all laughed. We'll leave it at that... but certainly worth a Logie if it was captured as a tv show. A couple of hours later, Mark's sand-flag broke off upon cresting a dune. Jorgen saw that and Mark made a recovery of the flag and reattach it. However, a bit later the flag came off again and it's likely still out there... as no one could find it again. We arrived into the camp site around 5:10pm and got a site around 500m off the main track. A bit windy with a slight chill, but oh so good being out in the proper desert. Lots of available wood around so we had a great campfire. Jorgen emptied most of the wood in the roof top bag... so a cracker of a fire it was. Stories about with lots of laughter. Especially after Jorgen and Andrea managed to have a hot shower off Jorgen's shower setup... and Andrew did not... ended having a cold shower with complaints that was heard all the way to the campfire which was a full 10m away (so we could have heard his complains with a faint whisper even...). We even got as organized to have a communal shitter thanks to Andreas shower tent and bio toilet who all was very impressed with! Jorgen got his birthday song with a muffin cake that was burned ritually in the fire (as it was expired date-wise!) and a Birdville shirt. Jorgen had two carrot cake slices from the Birdsville Bakery and all who wanted a slice got one. Great evening overall. All together we travelled around 130km which includes the Birdsville leg to Big Red, so it's obvious we were making a lot slower progress now that we were in the desert for real!



Andrea & his Jerry!

Sundown at the first Simpson desert camp site



Day 9. Friday July 1st. Simpson Desert Camp #1 to Simpson Desert Camp #2 via Poeppel Corner

After a great first night in the desert and after the GoPro debacle with some local wildlife, we managed to roll out of camp around 8:30am heading west towards Poeppel Corner. Though before we came thus far, we wanted to check out a Hema map point of interest noting an Aboriginal site a bit off the beaten track. Not far, but still a 32-minute detour off the main track into the “nothingness”. Only about 16km in, but still ... things take time out in the bush... but eventually we found the place or at least so we thought. We could not really make out whether it “was the site” or not but we mentally took note that we had been there and moved on. We did pass an abandoned oil well with a bush airstrip where Mark M noted that the air strip markers were big tires from a plane so certainly something had been going on out there at some point. After a little while and back on the main track we pulled into Poeppel Corner where there were plenty of people. With the place being “packed” we decided to do lunch first and hope that most of the people would be gone when we were done. Good call and we had the place to ourselves for the most part. More obligatory pictures and “stooge videos” were taken. Carrying on we traversed plenty of salt flats.



Crewdance



Crewshot at Poeppel Corner



Crew trying to find an indigenous site...

No dramas for us but certainly people had to be recovered out there at some point in the wet. That said – plenty of beautiful sights throughout the day and we never really tired of the views coming across cresting a dune with full view of the desert landscape. Temperature wise it was nice with a max of 22 degrees at the day which was not too bad with nighttime temperatures around 4 degrees. Few if any flies, so overall very lucky! Pulled into camp around 5:20pm and we were all exhausted after a long and eventful day averaging approx 25kmh. Though the “good” type of exhaustion with memories to last a lifetime! Lots of debate around the campfire about the desert, what we had seen, stories and more... but it was all topped with Mark M's GoPro debacle... out a bit from camp Mark M put up his GoPro with a battery pack to capture plenty of still pictures surrounded by the fantastic night skies where the milky way could be easily seen which is merged to form a video. Very cool, but apparently fraught with danger. Some animal (dingo?) had attacked his setup and bitted and chewed off a few pieces of the cabling and what not... Mark only realized this had happened around midnight when he got up to get the camera not wanting to leave it out in the cold for the night. Anyways – camera was good but unfortunately not all the gear. The captures that were taken did see the camera fall over and more but no picture of the animal itself! Altogether that day we managed to do about 150km for the day... so crossing this landscape is not done in a hurry. Not that we really wanted to do that either way.



Dry salt pan in the Simpson

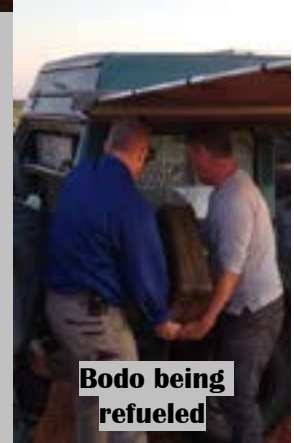


Poeppel Corner again



Day 10. Saturday July 2nd. Simpson Camp #2 to Simpson Desert Camp #3 (Purni Bore)

After an eventful night with Mark's GoPro "debacle" we rolled out of camp around 8:45am heading down the French Line to the junction with the Erabena track. We turned left and headed south to the WAA line. That southbound track was a breeze to travel through and we quickly made that distance travelling mostly in between the dunes in flat non hilly terrain. From memory we could go at 60km an hour with dispersed hard braking in sections due to erosion or the odd traversal of dunes in a slightly different way to what we had become used to. When we ended up at the WAA line, we found that it was much easier going than the French Line itself. We continued down the WAA line with a quick stop at the Colon track junction where we had lunch. We then continued onto the Rig Road where we tried to find two abandoned oil wells. In the end, not much to see... as it's all been bulldozed. Though we at least had been where the POIs were which was good to know. On this track though, we found the "real Big Red" which was bigger than the original back outside Birdsville. Plenty of fun was had and Jorgen, Mark DS and Andrea went over. Not on the first go for sure but managed to carry through with a mixture of enough momentum, diff locks and skills. After a while we reached the end of the Simpson Desert at the French Line. A bit underwhelming with only a small signpost. For some reason we had imagined that to be a bit more spectacular, but either way... cars lined up for the obligatory picture! We pulled into Purni Bore camp which was a bit further down the track. Interesting place which was accidentally created by the French drilling that happened in the area where the capped bore eroded and ended up spilling bore water out on the plains creating a new eco system which in the end wildlife and more became dependent on and to this date water is still pumped out at a much slower rate to maintain this going forward. Great setup by Parks where there was outdoor showers setup with hot bore water which was used by a number in the group. Overall, we travelled around 170km throughout the day.



Bodo being refueled



Salt pans



Sundaown in the Simpson!



Puri Bore



Ok to touch Mark!



Andrea at Dalhousie Springs

Day 11. Sunday July 3rd. Simpson Desert Camp #3 (Puri Bore) to Mt Dare via Dalhousie Springs

We departed around 9am for what would be the last days drive in the Simpson Desert proper. Sand dunes gradually gave way to normal sandy tracks and then onto corrugated outback tracks which is quite uncomfortable compare to the undulating sand hills which whilst a bit boring at times to go through provides some slow comfort and makes for some enjoyable driving. We spent around 3 hours on the road from Puri Bore to make it to Mt Dare. Along the way we spotted two large dingo's who from a distance ran in our direction for a short while. However, we did make an extended stop at the Dalhousie Springs. A place a bit surreal in the desert but was quite packed with travelers which became obvious once we got closer to the springs themselves. Massive "swimming hole" with what probably was 30-40 people floating around enjoying themselves. Either way, we all had to go for a dip, and it was "oh so warm approx. 37c!". Whilst there was plenty of people it did not really have that "oh, this is too busy..." feeling. there were heaps of foam noodles available that people had left behind so we all grabbed one which helped support out weight and ability to relax while floating effortlessly. One of our party trialed a "pink G-string" as a "bathing suit" (Bond's underwear...) resulting in kids and adults scrambling for safety.



Dalhousie Springs is big!

Puri Bore sunset





Dalhousie Springs Pie cook off!



Spring floaters!

Though when the ruckus came to close from the G-string “debacle” a floating expedition was mounted to locate the hottest part of the spring. No rescue missions were required though... which was a relief. Probably with the donated pool noodles that were around for anyone to use as they saw fit. After relaxing in the springs for a couple of hours enjoying the nibble fish (like an Asian spa!) we retired to the day car park for a luncheon pie eating contest. Big debate about what winning criteria to deploy. Winner debated highly and in the end the judge & the jury was the general public upon request (really only 1 person...). Unfortunately, a winner could not be decided even after the wide range of cooking methods that were used. A lot of opinions on the best way to cook a pie. Almost to the point of it becoming a contentious discussion for a few in the group! Of note a BIG yellow Uni-Mog pulled in and dwarfed Mark DS’ HiLux. We all found it a bit confounding that it was loaded with a shit-load of firewood. It’s ok to want a fire but that would have been enough to power a coal fired power station for a few days. A bit after we had left Dalhousie Springs, we all decided to pull over and air up. Though was that high speed



Oh look! Small Hilux!



What a massive Unimog!

Airing up after Dalhouse Springs



on corrugated roads with low tire pressures might not be the best recipe so we aired up and carried on. Now – back to Jorgen’s fuel experiment. After his aux fuel tank bypass procedure, he decided to see how far we could make it with the main tank only. So having filled up the main 130l tank in Birdsville... Jorgen coasted into Mt Dare around 2:30pm in neutral using the momentum to roll un. Though the engine stalled literally 5 meters from the pump causing the pump lady to ask “are you going to park THERE???” ... but once heard the background for this was a bush response like “Well... that was pretty stupid, wasn’t it??!”. Andrew suggested re-priming the engine which after Jorgen was able to start the car and reverse up to the pump before it died again. So technically, Jorgen made it from Birdsville to Mt Dare on one tank only! A feat that few may have done before him we thought! Though it should be noted that he had hauled 110l of Diesel from Broken Hill all along which we would have siphoned off in case it would have been required. \$3.20 per litre.

Diesel not cheap at Mt Dare!



Mt Dare station



Where Jørgen stopped at Mt Dare on one tank of fuel from Birdsville!



Campsite at Mt Dare station



We set up camp as usual and shortly after the group headed into the Mt Dare pub itself. Great bush pub where it was mentioned that this might very likely be the remotest pub itself in Australia. Well, no one countered that either way, so we took that as gospel! We bought some souvenirs... had plenty of drinks and also booked dinner whilst also having a yarn with the locals over some cold brewskies and more! Dinner was steaks all around bar Tony's lasagna. All who had the steak raved about it, but Tony complained about the cheese in the lasagna. Mark at some point questioned one of the local station staff about what he was carrying to a side table asking "Is that the cheese cake?" and without a bling, stopping or hesitating ... responded "NO! It's a hamburger mate!" and walked off... much to the delight of the group with plenty of laughter! Good fun! Great fun also to be had with all the other parties there and we think that all at the pub that night had a great time in what we all thought is and was quite a special place! Back to the camp site where we lit a fire in a cut LPG tank made into a BBQ firepit. The fire was slow going in strong winds. Most all went to bed early, but Andrea and Tony stayed up waiting for the mice to arrive. One mouse climbed up Andrea's leg (Armageddon!). For some off reason Andrea was plagued with a score of mice rummaging through his car. Up to about 5 mice were spotted! Muesli bars, biscuits, bin bag and more were all casualties of those incursions.

Crewshot at Mt Dare station pub!



Water in the creeks from all the rain before we came up through the area!



Day 12. Monday July 4th. Mt Dare to William Creek

Not sure when we managed to start heading out from Mount Dare, but we did try to get some obligatory pictures in front of the pub... however, there were quite a few trucks parked there... so that idea had to be abandoned. Though rather than heading straight south and backtrack where we came from, we decided to loop around to Blood Creek seeing a few sights, ruins and an old windmill on the way. There we managed to get the obligatory group photo. We also came upon a creek that had plenty of water in it. Probably lucky with the timing there but we all agreed that it was an epic camp site the way it was. Could have gone swimming there if we wanted too and mental note for next time through the area to perhaps set up camp there as well. Easily a spot to stay and chill of the day. It was that good. On the way we saw plenty of stuff... a couple of (quite friendly) dingo's. Old Ghan railway ruins and plenty of sidings, bridges, rusted car wrecks... and plenty of flowers. Probably a product of the rains that had been through the area in the recent time before we came through. Of note was the Algebuckina railway bridge on the Old Ghan railway. It's constructed of 30 spans that each is 19m in length. One impressive bridge and apparently one of the longest bridges in the southern hemisphere... at least at the time. Some impressive engineering there, that's for sure! We ended up at the Pink Roadhouse in Oodnadatta where some of the group topped up diesel at \$3.25per litre but more importantly, we all used the mobile coverage that popped up.

Goes without saying what this is!



Plenty of old Ghan Railway sidings



A loooooong railway bridge for the old Ghan Railway





Great for calls but very limited data connection. We ended up in William Creek where the campsite was massively full. Great facilities and great showers. At least that's what the other group members said, but the one that Jorgen got was... not so impressive. Diesel was coming "down" but still at \$3.25 per liter. The pub though was filled to the brim with people and what would be a classic bush pub. Eclectic mix of people of all walks of life. The odd thing was really that all the bar staff were pilots for the local "airline" that specialized in tourist & scenic flights but apparently also a lot of mining related flights. Very interesting chat with one of the (women) pilots there where we learned about the technicalities of fixed wing crop dusting VS the tourist bus flights, they were doing there. Though apparently very challenging getting commercial flight experience in Australia which is why all of them were there competing for priority flight time as very little available around elsewhere. Cutthroat competition was mentioned several times. Given the number of people, access to water and more... there was plenty of mice. We all did the "outback engine cooling" with bonnets up VS most others not so much! Andrea caught a mice passenger that had been in his bin bag since Mt Dare but was adamant that there would be no incursions into the car this night so prepared accordingly! We had a great campfire where Mark DS was eventually allowed to play with the fire by Tony the fire master. He barred Mark DS and others to do anything with the fire... being very cranky and protective (not really!). An issue with these "overcrowded" campsites with the bush pubs and infrastructure that all needed power was the generators that were running 24/7. Mark DS was bothered quite a bit by that and overall, another cold night that went just short of -2 degrees.



Sorry
Anfrew. Had
to fill this
space!



Crewshot at the William Creek pub



Day 13. Tuesday July 5th. William Creek to Maree (where we split up)

Like most days it seemed, we got going around 9am. We were heading south when we came onto the junction for a track that went eastward out towards Lake Eyre. Surreal landscapes and very rough track. In fact, probably the worst track that we had done thus far across the whole trip. We ended up at two lookouts that offered stunning views, but neither was close to the water itself. We could see the water but too far to walk. After a bit of debate, we continued a bit further out to a camp site at the shore of Lake Eyre. Whilst the water had retracted from the shore itself, we could see it all around which was quite special! Going back again was through the same corrugations that we did coming in – not fun! In fact, so bad that we discovered a bit further down the road that the headboard brackets that Jorgen had made at the mechanics place in Birdsville had come undone and were bent all around resulting in the headboard flexing and bending which was not good. That was sorted temporarily whilst at Coward Springs where Jorgen also snuck in and tested the springs that were available there. Very small and cold compared to Dalhousie but nevertheless very nice. The owners had set up an excellent campsite, facilities as well as was running a small café with some awesome fresh scones and more. Pulling out onto the highway it was not far before we turned off again to several smaller springs. One was called the Bubbler but overall whilst great views was somewhat underwhelming bar the crazy corrugations again. They were very annoying. Continuing further south we stopped at the Lake Eyre South lookout

Lookout on our way into Lake Eyre



Was this the Bubbler??



Or this one?



where we could see again the water in Lake Eyre itself but far to the waters edge. Though we tried to get closer via another offshoot track but made it out onto the salt flats where we decided to turn around as we did not want to get stuck and having to do recoveries and more. So, we had to accept that we were left with looking at the lake filled with water at a distance. We made it into Marree where the group stopped for a chat and deciding on the next step. Jorgen and Andrea decided to head out to a place called "The Neck" which connects Lake Eyre South and North via a 4x4 track. Topped up with diesel and headed north splitting off from the rest of the group who continued south. Jorgen and Andrea made it into the Mullarina campsite around 7pm which is on station land after darkness had come down. Drive out was spectacular with what we thought was the best sunset of the trip thus far. The plan was to continue out to the Neck in the morning. The second group made it into Leigh Creek around 6pm where they pulled out the caravan park owner likely from her dinner. Apparently not too happy about that and was somewhat cranky! They befriended a bloke named Cornelius who gave away firewood and stayed chatting for hours that evening. It was mentioned that they were with a bigger party, but that they had headed out to "The Neck" earlier on. The next morning, they also were heading out that way and happened to come across Jorgen & Andrea who were flagged down causing Jorgen to think that either "these guys are up to something – OR – somethings' wrong!". But was puzzled when winding down the window and being addressed with "Jorgen and Andrea". What was the chance of that happening! But quickly it was mentioned that they had met the other part of the group the night before and more. Great bloke and made for a good story!



Crewshot at the Bubbler?



Trying to get close to Lake Eyre



**Drinks at Burra hotel.
Taking trip notes for report!**



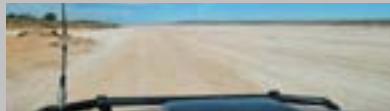
Day 14. Wednesday July 6th. Travel to Burra

Mostly travelling day with some intermittent stops for ruins, diesel and more. Drive along the edges of the Flinders Ranges which was spectacular. Lots of talk about making a separate and focused trip to that area at some point. Both parties made it to Burra where we ended up at the pub for drinks.

Wildshot: headboard problems!



Wildshot: Bodo on the salt lakes!



Wildshot: Poepel Corner

Day 15 Thursday July 7th. From Leigh Creek / Mullorina to Burra

Again, a travelling day and as the weather was persisting showers and being so close, we all decided to drive back to Melbourne. Jorgen split off from the group when we made it to Keith just after Bordertown as he needed to pick up a few old Commodore computer items. Though we all made it safely back after a loooooong drive largely uneventful for all parties. Though we made it back on the Thursday when it was originally planned for a Saturday or Sunday arrival back into Melbourne. Believe that most all parties on the trip was happy about that.

Wildshot: Andrea at salt lake after Broken Hill



Wildshot: somewhere in the Simpson



Wildshot: Bath tub with a view in Farrina, SA

Jørgen!



Wildlife seen:

- Multiple wedgetail eagles.
- Plenty of roadkill.
- Plenty of cows.
- Plenty of various types of birds.
- An ostrich on the way from Maree to Birdsville.
- Lizard.
- Mice.
- Emu.
- Sheep.
- Dingo's.
- Camel / animal foot prints

Wildlife killed:

- 6 x Bird strikes.

Other things worth noting....

- No punctures, no lost, punctures or broken tires. Might have been a lucky streak or perhaps that tire technology has improved... who knows but should always plan for that nevertheless!

Things broken / lost

- Jorgen's spare tank, wires in wiring loom causing ABS, TRC etc. to fault in Birdsville.
- Mark DS lost a sand flag.
- Tony almost lost a sand flag.
- Jorgen's sand flag almost came undone a few times.
- Tony's exhaust which was most likely an installer created issue.
- Jorgen's headboard came undone in the canopy twice.
- Jorgen's headboard brackets that were done DIY could not stand the corrugations.
- Jorgen's new 12/50v charging system was problematic with the 3.5kw "dc/dc" charging unit did not charge at full rate. Likely cabling needing to be redone.
- Mark DS broke 3 cans of beer, 2 mugs, 20l of water, 2 eggs.
- Mark's USB lead for the GoPro setup. Nearly lost the battery pack and the camera.
- Both of Tony's indicators.



Wildshot: Tony & Bodo on Big Red?



Wildshot: Sunset at Puri Bore

Things broken / lost

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Wildshot: Sand dune in the Simpson



Wildshot: Andrea having dinner enjoying the sunset in the Simpson Desert



Good, bad and the ugly

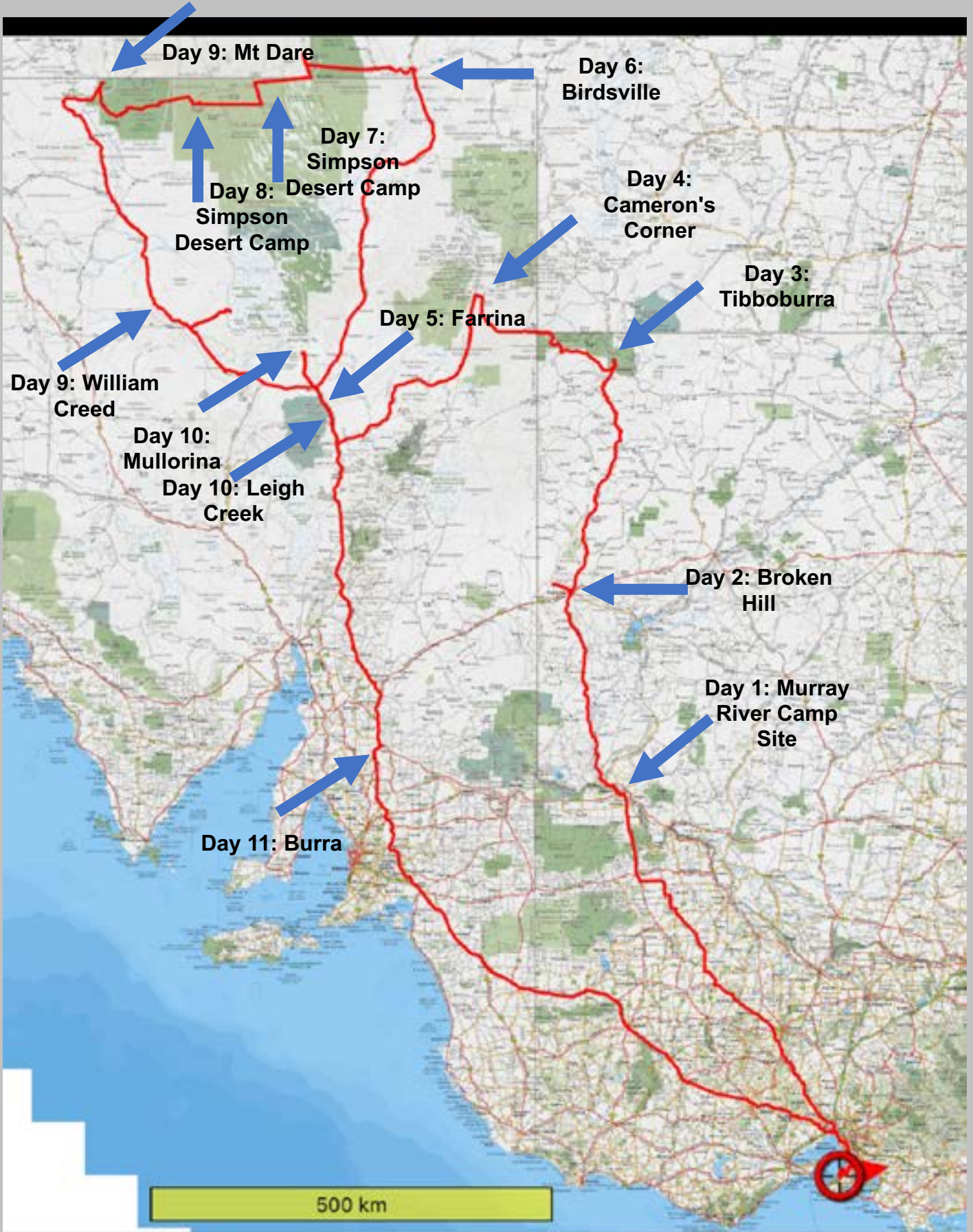
- We all highly recommend Innaminka, but really... we don't really know the place...
- Bring a gas fire pit with gas bottles. Big issue with no wood fires allowed. Having 2-3 gas bottles spread across the group would make for some more cozy nights where campfires were not allowed.
- Planning for wood and fires super important. Whilst wood generally was available... don't bank on it being available at the camp site. So, stop early and fill up so you have it sorted well in advance of hitting camp for the night.
- Bring good and warm clothes. Plan for very cold nights that also go into the minus. It is easy getting caught out and the same applies for good sleeping gear.
- Hot water bottle comes recommended from several of the group's members.
- Bring some cash. A couple of spots would not accept cards. \$500 would be plenty. Probably half you would use... for example at Cameron's Corner where it was cash only.
- Ideally bring two UHF radios per car. We found it good to listen in on the park channel at 10 where TL would monitor and speak out as we were traversing dunes etc. and the rest of the parties in the convoy used the club channel 24 for chatter.
- Butane gas stoves does not work well when it's cold. Plan for it. Induction is great. So is an electric kettle if you have the inverter to drive it.
- Bring plenty of maps. Hema maps all around complemented with paper maps.
- The SpotX that Tony & Mark was using was great. Tracked progress for the group & loved ones back home. Very simple to use.
- Bring sand flags. A must and required. Perhaps also consider bringing at least one spare sand flag for the group.
- Bring windscreen repair stuff. Plenty of stone chips throughout the trip.
- Bring jerry cans but try not to carry them inside the car. We had several instances of diesel fumes with some spillages. Not ideal. Additional fuel tanks a great option provided they work and are installed properly.
- The Desert Park Pass is required. That's \$178 per vehicle as no one qualified for any concessions. We never had them checked but was required regardless.
- Bolt shit down. Things that can move will move! Ongoing theme and we had plenty of bad corrugations causing all types of mischief. EG holes worn in the side of beer cans from constant vibrations & plastic water containers cracked.
- Consider bringing plenty of various spare parts: fuel hose, fuel hose joiners (various sizes), stumpy screw drivers (Phillips & flat!), hose clamps, metric & imperial spanner sets (really!), car stand (rather than just jacks), chainsaw sharpener, chainsaw, saber saw, plenty of zip ties of ALL sizes, OBD2 reader for all cars in the group,
- Cordless fire blower comes in handy. Especially in getting a fire started and getting coals going. With wet wood certainly helps heaps.
- Positive surprise that there were more showers than we planned so getting showers throughout the trip was never really an issue.
- Be prepared to replan continuously. Fuel, food... everything... got to be supplied to be able to do route & plan changes at an instant... several times.

FUEL RECORDS						LC79 (Dorgen)			3L Hilux (Mark D5)			GQ (Tony)		
Odometer (km)	Trip Distance	Date	Price per Unit	Place	Octane	Fill Amount	Total Price	L/100 km	Fill Amount	Total Price	L/100 km	Fill Amount	Total Price	L/100 km
4943 km	657 km	24/6/2022 12:11	\$ 2.31	Mt Eliza	Diesel	113.22	\$ 261.42	17.23 l	119.90	\$ 312.33	21.29 l	77.96	\$ 180.01	11.87 l
5795 km	852 km	25/6/2022 12:28	\$ 2.34	Broken Hill	Diesel	165.86	\$ 387.93	18.47 l	116.91	\$ 273.45	13.72 l	96.62	\$ 225.99	11.94 l
6149 km	354 km	26/6/2022 16:10	\$ 2.50	Camrons Corner	Diesel	64.85	\$ 162.06	18.32 l	64.54	\$ 161.53	18.23 l	72.03	\$ 180.00	20.35 l
6288 km	139 km	27/6/2022 08:09	\$ 2.50	Lynchurst	Diesel	23.45	\$ 58.60	18.87 l	52.75	\$ 131.35	17.95 l	56.02	\$ 138.99	40.31
6718 km	430 km	27/6/2022 15:26	\$ 2.49	Mungarannie	Diesel	76.70	\$ 190.98	17.84 l	40.31	\$ 110.85	9.37 l	56.22	\$ 139.99	13.07 l
7005 km	287 km	28/6/2022 16:16	\$ 2.75	Birdsville	Diesel	56.91	\$ 156.50	19.83 l	63.70	\$ 178.87	22.2 l	95.27	\$ 261.99	33.2 l
7329 km	324 km	30/6/2022 09:07	\$ 2.84	Mt Dare	Diesel	61.25	\$ 173.95	18.9 l	46.89	\$ 150.05	14.47 l	63.38	\$ 180.00	19.56 l
7918 km	589 km	3/7/2022 14:50	\$ 3.25	Oodnadatta	Diesel	126.24	\$ 410.28	21.43 l				49.23	\$ 160.00	8.36 l
8164 km	246 km	4/7/2022 13:08	\$ 3.20	William Creek	Diesel	45.04	\$ 144.13	18.31 l	46.17	\$ 150.06	18.77 l	77.19	\$ 247.01	31.38 l
8710 km	546 km	6/7/2022 07:59	\$ 2.90	Marree	Diesel	59.75	\$ 173.28	10.94 l	60.00	\$ 142.74	10.99 l	90.00	\$ 261.00	16.48 l
9097 km	387 km	6/7/2022 15:55	\$ 2.48	Hawker	Diesel	78.31	\$ 194.29	20.24 l				75.78	\$ 188.01	19.58 l
9324 km	227 km	7/7/2022 08:37	\$ 2.34	Burra	Diesel	46.76	\$ 109.37	20.6 l				70.97	\$ 166.00	31.26 l
9709 km	385 km	7/7/2022 13:43	\$ 2.36	Bordertown	Diesel	72.03	\$ 168.99	18.71 l				67.98	\$ 160.43	17.66 l
Km travelled:						Sum filled	Total Cost	Average	Sum filled	Total Cost	Average	Sum filled	Total Cost	Average
4766 km						990.37	\$ 2,593	18.36 l	631.17	\$ 1,412	18.56 l	948.65	\$ 2,490	21.11 l
Average Price														
\$ 2.64														
Lowest Price														
\$ 2.31						Lowest			Lowest			Lowest		
						10.94 l			9.37 l			8.36 l		
Highest Price														
\$ 3.25						Highest			Highest			Highest		
						21.43 l			37.95 l			40.31		

***Approach with caution: guidance only..
Obviously not 100% correct!***



Trip track trace & camp site locations



+4766km travelled in total ...

The 'Aberfeldy Tracks' Project

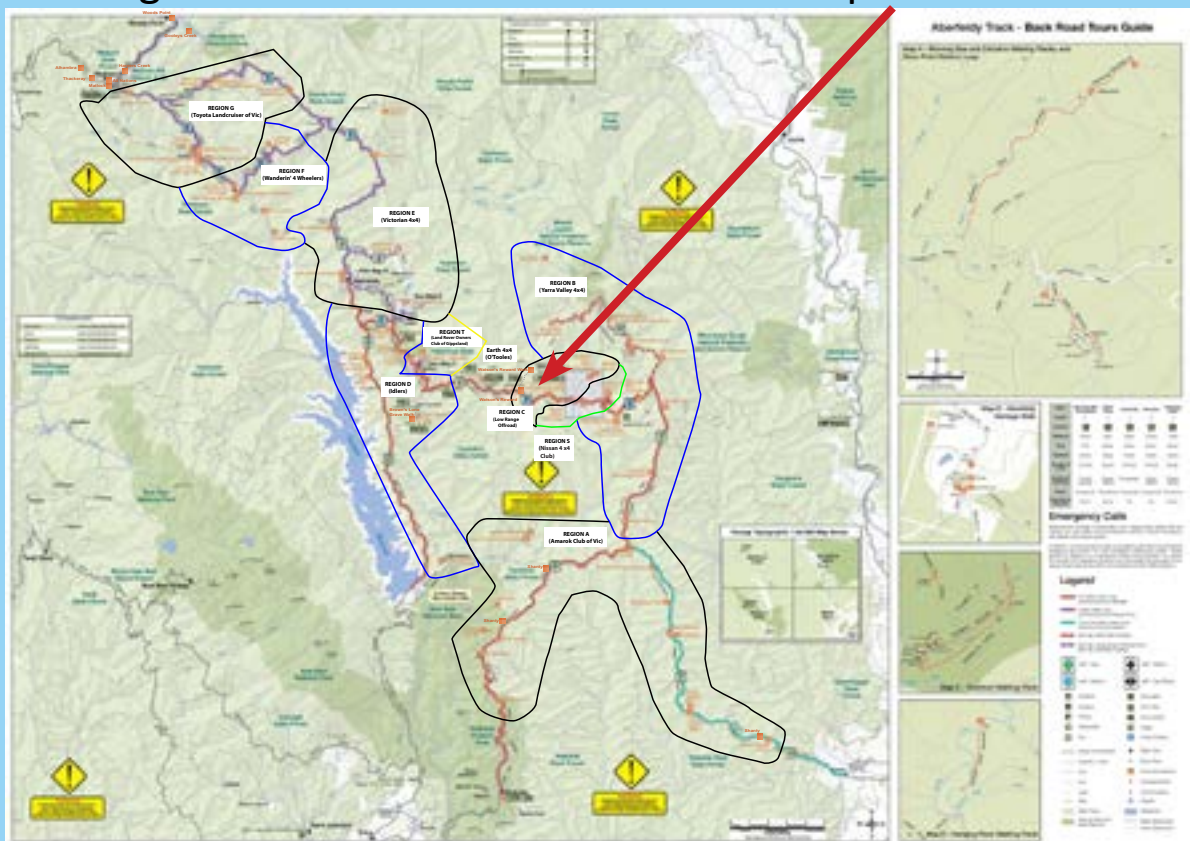
The West Gippsland Relic, Mining and Heritage Protection Inc are maintenance managers of the 'Aberfeldy Tracks' Project.

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 Victoria's 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 to 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.



General Meeting Minutes



April 2023 – General Meeting Minutes

Wednesday 5th April 7:30pm

Meeting held at Keysborough Senior Citizens Club at 352 Cheltenham Road, Keysborough 3172

Apologies# Matt Rollins, Gary Lyons, Steve Moon, Jorgen Skogostad, John Tomlinson, Tony Noble and Brendan Cook

Guests# Les (Owns a GU Patrol which he's rebuilding, he found us from a google search)

Approval of Previous Minutes# Steve Nugent and Len Tucker

Reports#

President Stuart Brockwell	<ul style="list-style-type: none"> - Communications while travelling - highlighting the risk of remote travel and the need to have some form of communication such as a sat phone or ZOLEO device for when mobile coverage is not available - With 3 committee positions coming up this year, encouraging people who are considering a position on the committee to reach out. We can arrange for prospective committee members to shadow people to get a feel for what the role entails. - insurance - remember that when running a trip, particularly at Wandarrah, the insurance only covers the days defined in the registered trip. If you plan to be up there earlier, then make sure you register a trip for the additional days, and encourage anyone who attends to complete the registration form to ensure you are all covered
Vice President Evan Wellard	Have completed a pole on what topics to have presenters for at general meetings and aims to have Presentations organised for GVM/GCM/ATM etc and Insurance coming up, watch out for emails or facebook for updates
Secretary Matt Rollins	Absent – No Report Submitted
Treasurer Wayne Deane	Financials for March have been finalised and are on the club's webpage. As at the end of March we have \$46,953 in our NAB bank account and \$1,700 of funds in the club's virtual credit card account and postage float. Our revenue for March was \$1230 of which the major items are 850 for trip/event payments. Expenses for March were \$3,087, with the main items of \$991 for the projector which we used at the last meeting, \$365 for our post office box for the next 12 months, and \$352 for badges where we caught up on members with milestones and new members.
Membership Peter Fraser	Absent – No Report Submitted
Driver Training John Tomlinson	Absent – Looking to run a June DT Coarse if enough people are interested
Editor Michael Dingley	Thanks to heath for helping with software training. Working on mag and contacting suppliers. The mag will start back as digital. If anyone has any Trip photos or reports please email them to editor, doesn't matter if its short or long report all is welcome
Land Coordinator Steve Moon	Absent – Is currently on holidays but is still contactable via email or phone. The next working bee Steve Nugent and Mick Massey will be to running which is on the 27 th of May

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 19th via Google Meet

Meeting opened at 7:35 with Vice President Evan Wellard as Chair.

Attendees: Matt Rollins, Evan Wellard, Michael Dingli, Gary Molony, Jorgen, Peter Fraser, Steve Moon

Apologies: Len Tucker

Guests: None

Quorum: Yes

Acceptance of Previous Minutes: Evan Wellard & Michael Dingli

Reports

President (Stu Brockwell)

- Absent – Have a committee resignation from Brendan in the Marketing position, no membership points will be applied.

Vice President (Evan Wellard)

- Some suppliers wanting to schedule to present at the general meetings, will book them in asap.

Treasurer (Wayne Dean)

- Absent -
The club currently has \$47,407 in our NAB account, and \$1,700 in our Airwallex Visa account and floats.
Revenue for April to date is \$638, mainly \$78 from fines and raffles at the last general meeting, and \$530 from two new members.
Expenses for April to date is \$183, being \$159 for the storage unit, and \$23 for catering for the last general meeting.

Secretary (Matt Rollins)

- Nothing to report.

Membership (Peter Fraser)

- Assoc: 53
Full: 135
Life: 14
Total: 202
- 2x new members approved.
Mark Malady & Maxwell Malady
- Peter will be stepping down from Memberships at the next AGM

Land (Steve Moon) (All the way from Albany)

- Next working bee is up on 27th May

Driver Training (John Tomlinson)

- Absent.

Editor (Michael Dinglei)

- The next magazine is a current WIP
- Discussions about donations & sponsorship – to be followed up regarding payments.

Marketing (Vacant)

-

Trips (Tony Noble)

- Pleasing to see many different members starting to organise trips as trip leaders.
- We have had Stuart B organise 2-3
- Bill Sullivan organises his first trip as trip leader.
we/I will continue to reinforce the need for trip leaders so that we can bolster the trip events log.
- I have also had several calls regarding questions on how to run/organise a trip which is pleasing.

Webmaster (Jørgen Skogstad)

- Licence renewal for WildApricot is coming up, with some pricing increases.
- Some issues with the auto-posting to Facebook, which has been resolved.
- Marketing WildApricot & Email account has been disabled with mail forwarded to the secretary.

Sargent at Arms (Mark DeSantos)

- Absent.

Ordinary Members (Gary Molony & Steve Nugent)

- Nothing to report.

General Business

- Heath/Stu would like to request the club purchase some basic setup to allow the slideshow at the meeting, est \$200.
Approved – By All
- Matt & Jorgen to test the PA system & YoLo Box before the next meeting.

Meeting closed: 8:35



Committee

Committee for the year 2022-2023

Executive Committee



President
Stuart Brockwell 0448 037 167
president@nissan4x4vic.com.au



Vice President
Evan Wellard 0422 263 011
vice_president@nissan4x4vic.com.au



Secretary
Matt Rollins 0418 128 517
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
Michael Dingli 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
Mark De Santis
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

Non-Elected Positions



Post Master
Wanda McLauchlan



FWDV Delegate
Gary Lyons 0411 077 255



FWDV Delegate
Neil Brydson



FWDV Delegate
Tony Noble 0407 347 003

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.



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



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



4X4 ACCESSORIES



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



194 Grange Rd, Fairfield, Victoria 3078
 Ph: (03) 9497 3899 Fax: (03) 9497 3155
 email: info@guest4wd.com.au
 website: www.guest4wd.com.au

INNOVATION AND STYLE BY

Kaymar
Selling The Standard
www.kaymar.com.au

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

substantial 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

Build it up yourself:-

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

*Not including fitting and freight charges

MADE IN AUSTRALIA

Rear Bar plus Twin Wheel Carriers from just \$2650*

OzBar

by Kaymar

THE WORLD LEADER IN REAR BAR ARMOUR

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Proud Supporter of the Nissan 4x4 Club