

NISSAN 4x4 NEWS

June 2023

Tony's Little Desert Pyrenees Trip - 2022



Limestone Coast - 2023





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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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Advertising Rates

Annual Rates

Full Page:

\$670 (colour) / \$460 (black & white)

Half Page:

\$380 (colour) / \$260 (black & white)

Eighth Page:

\$110 (colour) / \$75 (black & white)

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

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

CLUB LIFE MEMBERS

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

CLUB BANK DETAILS

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

Remember to include your name in the reference details.



From the Editor

Hello Members,

Welcome to the June edition of the club magazine.

If anybody is posting a trip on the website, could they please also include the difficulty rating of the trip so I can also add this to the magazine. I need a mugshot emailed as well.

Please keep the trip reports coming via email and please only use a drop box for photos that are labeled as to what they are of and what is to be included in the magazine. Please do not upload 100 photos of the trip that I need to choose and sort etc :)

Stay Safe,
Michael Dingli

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 2023

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: Little Desert Pyrenees
Photo by: Unknown
Cover: LimestWone Coast
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:

Jay Pettigrew and Nicole Brown and kids Mackenzie and Polly

Joe and Sarah Broers and kids Keagan and Logan

Congratulate the following members for attaining Full Membership:

Bibian Dos Pobres Lobo and Edmund Francis



For Sale

Nothing currently for sale by our members

Did you know?

On our club website, there is an area under Forum, to advertise items for sale or post any items that are wanted



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.

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.



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..



18 - 20th Aug


Limit: 10



Trip Leader:
Stephen Dickson


Mt. Skene Snow Trip

Plan is to stay the night at the Jamieson Caravan Park for those that want to. Otherwise meeting point on Saturday will be out the front of the Jamieson General Store at 8:30 am, for a 9am departure. Heading up towards Mt Skene via the Jamieson - Licola Rd we will have stops along the way for pictures, snow man building, etc. See website trip add for more details.




26 - 27th Aug

Limit: 4



Trip Leader:
Steve Moon




AUGUST WORKING BEE 2023

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



23rd Sep 7th Oct 2023

Limit: 4




Trip Leader:
Bob Wells

GOOGS track Trip


TRIP To GOOGS track in SA for around 14 days at the end of sept / beginning oct. The trip would start from Port Augusta on 23rd or 24th sept and finish at Marree on Oct 6th or 7th.

The trip would be medium/hard depending on track conditions and off road camper trailers only would be suitable. Sand driving experience would be an advantage though not necessary. A maximum of 8 vehicles and must be self sufficient as there will be a fair amount of bush camping. I have attached a google map of the planned route. Any question please call Bob, contact details on club website




1st - 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

Report By: Jorgen Skogstad

Limestone Coast 2023

Trip Objective

Travel the full length of the Limestone coast from south to north, which is the way we did it in 2019 and reverse to the 2022 trip last year.

Summary

Individual bogging events (cars getting stuck needing recovery help!): 9

Bogged parties: Jorgen, Emilio, Gary

Car brands bogged: Izuzu, Nissan & Toyota

Recoveries of others: 2

Km's travelled: +2200



Thursday April 6th

Two cars opted to leave early and get out of Melbourne before the rat race kicked in proper for the weekend as well as breaking the trip into two.

Good choice if you can. Make the trip more enjoyable and not hurried which is probably also the safer way to do it! Gary & Wanda and Mark & Li-Ane made it through to Hamilton for an overnight stay and planned to catch up with the main group coming through the day after.

Friday April 7th

Planned departure at 7am ended up being delayed for about 30 minutes which is fast becoming the norm for the trip. Should probably take that into account and plan for a later departure next year though this time around the plan was to do a few detours and visit a few sites on the way to Cape Banks. All the four cars left with McDonalds breakfasts done and coffees in tow. Trip leader Jorgen up front with Ray & Justin, Beau & Kids in the middle with Emilio taking up tail end. The group stopped for lunch in Hamilton before catching up with the party that left the day before. When doing that, Jorgen backed into a lighting pole and broke his rear-view camera... Could have been a bit more interesting if the pole itself could have come down! Either way, we departed Hamilton and headed to Mt Gambier for the Umpherston sinkhole. What a cool place... we found parking and of course found the trickiest smallest little one way arm to park





when at the other end you literally had a massive almost empty car park. Took that to note for the next time. Place was awesome and plenty of photos were had. Finished with that we made a beeline to the two smaller and not so built-up sink-holes called Caroline & Hell's Hole which was a totally different experience to the busy one in Mt Gambier. After that onto the Little Blue Lake which is a popular bathing spot. Plenty of people jumping in but also two divers exploring which was cool to see. Though time was dragging on a bit by then and we departed to come to

the Cape Banks camp ground next which we made around 5:15pm making camp before dark. Though before we made it there we stopped by the general store to



fuel up. When done, Jorgen thought it smart to take a short cut down the beach to the lighthouse. Which normally would have been rock hard. Wrong! This time around it was soft-ish but we all made it through without need to recover, air down and what not. So much for making assumptions! Conditions were quite windy with rain so during the night awnings had to be taken down. In the morning we were treated to some Bollywood music on high blast on the camp-site beside



us which had been occupied by squatters who claimed they had booked it as well. Well, they left quickly once Emilio made a point that we had a group booking and that the rangers were in the area.



Old Hut



Saturday April 8th

We packed up in the morning and had a brief run-down of the day's plan. With the conditions being what they were and beach being soft, we opted to bypass the first section of beach and use the inland track to get us going. Wind was a constant through the day and we made it up to the top of the "wind farm / lake view point" when it was relatively calm. Though minutes later, the wind picked up and we were all in for a skin healing peeling event. Once lunch was done, we headed on with the plan of finding

a section of beach to jump onto beyond last year's big recovery where Steve & Deb's 200 series had quite an adventure. Oh and for the record, Steve Moon got bogged there too (right Steve!?!). We cut onto the beach but we only were at it for 5-10 minutes before we came across a young couple in a seriously bogged Hilux. They had been at it



for some time already and were bogged to the sill. Obviously not stopped "gunning it" when they felt the car go down. First indication of lack of experience. In the end it took us about an hour to recover then where Jorgen also in the process got bogged and had to use his 4 Maxtrax to get out. Certainly the recommendation is to carry four Maxtrax if you are going on soft beach... makes the job sooo much easier which we were going to learn time and again later on. Anyways, the couple that we recovered did "all the things" wrong. Chose a super soft beach area to travel through, were travelling solo, had no 4x4 training or experience on sand, carried 2 Maxtrax (which was at least something...), had an inappropriate shovel, did not disable traction control and more.... and the list goes on. Safe to say, when we saw them later on, they were not on the beach but were going on the inland track. We got 4 Carlton Dry beers for helping them out of that sticky situation which was nice. Past that Beau's car started giving us some headaches. It was constantly overheating but the team managed to find "workarounds" to keep them moving. Guess running with AC on full heat and blast made for an interesting drive at times but that said it was quite cold outside! That overheating issue was going to be a discussion point for the remainder of the trip but in the end did not stop Beau at any point. Gary & Wanda thought that it was time to get bogged so down they went but quickly recovered and



we carried on. Lunch was had at Oil Rig camp ground which was surprisingly busy...and timely location as Beau's car was overheating again. We had our coffees, used the drop toilets and then carried on down the beach. Around 3:30pm Emilio got stuck for the first time, so approaching the end of day 1, 50% of the party had gotten stuck spread across an Izuzu, Toyota and Nissan so no one can complain of us not being inclusive. We managed to carry on with no material events and hit the Limestone cliffs at the northern section of Canunda NP with no problem. On the last section of the park heading out, we came upon



a big hill that 4-5 cars were banked up having serious troubles getting across. Up and down again and again... but we were waved through and prepared for some seriously difficult action. We represented the club well as everyone went across on first attempt. Would have liked to hear the chatter from the group that we left behind as they must have been like "what the heck just happened??!". Li-Ane had so much fun and talked about wanting to go back! We made the Kotjee camp around 5:30pm and set up camp. Had a good meal and convened around the gas fire, fire pit to reflect on the day's events. Plenty of action and everyone getting involved and learning heaps. We finished off the day with waffles, jam and cream cooked up by Jorgen. In the end, long day with lots of stuff going on so I think most of the team was exhausted and had a good night's sleep!

Sunday April 9th

We packed up in the morning and managed to get away around 9:30am after airing up as we were heading to Robe to re-stock and fuel up. On the way we found the Woakwine cutting that Emilio had mentioned some time before and given it's literally just a stone's throw away from the main highway we did a quick detour. What a feat to drain swampland cutting that ravine. Insane in fact and no wonder Caterpillar had sponsored the display. Just shows that with the right tools any job can be done! We made it to Robe and of course dispersing around town caused some delays! Three "muppets" (Mark, Li-Ane and Beau!) managed to hold us up for hours (no... Not really.... heh!) but Jorgen was no better managing to make the same wrong turn that he did last year (he never learns!) but we eventually made it past the water cleaning plant and got aired down ready to tackle Little Dip going south down to Beachport. We carried on until around 1:30pm where we stopped



for lunch and this time slightly better protected on the beach than yesterday. So, no sand peeling this time around. Whilst carrying on south, it was clear that this section was a lot busier than Canunda NP and there was quite a bit of waiting for groups of fellow 4x4 drivers. One group alone was +15 cars big. Stopped briefly at Boggy beach watching the spectacle that always happens there... and Tui managed to drop into a rock hole losing his flip flop as a consequence. Justin to the rescue just before a wave came in and carried it out... but we carried on without getting bogged and we headed south to Nora Creina. All going

well till jorgen decided to let every man and his dog pass us and for first time he swore and was told not to let any buggers pass us from here on in... "Stuff em!" he said! Though shortly after "shirt hit the fan" just outside Beachport where Emilio hit a "beer o'clock hill!" and got really bogged at the exit of a beach that had steep sand hills on either end. So, either way, recovery help was required to get off the beach. To be fair, Emilio as tail end always had to navigate chopped up sand dips and what not which did not make it any easier! Our fearless leader and Justin went to the rescue and after half an hour or so, we were all joined up again. That particular recovery required +5 straps to be joined and literally had to pull Emilio over the first hill which made for an interesting recovery. After a while we were all joined up again and eventually made it into camp where we had to evict 4 squatters at our 3 Mile Bend campsite. Seems to be a recurring thing that people do that so booking ahead to be able to evict them certainly is a must in busy periods!

Monday April 10th

Li-Ane and Wanda had figured out that we had some fellow club members on their annual easter trip to Beachport, so we headed off around 8:30am to visit them at the Southern Ocean Tourist Park where we ended up staying for a while chit chatting. Long enough that Emilio snuck away for a quick shower which the rest should have done as well! That was talked about a lot later in the day... especially by Wanda and Li-Ane as they realised too late that they could have



had one but missed out! We hit “downtown” to swap a gas bottle for the fire pit, get some supplies but more importantly get a lobster sandwich. Though for some reason the place at the harbour front only started serving that at 11am onwards but around the corner at the fisherman's cooperative you can get small tubs of lobster meat and sauce, so a few opted for that with their own bread rolls. We left town around 12noon where approaching the entry to the beach a man came running down to Jorgen mentioning two parties that had been stuck on the beach for 45 minutes and were struggling. So, before we even hit the sand we were up for a recovery as one of the cars were seriously stuck with the tide coming in. With team effort we managed to extricate them, but it was clear that this was another party that had limited to no real experience with little preparations. Two Maxtrax amongst two cars... no proper shovels... inappropriate recovery gear all over and also “tied” the end of the recovery strap around the tow hitch itself. Insane! Immediately we told them to remove that and use the tow pin itself... and also had fused their straps not using any pin or paper in between when pulling them. Crazy really but no wonder people get hurt when this is the stuff that’s happening more often than not out there. After all of that and hearing that the next section of beaches was very soft, we decided to bypass that and enter at a later point. We think that was a good call as we were done with recoveries and wanted to enjoy the scenery. Though Emilio decided to get stuck again but with some help from Justin self-recovered. We bobbed in and out of dunes and got to the Nora Creina bypass which was surprisingly rough and narrow... with recoveries ongoing when we came halfway. One party we met that was heading to the beach in a Jimny decided to turn back when they likely came upon the rutted big hill... so not an easy access track! We made it to Wrights Bay campsite and showers were had and with more chit chat around the campfire later that night.



Tuesday April 11th

We packed up as usual after making breakfast but as we were finishing up the group got approached by a party that was from Pakenham in Victoria. Both Wanda and Li-Ane took the time to chat and explain who we were, the club we represented and what we were up to. Wanda passed a card



to them as we were about to leave as well as they were quite interested in the club... perhaps they'll come along to a meeting or check us out online but always good informing others about the club that we are and what we do. Either way, we made our way to Kingston where the plan was to fuel up and grab a lobster roll. Though this one was not great... It had lobster al 'right.. But lacked sauce and a bit of added taste... so Beachport came out the winner for sure! We got a replacement gas bottle, fuelled up, a bit more supplies as this were the last time, we were going to be able to stock up (or so we thought!). But we could not leave without the obligatory group picture in front of the big lobster. Once that was done, we headed north out of town and cut in left to Long Beach where we aired down. The first section of the beach was rock hard, and the group thought likely "oh... This is easy...If this is beach driving, then what's the fuss all about??! We'll put it in cruise control and keep on going!". Well, that did not last too long as the beach narrowed and narrowed and narrowed in... and holy moly, things changed! It was super soft wet knee-high sand and the cars were having a hard time for sure. Up front probably easier but progressively got worse for the cars in the tail with the sand being chewed up causing Emilio a lot of grief! At one point we had to pull up and try to pull up as far up the beach as possible... But it was still quite narrow. Emilio had gotten bogged and needed help so Jorgen took a u turn and headed back down the beach to what would in the end up being a few hours to get through that section for the both of them. With the trip leader having cleared off and the tide coming in, the front group then decided to move off and get off the beach which was a good call. As part of extricating group 1 from the beach, Ray and Justin decided to take the high road whereby everyone else decided to take the low road... either way we had to make it... but panic set in for a moment when no one could spot an exit off the beach and with water now lapping the rims we were driving in, our new temporary leader Beau found it. Though it turned out to be quite a challenge to get through and out off the beach. All managed to get through but lapping water as one took the last turn and just this little section of driving took more than 30 minutes to do. Hard yakka! The sand was like glue

and if you stood still it would reach to your knees. Sooo hard going! Though this process left the groups disconnected and out of radio comms for the better part of that recovery. Either way, we had to use 4 x Maxtrax more than 5 times to get Emilio off the beach only on that small section of beach until we also made it off to the exit at 28-mile crossing. Though it should be mentioned that Jorgen and Emilio called out (via mobile!) that they would sit out high tide and chill with a coffee until the tide had passed. So, guessing both groups were pulling out biscuits and coffee chit chatting along. In the end joy erupted from group 1 when Jorgen and Emilio made it back to the group who were parked up at 28-mile crossing camp ground. With this process being exhausting and quite an ordeal, Jorgen had called the rangers office asking whether we could camp at this camp-site but was told that if we wanted to change a booking, we could do that but had to make our way up to 42-mile crossing... so all aired up and off we went. With all of that action we made it into camp



late around 5:45pm and set up camp in a corner. Certainly quite a few things to discuss over the camp-fire, that much is certain. Rain was forecast which came about as a gradual increasing downpour... ominous signs for the night perhaps... Though good to see that the group now had gotten quite familiar with hard sand driving and got to see what the cars are capable of with a good driver for sure!

Wednesday April 12th

What a night and morning. A storm had crept onto the coast which had made some interesting experiences throughout the night and morning. Everything that could get wet got wet.. and winds were wreaking havoc on most things that were not tied down. Wind gusts came through and one in particular snapped up Gary & Wanda's awning as they were packing up rendering them without shelter for the rest of the trip. We were determined to see if we could make it further up the Coorong ocean beach so we aired down after packing up and headed up across the dunes to the foreshore. Howling winds and a swell that was frothing.. Not a good sign! Though at the exit it looked OK and not too bad... so after a group decision we decided to turn right and head up the beach. Though a few k's down the beach it started to get dicey and more and more treacherous so trip leader made a beeline into the dunes when an opening came about and called for others to do the same. We all made it up and parked up to assess the beach section that we had come upon. Big swells, oncoming wind and more had narrowed the beach passable by a car to perhaps a few car widths only and waves kept rolling in across the beach hitting any wheel ruts that had previously been created. So not wanting to put ourselves in any grave danger and cause hours and hours of recovery we decided to turn back and head back to the shelter at 42 Mile Crossing camp ground for a team meeting. So at 10:30am in the morning we decided to call it quits on the beaches this time around. Not worth the risk.... and we decided to head to the Murray Sunset NP back in Victoria which would take us past Pinnaroo where

we could all stop and take a shower and have dinner there before hitting Lake Crosbie in the Murray Sunset NP. The trip was uneventful there bar the 'sleepyness' that crept in causing us to keep on our toes for sure and keeping all safe. The camp site was busy and we had to take the furthestmost spot that was most open to the wind... which caused us some grief. Certainly with the lessons learned from overnight and the morning we tied everything down and created a shelter with 2 x 270 awnings put up against each other to



create a shelter for us all to relax under. When night fell the skies were crazy as they always are up there. Milky way from one end to the other and was quite mesmerising!

Thursday April 13th

We managed to depart Lake Crosbie at 9am sharp circling the Salt Lake then headed towards Grub track and then onto the Sunset track. Not the hardest tracks around but around 11am we came upon an area with deep ruts, plenty of mud and more ... and with Beau driving around in 2WD on a 4WD track (fine??! Heh!) he managed to get himself stuck. With lots of wiggling and Justin coaching and also encouraging the use of lockers he managed extricate himself fully. So unfortunately, this one did not add to the boggings tally! Easy going after that and we managed to cross to the other side uneventfully. We hit the border track again but turned north as we were heading to the Shearers Quarters camp ground which we made with no other major events to report. Camp was set up and finally we managed to get a proper normal fire going so the kids could have some marshmallows finally! Wanda's birthday was celebrated... mostly thanks to Facebook reminders and not Gary so we all (bar Gary!) agreed that would be fine worthy. We made up for that with nice shots and a homemade cake as Wanda's 21st had to be celebrated for sure.

Friday April 14th

We left on time again at 9am after saying farewell to car number 2 "The Boddy Beau" who decided to head back home a bit earlier before the working week kicked in. Bye byes were had, and we headed to the "Crater" which was just around the corner. Interesting land feature and made for a really good morning photo. We opted for the northern "highway" back to the eastern side of the park as we wanted to start heading home today. Since the other mid track was more of the same to what we did the day before, we wanted to go

the fastest route over to the eastern side where the first target was Rocket Lake. After a bit of messing around on what on the map looked like tracks but were mere overgrown bike tracks... we hit Rocket Lake for lunch. Not much to report on other than we met a couple camped there who also loved the serenity of the place and decided to stay one more day as we were leaving. We headed south and hit Mopoke hut which is another obligatory stop in the park. Ray put an empty bottle of alcohol on the mantel piece, and we all signed the visitors book as you do too. We took the straight line out of the park and a couple of the cars filled up with diesel when we hit the highway again. Thanks to Wikicamps we found Lake Walpeup which had good facilities. Hot showers, shelter to camp under, big fire pits and just beside a small lake. Lots of chirping from birds and frogs and eventually some snoring from some of the older species in the group. Just to mention the enormity of fire pit... proper big fire pit and a great fire which was good. Though in retrospect most will likely not camp there again as there were plenty of mice. Jorgen had one in the car as well as Emilio. In fact, Jorgen's passenger travelled with him all the way home and jumped out of a plastic container when cleaning out the car post trip. Emilio had a similar experience but of course... we should have known given it was a place with lots of food and water and of course lots of wildlife. ;-)



Saturday April 15th

The day of the big return! With the challenge of the Coorong Ocean beach having thrown us a curveball we were heading back home a day early. In hindsight not a bad thing to enable time to clean out and what not before the working week kicks in. We travelled south and hit 5-6 silos on the way back starting with Patchewollock and anything that was on the straight line down to Stawell where we stopped for lunch at a bakery in the centre of town that was still open. We said our goodbyes to Ray, Justin and Emilio who made a beeline home with the three remaining cars heading back to the highway with an immediate "left" to check out "Sisters Rocks" which is quite a common stop for people with left over spray cans to graffiti the rocks. Then right on the highway we circled the rocks and went back on the highway and headed back to Melbourne. Not much to report on except that it was nice coming back home whilst the sun was still up and still 1 day left of the weekend!

Amazing trip was had by all! Until next time... where we then have to make it up to the Murray

GVM UPGRADES

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Pyrenees & Little Desert - 2022

Report By: Jorgen Skogstad

Friday 28th of October to Monday 31st of November 2022

Participants

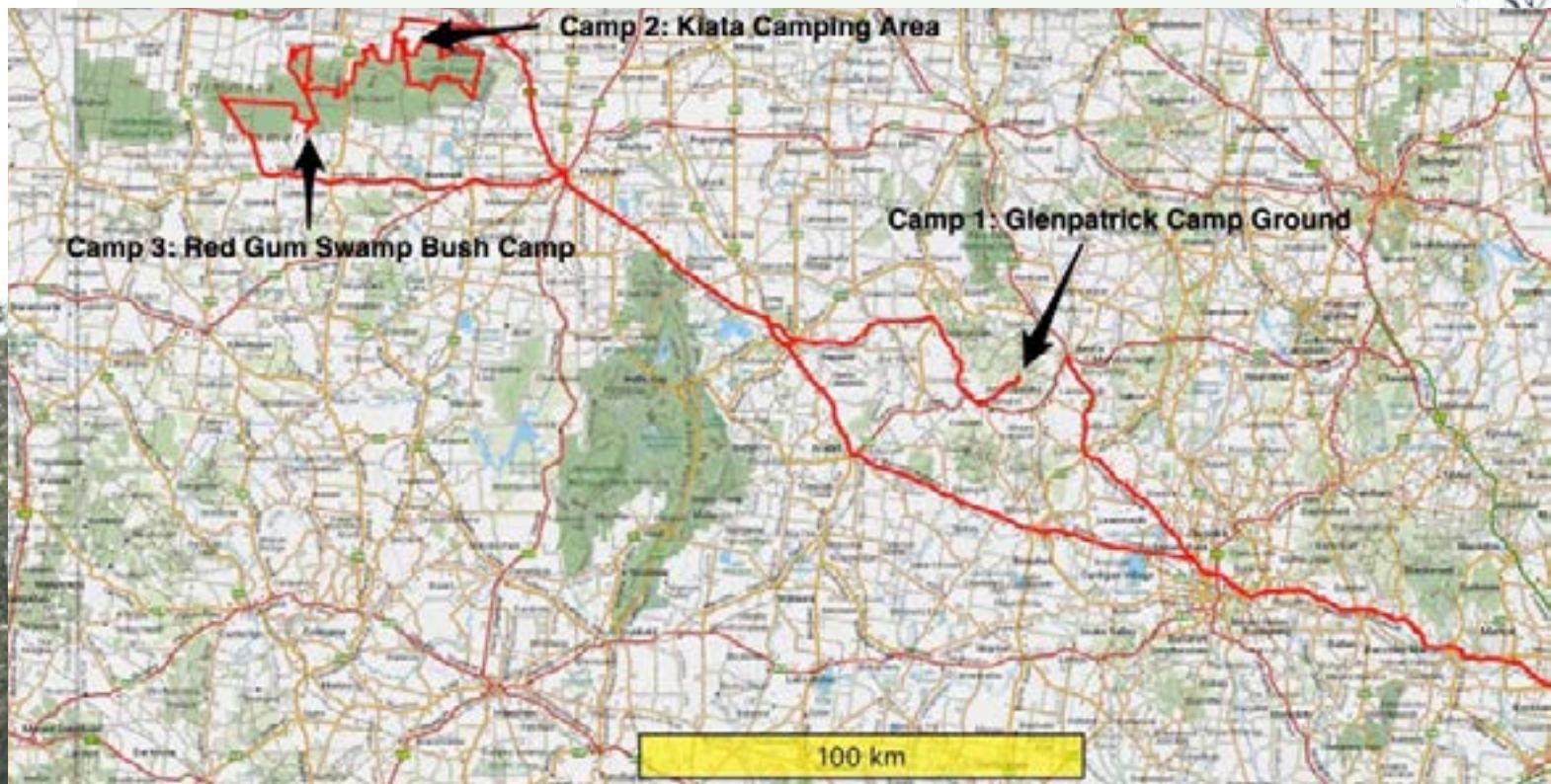
- Tony Noble. Trip leader. Patrol GQ.
- Mark Malady. In Tony's car.
- Mark De Santis. Hilux.
- Jorgen Skogstad. 79 Series Dual Cab.
- Nick Redwood. Patrol GU.
- Andrew Martin. 79 Series Single Cab.
- Scott Giles. 200 Series.

Trip Report by: Jorgen Skogstad



Trip Outline

This trip originally started with the intent to do at least parts of the Flinders ranges in South Australia but then plans changed to make it a Mallee trip. Mother nature with all the flooding and rain wanted it different and we decided to check out the Pyrenees and Little Desert. So, the objective was simple: meander around the Pyrenees a bit before meandering towards the Little Desert through country lanes with a bit more meandering through the Little Desert. In fact only a few of us had actually been to either area so great heading into the “unknown” and making new tracks!



Friday October 28th: Melbourne to Glenpatrick Camp ground

The crew headed out from Melbourne at different times and we drove roughly 205km on the way. Jorgen & Scott left mid-day making Avoca in the late pm after some horrendous traffic heading out of Melbourne. We stocked up at the local IGA and checked out what camp sites were available. Avoca's free camp was closed as it was by the river. We checked also with the local caravan park which had spaces but at \$25 per unpowered site. Thought that was a bit much so we ended up checking maps locating Glenpatrick with some good reviews. So off we went and ended up there around 5pm setting up camp in light rain. The rest of the group arrived into camp around 8pm and set up as night was closing in. With the temperamental rain, Jorgen had set up most of his awning walls which in the end was a blessing as the group ended up huddled inside. With the gas fired firepit, we managed to stay reasonably warm for the remainder of the night. It was an uneventful night bar the rain but with drop toilets as well we all agreed it was a pretty decent site worth taking note of for future trips.

Saturday October 29th: Glenpatrick Camp Ground to Little Desert Camp 1

We packed up and were ready for a 9am start. None of us had ever been doing any 4x4'ing in the Pyrenees and were excited to get started. Tony led us out of camp, and we went a couple of hundred meters only before Tony led us astray up a private property track, so a U-turn was required to get back on the "main road". A bit further up the road, we found the track and a bit later the turn off that peered off up into the forest canopy. Big ruts all around and Mark driving Tony's car got stuck halfway up on a temperamental and rutted hill. Recovered and made it up through with a bit of winching and support of Maxtrax. Nick on the other hand made it up in one go (hurray!) and Jorgen was encouraged to follow. However, he got pulled out of his intended line and bumped into an obstacle. Pushed over



that but a big CRACK! was heard from the front-left wheel area when it landed as it crossed over the obstacle. Andrew called out on the radio asking if lockers were engaged which Jorgen confirmed so something material had happened. Later when Jorgen had it fixed by Marks 4WD (for free!) it was identified that the stub axle had sheered straight off likely due to the lack of the metal being tempered properly by their 3rd party provider. As for the hill & obstacle itself, Jorgen decided to turn back but in reversing out of the obstacle he ended up in soft dirt on the side of the track and got stuck. With the group helping (thank you everyone!), 4 Maxtrax later and a bit of time we managed to get the car reversed out and back down to safe ground at the base of the hill. Morning tea was had about 1 km from where we left in the morning and after some drinks and food, we jacked up Jorgen's car, engaged 4x4 & lockers... revealing that the front left wheel was still free-wheeling whilst the right one was not. So, something had obviously gone wrong but the good note was that Jorgen could continue in 3x4 for the rest of the trip. Group decided that with the uncertainties of the forest tracks being rutted and hard to pass we would head to the Little Desert, so we packed up and headed out that way. A leisurely 2 hours brought us to the Kiata campground where the Mallee 4x4 Club was running a Camp Host program that weekend so quite a few campers around because of this. Overall, we managed about 205km that day.

Sunday October 30th: Little Desert Camp 1 to Little Desert Camp 2

After a great night at a great camp site we broke camp and were off and moving by 9am. Headed into the park to the eastern side of the Little Desert for some morning fun with varying degrees of sand, mud and the occasional bog hole. Just before lunch we managed to find a fun little sand dune where everyone made it to the top. Jorgen though did manage to take the high side of the dune track and almost took out a family that had stopped to watch us tackle the sand dune. People running in all directions though really there was



no danger and somewhat amusing with a few radio calls noting as much. From there we meandered our way north and south along the tracks on the eastern side making sure that we got to cover off as much of the open area as possible. Lunch was had near a well filled lake that really was quite picturesque. The remainder of the afternoon was a mix of obstacles and tracks with varying conditions leading us to the Red Swamp camp ground where we stopped for the night. Great camp-site and we spent much of the night keeping watch on the horizon and the rain radar and in the end turned out to be one lucky bunch as the thunderstorms and the rain passed us on both sides. We could not have picked a better camping spot for the evening. The roaring camp-fire and live lightning show was a memory to be cherished for quite some time, that's for sure. Overall, we covered 103km for the day.



Monday October 31st: Little Desert and home to Melbourne

Monday found us awake again early in what could be considered lovely warm weather! Breakfast was had and we could feel the temperature dropping. Sure enough.. down came the rain! We decided that we would continue traversing the middle area of the Little Desert and then later make the call whether we would brave the conditions for another night or whether we headed home. We spent the morning and into the early afternoon doing plenty of clay tracks with lots and lots of bog holes. Nearing lunch we came across a big hold that looked more like a creek being about 200 meters long. Time for a stop, eat up and consider options. Nick being anxious to give it a go powered through and in the end was easy with a solid base with some deep ruts thrown in for good measure. Lunch was finished and we all made it through without incident but with lots



of mud being thrown around. Within the next hour or so we reached what would be our potential camp site for the evening. We had a quick meeting and decided to continue doing a large circle to complete the smaller west side section of the Little Desert and finish up back at Broughams Waterhole or head home. There were swaying votes back and forth but eventually the high threat of constant rain all night and packing up in the rain the following morning did not hold a great deal of enthusiasm with it. Closing argument was that if we left now (which was about 2:30pm) we would have time for a pub meal on the way home. With that the decision was made and we were heading back home! We set off down one last track that would lead us to the lane way that would take us out of the Little Desert and onto the bitumen. As Tony hit the "dirt lane" it was like driving on ice! He ended up putting Bodo into a deep-water trap on the right-hand side of the lane way but managed to reverse out though nearly ending up in a water filled ditch on the other side! Driving as best and slowly as possible warnings were issued over the UHF but unfortunately Scott managed to lose traction and slid into the left-hand side ditch and promptly got stuck.

A tricky rescue was required due to almost zero traction on the lane way surface. What started as a simple drive on a lane way out of the Little Desert took the best part of an hour and some very tricky and patient manoeuvres to extract young Scott from his predicament. Mark De Santis summarized what transpired well: "We were stuck in thick black sticky mud creating what could resemble an ICE skating rink!". We finally managed to get everyone safely off the dirt and onto bitumen where we aired up. A hearty pub meal was had at Stawell on the way home where we relived the stories of the last few days. Worth noting on the way back Mark De Santis had to pull over and scrape out mud from the 2 front rims as the grimy solid as a brick mud caused the wheels to be out of balance! When we all made it safely home it seemed that almost all of us spent most of the Tuesday cleaning some very very dirty and muddy vehicles. In hindsight heading home a day early paid off! For the day we did around 508 km overall putting a close to the trip which on paper was going to be a simple and easy meander through some new areas but ended up being quite an eventful weekend!



The 'Aberfeldy Tracks' Project

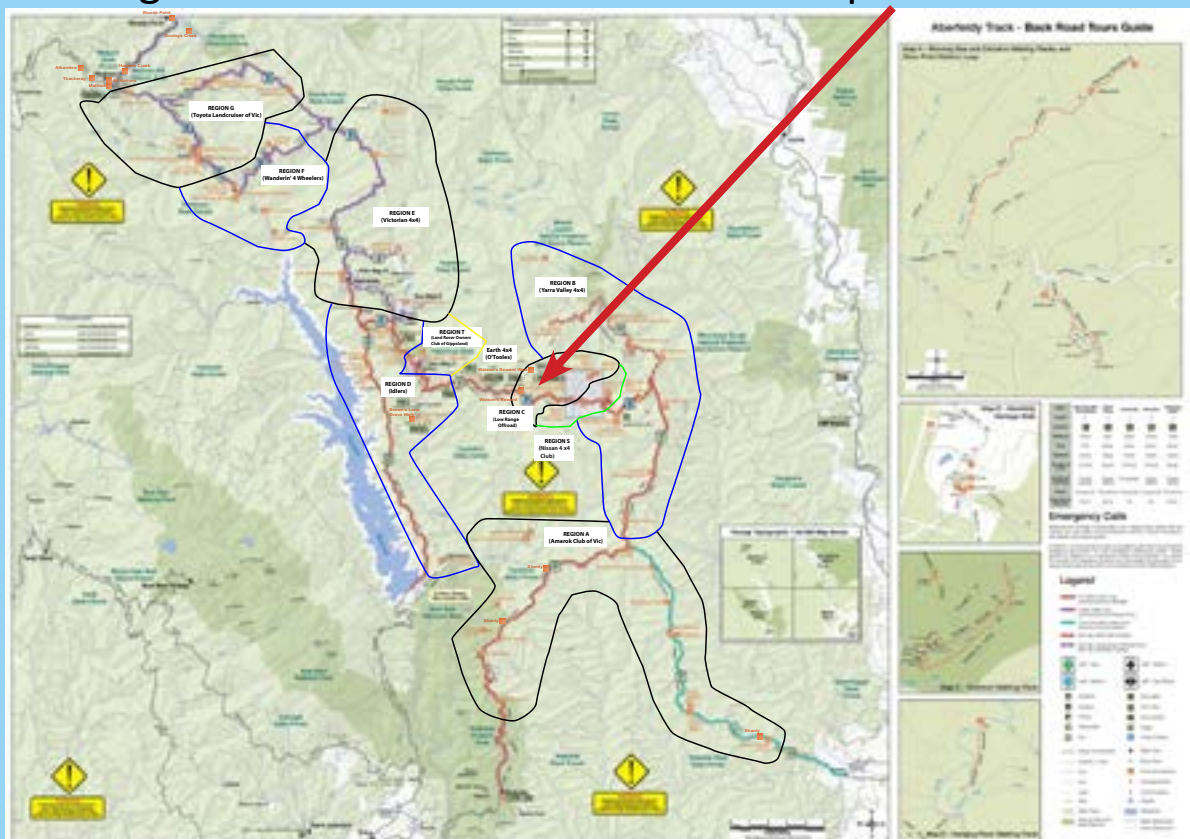
The West Gippsland Relic, Mining and Heritage Protection Inc are maintenance managers of the 'Aberfeldy Tracks' Project.

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 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

Nissan 4x4 Club of Victoria Inc.

General Meeting

7th June 2023 @ Keysbrough Senior Citizens Club

Meeting opened at 7:38pm – By Vice President Evan Wellard

Apologies: Stuart Brockwell, Stuart Hunter, Steve Moone, John Tomlinson, Michael Dingli, Tony Noble, Jorgen, Mark DeSantes, Nicole Tucker, Scott Vincent,

Guests:

Presenters: Weigh Station - Dion

Acceptance of Previous Minutes: No – To be carried over, minutes were not published.

Reports

President – Stuart Brockwell

- Absent

Vice President – Evan Wellard

- Few long weekends and weekend trips happening – great to see!

Secretary – Matt Rollins

- Nothing to report

Treasurer – Wayne Dean

- At the end of May we have \$56,944 in our NAB bank account, and \$1,700 in the club's Virtual Visa account and postage float.
- Activity ramped up in May with members subscriptions coming in.
- Revenue was \$13,950, of which \$13,500 was subscription payments.
- Expenses for May were \$4,286 of which the major item was \$3,210 for Wandarrah insurance. This has increased over the recent years with the property located in a high fire risk area. Other larger expenses were \$346 for council rates, and \$144 for website registration.

Membership – Peter Fraser

- Associate members - 54
- Full members - 133
- Life members - 14
- Total members = 201
- New member applications waiting for approval - two.
- Resignations - two.
- Associate members still to renew - 29
- Full members still to renew - 56
- 20 Year membership badge: Steve Nicholl

Land – Steve Moon

- Absent – Report by Steve Nugent
- 24 people at the last working bee, smashed through some work – Thank You to All who helped.
- Next working beed will be in August.

Driver Training – John Tomlinson

- Next driver training end of June
- If intrested in doing training, either new member or to re-sit your training, reach out to John at driver_training@nissan4x4vic.com.au

Editor - Michael Dingli

- Absent
- First magazing has been published online. You can find it here - [2023-04-Nissan-News.pdf \(nissan4x4vic.com.au\)](#)

Marketing – Vacant

- No Report
- Vic 4WD Show at Flemington coming up fast, if you can assist please reach out to Evan

Webmaster – Jorgen Skogstad

- Absent – Report by Heath
- There is a new club facebook page – reach out to anyone in the committee if you have any issues finding the new page/group.

Tips & Events – Tony Nobel

- Absent.
- All trips are still been uploaded to the club website

Ord1 – Garry Molony

- No Report

Ord 2 – Steve Nugent

- No Report

Sargent of Arms – Mark DeSantis

- Absent – Reported by Heath
 - General Fines
 - Door Prize – Containers/Bucket Kit won by: Geoff Parker
 - Grand Prize – WeighStation voucher won by: Geoff Parker

General Business

- Thanks to Dion from WeighStation for his presentation and offer for a discount to all club members.
- Len Tucker – Any donation for the wandarrah kids club, rats ate all the gear!

Meeting finished at 9:05pm



Committee Meeting Minutes

Nissan 4x4 Club of Victoria Inc.

Committee Meeting

May 15th via Google Meet

Meeting opened at 7:40 with President Stu Brockwell as Chair.

Attendees: Evan Wellard, Matt Rollins, Jørgen Skogstad , Mark DeSantos, Peter Fraiser, Wayne Dean, Steve Nugent, Gary Molony, Tony Noble, Michael Dingli

Apologies: Steve Moon

Guests: Heath Glass

Quorum: Yes

Acceptance of Previous Minutes: Accepted – Pending amendment to fee increase to list the price & add Len as a guest.

Reports

President (Stu Brockwell)

- Nothing to report

Vice President (Evan Wellard)

- Weigh Station will be attending the June meeting and will include a \$350 voucher as the door prize.
- Amendments to last CM minutes to include that the membership fee renewal will be increase \$10

Treasurer (Wayne Dean)

- .TBC via Email.

Secretary (Matt Rollins)

- .

Membership (Peter Frasier)

- Membership
 - 55 Associate Members
 - 135 full Members
 - 14 life Members
 - 204 Total

Land (Steve Moon) Via Steve Nugent

- Mice/Rats found in the hut - Poisons have been deployed in & around the hut.
- 26 booked for the working bee.

Driver Training (John Tomlinson)

- Absent

Editor (Michael Dingley)

- Office (Word/Excel/etc) to be installed on the device.

Marketing (Vacant)

-

Trips (Tony Noble)

- Nothing major – Will be adding driver training as a trip/event on the club website/Facebook.
- Tony will contact JT regarding pre-booking driver training.

Webmaster (Jørgen Skogstad)

- The club public Facebook group has been disabled – Jorgen is working with Facebook to resolve.
- Jorgen/Heath comments on the club Facebook Page and managing 'registered' members.
- New trips & events will be published to the Private & Public page groups

Sargent at Arms (Mark DeSantos)

- Mark will be unavailable for the next meeting – Heath will be covering for him.

Ordinary Members (Gary Molony & Steve Nugent)

- Nothing to add.

General Business

- Peter – RE: Temp Memberships
 - Jorgen will update the website to facility a 'temp member' to join/apply online.
- Matt – Asset Register
- Steve Nugent – Concerns about unsupervised actions of children
- Bylaw changes
 - Working Group for by law changes (Evan, Stu, Steve Moon)
- Tony Noble – EFT payments for meetings
 - Matt to review payment fees and advise and bring to the next committee meeting.
- Stu – RE: Driver Training and 'certified' driver training
 - Stu & Even to discuss as a working group and bring to the next committee meeting.





Meeting closed: 843pm



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
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Non-Elected Positions

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



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- Engel 12 volt fridge freezers
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- ARB accessories
- RV Storage Systems
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- 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



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