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# TRACK WATCH

## WOMBAT STATE FOREST BUSH CLEAN UP

VARIETY 4WD TREK

BACK TO BASICS : BUSH DRIVING

LEGENDS OF 4WD MOVEMENT

NATIONAL 4X4 SHOW

PART 2: COPPER IN THE FLINDERS RANGES

## SEPTEMBER 2016







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The peak representative body for all Victorian four wheel drivers since 1975

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# From the President



In mid-August Wayne Hevey and I attended a compliance activity in the Mt Skene permit area, conducted by two Victoria Police members, Paul Bronsgeest from Jamieson, and Ken Dwight from Woods Point. We spent a number of hours in the area conducting vehicle and permit checks as well as performing preliminary breath testing for any drivers encountered on the road system. We met up with three convoys, from Melton, Geelong and LROCV, with all members and vehicles found to be compliant with their permit requirements. It was great to see so many clubs members taking the opportunity to drive the Mt Skene road despite the fact that there was little more than play snow at the summit.

A couple of deer hunters will probably have lighter wallets after travelling from Licola to Jamieson without a permit. Of greatest interest to our hosts were the two vehicles that were discovered coming out through a locked gate on one of the side tracks. These hunters were quizzed at length about their reasons for being on a closed track, and with an excessive number of hounds in their possession. After a lengthy review of their vehicles, guns, dogs and bounty they went on their way, but I am sure that they will hear more as a result of their indiscretions.

We were all saddened to hear of the passing of one of the true gentlemen of our community, Ian Lacey. Unfortunately Ian experienced a heart issue early into a club trip to the desert, resulting in him being airlifted to Mount Gambier. After a

brief hospital stay Ian made it back to Melbourne, however he eventually succumbed. Ian was a great contributor to our Association, especially through his lengthy involvement in the four wheel drive radio show. He was also deeply involved in the National Four Wheel Drive Council, creating, maintaining and managing the sale of the council's training courseware. He will be sorely missed by all who knew him, especially his club mates and his many friends in the Association. Vale Ian Lacey.

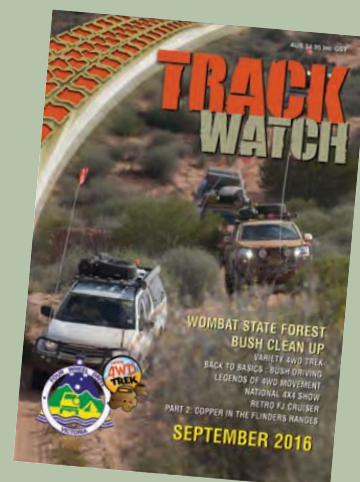
Later in September we have our general meeting, to be held at the Bellarine club. We are looking forward to seeing the Geelong clubs well represented at the meeting, together with delegates from the other suburban and western regional clubs. We will also be providing conference call facilities for those who cannot attend in person, the first time we have tried this.

The recent announcement by the Environment Minister, Lily D'Ambrosio, confirming government funding until 2019, is the first time that the Association has achieved funding surety beyond the current year. We appreciate the support of the Minister, as well as that of the Parks and DELWP members on the advisory committee, who have been very supportive of this new funding arrangement.

**Damian Stock**  
President, 4WD Victoria

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Variety 4x4 Trek  
Photo courtesy of Frank Amato



## Association funding secured for the next three years

The Association has been successful in obtaining a government grant of \$750,000 over three years to assist with operational overheads. Previously the Association had to apply annually for a grant and the uncertainty surrounding the outcome of those applications made future planning and budgeting challenging.

The new arrangement has flowed from the Association's direct access to the responsible Minister, through the recently established Ministerial Advisory Committee of which FWDV is a member. In announcing the grant the Minister for Energy, Environment and Climate Change, Lily D'Ambrosio said:

"The passionate work of volunteers and club members is estimated to provide the State with more than \$2.8 million each year in direct benefits."

"We're proud to promote the work of Four Wheel Drive Victoria and the great opportunities that exist throughout our state for nature-based tourism." Just how positive this change to future

funding is cannot be overstated given it provides a certainty that permits management to be able to plan beyond the limitations of their previous 12 months funding window.

*"The passionate work of volunteers and club members is estimated to provide the State with more than \$2.8 million each year in direct benefits."*

**Minister for Energy, Environment and Climate Change, Lily D'Ambrosio**

In conjunction with DELWP, the Association is currently preparing a Strategic Plan setting out how FWDV intends developing its operations into the future, and outlining to the government how the new funding arrangement will be put to use. While much of the Strategic Plan revolves around interactions between the Association, DELWP and other users of public land, it will also address ways in which the Association can move towards a self funding model to place less reliance on government funding.



### Mt Skene access permits

Get your winter woollies out, because Mt Skene trips are now well under way. Many people are enjoying a great drive through a good covering of snow with friends. If you would like to access Mt Skene, please find a copy of the permit application here:

[http://www.4wdvictoria.org.au/images/documents/permits/2016\\_Mt\\_Skene\\_Application\\_Form.pdf](http://www.4wdvictoria.org.au/images/documents/permits/2016_Mt_Skene_Application_Form.pdf)

FWDV have experienced high demand

for permits this year and some weekends are already fully booked.

Members should not assume they will be able to get onto the mountain on their preferred weekend. If planning a trip, speak to FWDV for the latest information and get your permit applications in quickly.

The Association and authorities are aware that in previous years some permits may have been used illegally on

multiple occasions - on the basis verification of permits is rarely, if ever, undertaken. Be warned - spot checks of permits are planned for this year

Some important points to note:

- Applications must be made at least 14 days in advance
- No changes can be made to permits within 3 days of the trip
- Only vehicles listed on the permit are permitted in your convoy.
- Vehicles on the road without a permit face severe penalties.
- Driving off the formed road is prohibited for any reason at any time. Drivers doing so face severe penalties.

**Note:** It is prohibited to drive off the tracks. A recent convoy found tyre marks leading off the tracks. Please be mindful that FWDV are allowed access to Mt. Skene due to our commitment to the philosophy 'tread lightly'. It's up to all of us to ensure this access continues due to our respectful driving.



## News

### *The importance of volunteers Four wheel drivers contribute to the community...big time!*

Volunteering means different things to different people but most volunteers see it as giving back to the community or a particular organisation. Many volunteers front up time and time again, in part because of the intangible rewards that volunteering provides - a sense of achievement, something to occupy their time, camaraderie and a chance to employ their particular skills and interests.

Members of 4X4 clubs are generous volunteers. In the 12 months to June, 2016, some 38 clubs associated with FWDV undertook a variety of volunteer work across the state.

Collectively the statistics are impressive - 7400 hours of volunteer work (3.7 years based on a normal working day) involving travel of more than 135,000 km. Much volunteer work goes unreported and the true total probably exceeds 10,000 hours for the year.

Volunteer activities include acting as marshals or providing back-up transport for community events; hut restoration work; cleaning up mining heritage sites; assisting disabled or disadvantaged people; environmental weed control and representing individual 4WD clubs or FWDV at various 4WD events. Volunteer work supporting the work of DELWP also featured strongly - acting as Camp Hosts and undertaking track clearing and rubbish removal in State parks and forests.

It's important that Clubs report all volunteer work to the Association as it is invaluable in assisting FWDV gain State Government support for its various programs. Without the ability to point to the level of volunteer work contributed by 4X4 clubs last year, would the Association have secured the 3 year government funding reported elsewhere? Probably not.

Let's make an effort to capture all the volunteer activity undertaken by affiliated clubs for the 2016/2017 year and see if we can reach 10,000 hours.

#### **TRACKWATCH CONTRIBUTIONS**

Contributions to Trackwatch are welcomed. They should relate to a club activity, interesting destination, historic event, etc.

1. Type your story in Word with appropriate paragraphs and headings.

No fancy fonts, colours, borders or imbedded photos.

2. Photos need to be of good quality and high resolution. Do not resize, crop or embed as part of the story. Send images as separate jpeg files. *Ed*



## News from FWDV CEO

To the members of the Association clubs.

It is a very nice place to be at the present

time here at Four Wheel Drive Victoria. I can honestly say that we have never been in a better position both financially and strategically than we are now.

I am sure you have already heard, or at least hope you have, that we were able to secure a Ministerial Four Wheel Drive Advisory Committee last October followed by the exceptional three year funding deal, which has enabled us to progress into the strategic planning phase. Currently there have been four meetings; following the initial meeting there were two full day think tank type planning meetings with various personnel from the three partnerships, with another subsequent meeting held after comments were received from interested persons. A meeting is to be held early September to formulate further actions that will be focused on in the coming years requiring club participation and involvement with resulting outcomes.

Mt Skene Permits have again proved popular this year. During August Damian Stock and I attended a Compliance run with our partners Victoria Police. Senior Leading Constable Ken Dwight from Woods Point and Senior Leading Constable Paul Bronsgeest from Jamieson checked permits, conducted breath tests and assessed the roadworthiness of vehicles on the track. It was great to see our members enjoying their snow drive and adhering to Permit conditions. There were however, travellers and hunters nabbed for not having permits and other mis-demeanours so some fines were issued.

Still on Mt Skene, the Victoria Police 4WD Club had a Blue Green Crew trip from Jamieson to Licola and back. The Blue Green Crew, a PTSD project, was set up by club member Marcus Nash to give past and present members of the Australian Defence Forces, Victoria Police, Australian Federal Police and Ambulance Victoria some recreational time away from the stresses of their working life. What a fabulous initiative. More on that trip in the next Trackwatch edition.

We gratefully received tremendous sponsorship support from Volkswagon for the recent National 4x4 show. Two Amaroks drove the test track and co-branded banners looked very impressive. The opportunity of

significant sponsorship with a vehicle manufacturer will give the Association some great exposure, and we look forward to partnering with Volkswagon on exciting projects further down the track.

So, with the National 4x4 show finished, we are now planning for Leisurefest at Sandown in October. This is another opportunity for the Association to showcase the benefits, activities and good work of our Clubs. 'By the Clubs for the Clubs' and an 'Affiliated Club Listing' are two of the new posters we are proudly displaying and there will once again be space for Clubs to have a stand and further promote their activities. I hope you can join us.

The Association is currently running a Raffle with great prizes donated by Engel, Milandy, RFI and Opposite Lock. Tickets are on sale to Club members and the public at shows and will be available at the Association's General, Regional Reps and AGM meetings. They are also available to Clubs, just contact the office to have some sent out. Winners will be drawn on Monday 21st November 2016.

Finally, we welcome 4 new Clubs to the Association; Bureau of 4x4, Low Range Off Road, Growlers Gully 4x4 and Eureka 4x4. This takes our Club numbers to over 80. And from newbies to the old guard, congratulations to the Nissan Four Wheel Drive Club and the Subaru 4WD Club who have celebrated 40 years. The Otway Four Wheel Drive Club will also celebrate their 40th later this year.

**Wayne Hevey**  
CEO, FWDV

#### **IN MEMORY**

##### **Leonard Hevey**

As we go to print, we have received the sad news of the passing of Wayne's dad - Leonard Hevey.

On behalf of all members of the four wheel drive fraternity I extend our sincere condolences to Wayne, his family and friends at this difficult time.

**Brian Tanner**  
**ED**



## Vic Jaeger and Bevan Fenner

### *"The fathers of four wheel drive clubs in Australia"*

In the last issue of Trackwatch there was a brief mention about the passing of Vic Jaeger, but accidentally printed as Mick Jaeger! We wonder if the Editor was thinking back to his idol in Mick Jagger?! But it was actually Vic Jaeger who passed away earlier this year, aged 93.

Vic, along with the well known Bevan Fenner, were the two main driving forces in getting the Land Rover Owners Club of Victoria up and running way back in 1963: the first 4WD Club in Australia.

In the 1950s Vic started a small automotive business 'Jaeger's Auto Service' in Oakleigh, servicing the vehicles of locals. He had a second-hand Morris panel van (which later became a Mercedes), and was a mobile mechanic travelling the area working on customer's vehicles. This was long before mobile mechanics as we know them today were the way to go. From this small start he built up quite a good business, so much so that he was able to build his own new premises in Dandenong Road, Oakleigh. This became quite a busy and successful business.

His clients included many locals, plus several Gippsland transport companies. Quite a few other customers were owners of the recently released Land Rover, of which Vic owned one to tow his boat. He had built up a reputation of being able to service these unique vehicles, which really attracted such owners. Amongst many other pursuits Vic also discovered another new hobby, which he took to with passion: four wheel driving and bush touring in the iconic Land Rover.

Through his business Vic dealt with Repco at Dandenong where Bevan worked at Repco Research. Between Vic and Bevan and Vic's customers they started going away on weekend camping and four wheel drive trips. They all realised that forming a club of interested owners would be a good move.

But how did the Club actually start? The LROCV was conceived in mid 1962 when Bevan, a young Englishman living in Victoria, joined the Overseas Branch of the Land Rover Owners Club of England which was based at the Rover Company at Solihull in the United Kingdom. Knowing several Land Rover

owners already in Victoria, in September 1962 Bevan wrote to the LROC of England seeking its approval to form an Australian branch of that Club.

Bevan Fenner (left) and Vic Jaeger



The response from the UK was, to say the least, very cool, but they undertook to approach Regent Motors on behalf of Bevan to seek their assistance in formation of the Club. At the time Regent Motors were the sole Victorian and Tasmanian Land Rover dealers, and based in Sturt Street, South Melbourne. As more Australians joined the Overseas Branch their addresses were forwarded to Bevan who kept in contact with them about progress of the formation of a local branch. Nowadays clubs are formed everywhere without really obtaining any other organisation's approval, but those days were somewhat different.

In mid 1963 Bevan placed a small advert in a Melbourne newspaper seeking people interested in the formation of a Land Rover club. In September 1963 the first official meeting of the 'Land Rover Owners Club, Victorian Branch' was convened, and despite the date being Friday 13th, fourteen interested owners attended this meeting. This made the LROCV the first Land Rover Club, and the very first four wheel drive club, in Australia to be formed. This club has now become the longest established and probably the largest 4WD Club in Australia with around 580 memberships made up of some 700 people. Ever since its early years it has earned the reputation as a well respected, well organised, progressive and responsible club, with good leadership. Vic and Bevan are regarded as the

Clubs 'founding fathers' and are considered as the main driving force in seeing it getting started and driving it, especially in the early years, to what it is today.

At the time of the Club's formation it was one of a very few four wheel drive clubs in the World, most of them being in England. Since then, literally hundreds of 4WD and recreational type clubs have been formed throughout Australia with thousands of members who all operate basically along the same lines: meeting with like-minded people and sharing a common hobby of four drive touring and bush camping to out of the way places in the safety of a group.

These clubs are generally either vehicle or locality based. Many of these clubs have been operating for 20, 30 and 40 years or more.

In 1965 Vic sold his well-appointed workshop and moved his business to his garage at his home in Chadstone where he continued servicing his Land Rover customers. This better enabled him to partly retire and travel the World for some years.

In 1972, with Vic and Bevan's drive, the LROCV started a small information day in the bush to educate club members about four wheel drive vehicles and vehicle recovery. Initially this was known as the 'LROCV Field Day'. At that time in Victoria there was only annually a car motor show, a small caravan show, and a truck show. Nowadays these types of shows are held quite regularly all over Australia. Forty two years later that small Field Day has grown into the very popular 'Victorian 4WD Show' at Wandin where thousands of people attend the one day event. It has always been run entirely by LROCV members.

In 1976, Vic started working at ULR (Land Rover dealers) in Malvern where he helped manage the large workshop. At the age of 54 he had a workshop again - retirement hadn't lasted that long after all!

In early 1980, Vic took on a series of leased factories in Dandenong together with Mark French who had started his own business ('Marks 4WD Engine and Transmission Conversions') with Vic his mentor. They worked together throughout the 1980s during which period they



developed an adaptor plate system so that bigger and more fuel efficient engines could be paired with Land Rover and Range Rover gearboxes. This created a new business line for Vic and Mark which became very successful and continues to this day manufacturing conversion components for a wide range of vehicles.

A popular feature of the early days of the LROCV were the 'Workshop Days' almost every Saturday at Vic's home, which also had an adjacent empty block. He would open his workshop to enable hundreds of impoverished Land Rover owners over the years gain a better understanding of their vehicles. They could learn and perform mechanical miracles on their own vehicles. With his guidance and spare parts available on-site, engines, gearboxes, diffs, etc could all be dissected and restored in good working order by the end of the day.

The very sprightly Bevan, now in his mid eighties, is extremely knowledgeable about all things Land Rover and military vehicles, and has been a wealth of information over the last 60 or more years to hundreds of people who operate or restore these types of vehicles. His first job out of school was repairing bicycles, then 14 years at ULR Land Rover in Malvern in its infant years in sales, parts, warranty and all other work. Later on he worked for 11 years at Repco and three years at Rover Australia. Along the way he gained much knowledge about all kinds of vehicles.

Bevan was a long time member of the Cross Country Jeep Club, and is a long time member (and current Vice President) of the Victorian Military Vehicle Corps, as well as being in the Land Rover Owners Club of Victoria. He was part of the inaugural meeting of several clubs back in 1972 where the idea came up about creating the Association of Four Wheel Drive Clubs (now known as 4WD Victoria).

Bevan and his late brother John have restored between them various Land Rovers, Military Jeeps, a Jaguar car, and a Range Rover - all to better than brand new condition.

Many of us learned the virtues of keeping a workshop floor clean. When Vic was servicing customers vehicles, as they drove into his workshop he would walk in front holding an oil tray underneath and immediately park it under the engine to catch any drips to prevent the white floor being marked! No drips from an engine was part of his signature on a job. All his workshops were spotless, clean and tidy.

In 1988 a new hip was fitted to Vic's own chassis. Age was catching up and by 1995 he was back home with a much

smaller but very well-tuned workshop. Vic then worked mainly on gearboxes and diffs, but his hands were starting to give out with the larger heavy work becoming impossible.

Always ready for a new task, Vic started "improving" his Range Rover to his own standard which included a 3.9 litre Isuzu diesel engine transplant which "just flew," he said. He installed the engine's quiet kit, which we came to understand later was a very necessary quality for diesel engines, a concept which took Land Rover a while to grasp.

At the age of 88, he rebuilt his last gearbox. When asked how many engines and transmissions had he overhauled in his lifetime he said, "oh, just several thousand that I can remember"!

His last overseas trip was a cruise in 1993 to New Guinea to revisit with veterans the old wartime sites of his younger days. He was 87 when he did his last long 4WD trip along the Hay River and to see Lake Eyre in flood.

Over the years Vic led or participated in a huge amount of four wheel drive trips to the High Country and many parts of Australia; many places that are now closed off to vehicles.

Between Vic and Bevan they have over the years been LROCV President, Secretary, Treasurer, and General Committee members. Many years ago both were awarded 'Life Membership' of the LROCV for "outstanding services to the Club".

Vic was a well-liked and respected member of the Club for 53 years. Both Vic and Bevan along with others, helped set the standard years ago for many things within the LROCV that still continue to this day.

Vic was, and Bevan is, always gentlemen who freely provided advice and assistance to hundreds of members over the years. Their mechanical and other knowledge being quite remarkable and appreciated by all. The LROCV and the four wheel drive fraternity lost a very good friend and mentor with Vic's passing, a well-liked and respected member of the Club for 53 years.

In the meantime Bevan is full on, participating in many motoring events with each of his different vehicle clubs. He often drives his WW2 Jeep or Land Rover to local and interstate events. Both Vic and Bevan could also be considered as the "fathers of four wheel drive clubs in Australia" as there were no other such clubs at that time. For this we all owe them a great deal of thanks for their part in helping create a recreation which literally many thousands of Australians now enjoy.

**Graeme Walsh**

Land Rover Owners Club of Victoria

## FWDV has moved...

With only a couple of weeks to go before FWDV had to vacate their old office (which is about to be torn down and redeveloped) new premises were finally secured.

Located in a warehouse/office complex at **27 Thornton Crescent, Mitcham 3132** the office (Unit 6) may initially be a little difficult to locate. Unlike most of the units, whose access faces into the central parking area, the entrance to the Association's office can be found at the western end of the walkway between units 6 and 7.

FWDV's management spent many fruitless months trying to identify affordable premises that offered not only suitable office space but a large meeting room and an area to store training equipment. "Affordable" became the operative word in the end and, while the new office has a modest boardroom, it will be necessary to outsource facilities for larger meetings.

These minor shortcomings aside, FWDV has secured a long term lease which provides certainty for the next few years.



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# The Office move.... *Alison McLaughlin reports*

After umpteen dozen years operating out of the North Balwyn RSL in Greythorn, Four Wheel Drive Victoria have moved offices to Thornton Crescent, Mitcham.

Council Plans for the RSL and surrounds to be transformed into a Community Hub unfortunately didn't include us.

We had been given our marching orders many, many months in advance and our deadline to vacate was 30th June this year. Well ... you know how it is. The 30th of June sounded ages away, there was plenty of time and we even had a few prospective sites up our sleeves to check out. But the months crept up, time got away and the sites we had in our sights didn't eventuate for one reason or another.

The few remaining RSL members had progressively moved out of downstairs over past months and wartime memorabilia had been relocated to various RSLs around the State. One final ceremony was held with the Mayor in attendance as they lowered the flag for the last time and removed the Memorial plaque.

In the meantime upstairs, preparations were under way every day. Interspersed with work there was sorting, disposing, packing and stacking. Pretty much all that remained was to dismantle the office at the last minute so downtime would be minimised.

Finally, and nearly at the end of our tether (or should I say tenure), we came across commercial office space to rent here in Mitcham. After a couple of visits with the tape measure and successful negotiations, the papers were signed – Unit 6, 27 Thornton Crescent, Mitcham would be the new home of the Association.

And so it came to pass. Kent Removals delivered some 40 packing crates in the lead-up to the move and electronic wizardry and connectivity was left in the



hands of Evongo our IT support company. We just had to make sure that everything was dismantled and labelled. All easy peasy in theory!

At lunchtime on Thursday 16th June, Wayne, Karl, Kate, Dave Roberts and I logged off and suspended all four wheel driving business. By the end of the day the contents of each work station, Wayne's office, the Store Room and the back shed were sitting in the RSL Hall ready to go. The Association trailer had also been packed to the hilt.

Despite drizzling rain all day, the move on Friday 17th June went without a hitch and Kent completed the transfer in one and a half truck loads by mid afternoon. I looked in the back of the truck just before they unloaded at Mitcham. Every piece, no matter what shape, had



been slotted in somehow. Not a spare bit of space. One of the guys did say his favourite game was Tetris! By the end of the day, furniture was in place and we were ready for the mighty task of unpacking and restacking.

Thank you so much to the Clubbies who generously offered trailers and assistance with the move. We hope you understand our decision to engage professional removalists. It really was a big gig and Kent made short work of it.

On Saturday, Wayne, Di Hevey and I put in half a day and reloaded all the files back into cabinets, set up the kitchen, sorted out our small meeting / training room and kind of made the place workable for Monday.

Monday, Evongo came in as arranged and connected the computers. No problems there. On the other hand, although Telstra had also been booked to do their thing, the technician who arrived could only hook up the internet and fax. Aaargh!! Hooking up phones, apparently, was someone else's skill set and, unbelievably, that someone else couldn't get to us for 10 days. With diversions in the meantime, Wayne's mobile took the brunt of calls and I got a lot of work done ;)

So here we are. We've worked hard, settled in well and the place has a good feel to it. Stress levels have lowered, Wayne's logistical nightmares have dissipated and it's business as usual for Four Wheel Drive Victoria. If you are in the area, please, feel free to call in... with cake.



*Saying goodbye to the RSL premises*





## TLCCV Help Australian Dingo Foundation

A large contingent of Geelong TLCCV Branch members recently travelled to the Australian Dingo Foundation at Toolern Vale, where they provided much needed assistance to the Foundation.

The Club provided manpower to undertake numerous tasks to assist. These included a great job by Ralf with his excavator, moving and spreading gravel, while others tackled painting, laying paving, moving of the gift shop merchandise, and grass slashing among others.

A great lunch was had, followed by the highlight of the day - an up front and personal experience with the dingoes.

Two dingoes came out and were happy to enjoy some interaction with us. They took treats from our hands, and even allowed some to give them a pat. Everyone contributed to a great day's outing, providing plenty of assistance to the Foundation and being rewarded with a unique experience with the dingoes.

Many thanks to those members that made the day such a success.

**Brian Tanner**

Toyota Land Cruiser Club of Victoria



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# Remembering a '4WD gentleman'

## Ian Lacey

*With thanks to Geoff Chambers, President Ilders 4WD Club*

**Members of the 4WD community were saddened by the recent passing of Ian Lacey. This obituary was kindly supplied by Geoff Chambers, President, Ilders 4WD Club.**

Ian passed away peacefully on the 14th August 2016. He was 4 weeks short of his 74th birthday.

Ian was leading a trip to the Simpson Desert in early July when his health problems first arose. Ilders members got him to the Leigh Crk Hospital where every bit of medical skill available there and from Flinders Medical Centre brought him back from Heaven's gate. In flight to Adelaide, he knocked on the door again and came back. Two Cardiology professors installed a stent and he recovered, indignant that the Leigh Creek doctor broke at least one rib in the process. He lost nothing mentally. We brought him home and his vigour seemed to be steadily returning over his final fortnight. Ten days ago, he received a message that heaven was now ready for him.

Our friend leaves a legacy to all Victorians. When you drive over Westgate Bridge and look to the Newport power station, he designed the cooling towers and supervised their construction. He also had design and supervision roles in the Latrobe Valley power stations. He started work with the SEC at the age of 15 on the drawing board and rose to managing their construction contracts office.

Ian came to four wheel driving after buying a second hand Toyota and a bond wood caravan 'the Don' to travel around Australia with his sister and brother-in-law in the 1980's. He never stopped travelling. The more remote the better. Ian joined the Yarra Valley Four Wheel

Drive Club in the late 1980's, reportedly as a quiet and reserved member, the experience changed his life. He had a knack for being a contributor. He joined the Yarra Valley committee in 1992 as President and other committee roles till 2004/5. He became a four wheel drive rally official both locally and three times at the Malaysian Trans Pen International Rally. Concurrently Ian served on the Board of FWD Vic from 1994-98 serving as President in 1995/6. He developed 4WD training manuals for the National Association that became the backbone of driver training programs for years.

Ian was a standing member of the Saturday morning 4WD Radio Show with Peter Dwyer of 3AK in the early 2000's. The show moved to community radio Stereo 974 and continued to run until 2009. He even had a regular column in a four wheel drive magazine.

Ian was not an original member of Ilders but he convened the formation meetings and proposed the first constitution for the founding members in 1995. He joined the Ilders club in 1997 and the committee in 2006 as President for 3 years, and later as Secretary for 2 years. He became a life member in 2012. He joined the newsletter Editorial team in 2009 and is the Editor-In-Chief. Our newsletter is the heartbeat of his beloved club. It reflects his character. It is colourful, humorous, informative, always encouraging, educational and constantly evolving.

He returned to the committee as Trip Coordinator in 2015. Trips are our reason for being. In both roles, Ian was at the centre of the club and touched every member.

He was a passionate promoter of trips and of encouraging new trip leaders.

He also recognised new members are increasingly joining the club with little or no 4WD experience, and was focusing on promoting trip preparedness skills, and trip planning for the next generation of club leaders.

Ian loved the Simpson Desert and led many trips there, particularly to give new members the opportunity to experience remote travel. His epic Ilders trip across the Great Sandy Desert in 2013 saw him navigate by compass in several places, as tracks were non-existent. Others follow where Ian led.

Ian had presence and grace. Everyone knew him and he them. He genuinely cared about every member. He was a sounding board and confidant, on any subject, to members new and old alike. Ian never left anyone behind. He towed a member's vehicle for 150km through the Simpson and was there for Chris Smith when he rolled his vehicle on the Central Arnhem Highway and packed his gear into his van and truck to bring it home from Katherine.

Ian was the ultimate gadget man. VKS radio, the latest app, GPS tracking/messaging, tyre monitoring systems, electronic maps, navigation on table/iPad, photography, instant internet searches on the phone. He did it all. His latest gadget was a drone, especially purchased to video the Simpson Desert from the air, with the aim of incorporating it in his trip report. If anyone had a problem with a bit of equipment Ian was the go to man.

We are all the better for having shared a part of your life journey Ian. We will remember you around the campfire dear friend.

**Geoff Chambers,**  
President, Ilders 4WD Club

### News

Popular tourist route, Lady Talbot Drive in Marysville State Forest, is temporarily closed to reduce the risk posed by falling trees during the winter period.

Department of Environment, Land, Water and Planning (DELWP) Acting District Manager – Murrindindi, Mick Morley, said: "We ask those planning a trip to be mindful of the closure and obey all traffic signage."

Lady Talbot Drive starts on Marysville-Woods Point Rd and follows the Taggerty River valley up under the western flanks of Lake Mountain to the top of Mt Margaret Gap.



For those wanting to plan their trip go to the Public Access Map site in the visiting parks and forests section at <http://www.depi.vic.gov.au/forestry-and-land-use/visiting-parks-and-forests/visiting-state-forests/public-access-map>.

For maps of closures in parks check the 'Safety/closures and conditions' section at [www.parks.vic.gov.au](http://www.parks.vic.gov.au).

You can also contact your local DELWP office by calling 136 186.





## Club Events

**A**fter a successful Clean Up event at Nerrina Heritage Park, it was time for the Wombat State Forest to be the focus of this great program.

A total of 110 eager volunteers braved the gloomy weather to spend the weekend making a big difference to the State Forest. It was great to see people of all ages and interests, including representatives from Wombat Forestcare, get stuck into removing the unsightly rubbish that had been carelessly dumped.

By the end of the weekend, 125 cubic metres of building and household rubbish, along with 2 cars, were safely extricated and disposed of. One volunteer pointed out that it is "crazy seeing what people dump out there. Just disgusting. We've even got leadlight windows in the trailer that we picked up".

Information signs were installed throughout the Wombat State Forest to increase awareness of the issue and help prevent rubbish dumping in future. You may also see some bright green stickers on vehicles that attended the event, kindly donated by the Gippsland 4WD Inc.

After all the hard work (and a bit more mud on the cars), everyone enjoyed the family friendly inter-club atmosphere, sharing stories over a warm fire and eating catered meals thanks to the generosity of Beechworth Bakery Ballarat, Mega Meats Ballarat and Coles Bakery Hill.

DELWP, Parks Victoria and Four Wheel Drive Victoria have a formal working partnership across the State to try to change the attitude towards dumping rubbish on public land, and will be conducting other Clean Up the Bush events across the State.

People who are interested in getting involved in this event can also contact Four Wheel Drive Victoria.



# Clean up the Wom







## ombat State Forest



Many thanks to our Bush Clean

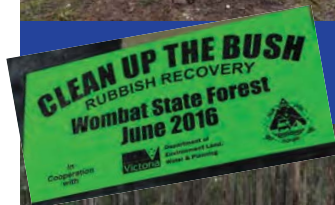
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## Clean up the Wombat State Forest



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## Vandalism in the bush

**The current increase in vandalism of public assets, theft of buildings and fittings and leaving of campfires unattended illustrates that some bush users have a blatant disregard for people and property and the great asset that we all have.**

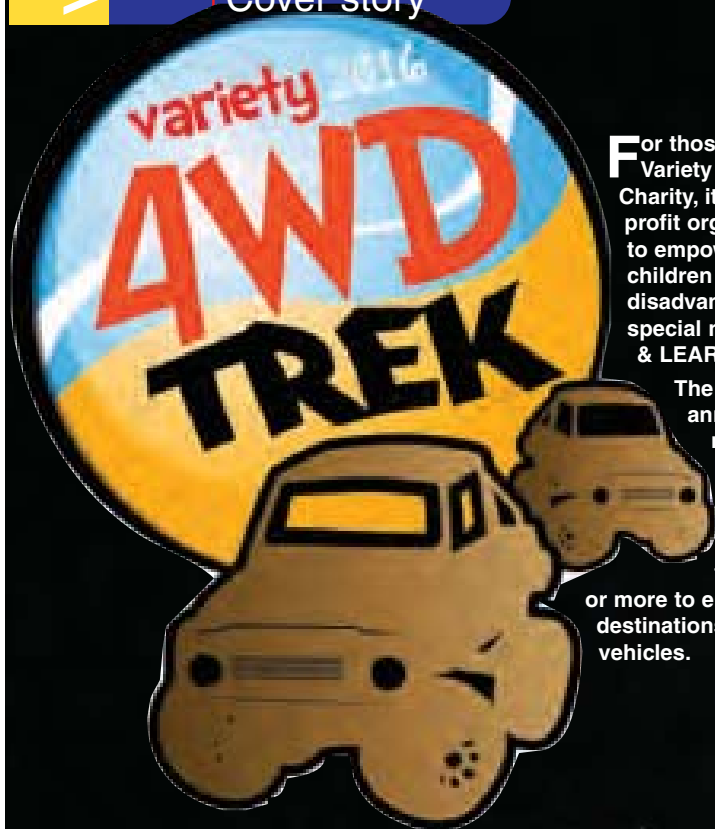


We, as a group, can help public land managers, by reporting any suspicious activity we see. Dob In A Hoon forms are available for download on the 4WD Victoria website, and DEPI can be contacted on 136 186, or Parks Victoria on 13 19 63 to report incidents on public land.

With our help the current generation and those that follow can have a positive visitor experience in our parks and reserves.



## > Cover story



**F**or those unfamiliar with Variety The Children's Charity, it's a national not-for-profit organisation committed to empowering Australian children who are sick, disadvantaged or who have special needs to LIVE, LAUGH & LEARN.

The 4WD Trek is one of its annual fundraising motoring events and runs pretty much like the iconic BASH, however entrants vehicles don't need to be thirty plus years or more to enter, and we travel to destinations suited to 4WD vehicles.

In return for raising funds for the charity, entrants are treated to an adventure of a lifetime by an incredibly hard working volunteer committee. This year we crossed the Simpson Desert, West to East.

From Melbourne we travelled to Mildura via Bendigo to present a Sunshine coach to Kalianna Special School. It will transport the 250 students to work experience, VCAL, VET subjects and excursions. The \$100,000 twenty-two seat bus is specially fitted out with safety and transport equipment, and is the biggest single presentation Variety have ever made on any of its motoring events... needless to say the entrants were taken by surprise as even we didn't know this was taking place!





From the official start in Mildura, we travelled to Silverton, Arkaroola, William Creek, Mount Dare, across the Simpson, Birdsville, Innamincka and on to a very memorable visit to Cameron Corner.

After hearing of the predicament the Corner Store was in with regards to the airstrip needing funding for a perimeter fence, we rallied together and raised the balance amount of \$3,500 required to complete the project. The RFDS will now be able to land knowing that no animals will be crossing their path.

Final night's celebrations were then held in Broken Hill.

Two Pajero 4WD Club member vehicles took part in this year's event and assisted 22 entrants raise a total



of \$149,000 for Victorian children in need. I'd like to acknowledge the incredibly generous club members and committee that assisted both our cars to raise a total of \$15,000.

Next year's trek is a 'Beach To Barossa' run. If you would like to find out more about this event, head over to the 'Events' page at the Variety Victoria website [www.variety.org.au](http://www.variety.org.au)

and register your interest.

*Frank Amato*

Link to You Tube wrap up:

[https://youtu.be/HwP\\_uFwW-Ls](https://youtu.be/HwP_uFwW-Ls)

OR Search You Tube for – Variety 4WD TREK 2016 Crossing The Simpson Desert







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Above: Two entrants : Left – Eva & Frank in CAR 1421, Right – Peter and Roger in CAR 1956





# TRAINING COURSES 2016

## BOOK ONLINE

Open to all club members, the general public and corporate organisations.  
Browse courses online at website [www.fwdvictoria.org.au](http://www.fwdvictoria.org.au) and call the office to book on (03) 987 47222

### PROFICIENCY COURSES



- Tuesday 13th September - PC160917 - Theory
- Saturday 17th September - PC160917 - Practical
- Tuesday 4th October - PC161008 - Theory
- Saturday 8th October - PC161008 - Practical
- Friday 4th November - PC161105 - Theory
- Saturday 5th November - PC161105 - Practical

### TRACK CLASSIFICATION COURSE



- Saturday 10th September - TBA

### ADVANCED 4X4 COURSE



- Friday 11th November - AD161112 - Practical
- Saturday 12th November - AD161112 - Practical
- Sunday 13th November - AD161112 - Practical

### GPS COURSE



- Friday 11th November - GPS161111

### CHAINSaw COURSES



- Thursday 13th October - CS161013 - TBA
- Saturday 15th October - CS161013 - TBA
- Sunday 16th October - CS161013 - TBA

### OZIEXPLORER COURSE



- Friday 25th November - OZ161125 - TBA

### MAP READING



- Friday 17th June - MR160702
- Friday 21st October - MR161021 - TBA

#### Training Course Refund Policy

Situations occur where for various reasons courses are cancelled by Four Wheel Drive Victoria (FWDV) or students need to cancel. Below describes the refund policy that is applicable.

**Fee refunds:** If students are unable to attend the course that they are registered for, the following refund fees below apply:

- 30 days prior - less 10% of course cost;
- 29 days - 15 days - less 25% of course cost;
- 14 days to 8 days - less 50% of course cost;
- 7 days prior - no refund allowed

*Refund applications must be made in writing to FWDV.*

FWDV agree that they will allow for one transfer in a 12 month period to another course date without penalty, with a minimum of 8 days notice, (see below).

**Transfer to other courses:** Students can transfer to any other course up to 8 working days prior to commencement at no cost. Students transferring to another course 7 working days or less prior to commencement will be required to pay a transfer fee of \$50

**Course Cancellations:** FWDV will make a full refund of all fees paid should a course be discontinued. FWDV reserves the right to cancel a course if a minimum number of participants are not achieved or for Occupational Health and Safety reasons. Should the students desire to take an alternative course with FWDV, fees will be fully transferrable to that course, for one transfer in a 12 month period. In the event of a course for which the student was enrolled being unavailable or no acceptable alternative course is available, fees are fully refundable.

#### FOR ALL BOOKINGS & ENQUIRIES

PHONE (03) 98747222

or email:

[training@fwdvictoria.org.au](mailto:training@fwdvictoria.org.au)



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## BACK TO BASICS

# Bush driving

### 4WD TECHNIQUES FOR SAFE TRACK AND TRAIL DRIVING

by BRIAN TANNER

**T**he Australian bush is where most four-wheel drivers get their first taste of four-wheel driving. Armed with a new four-wheel drive the obvious challenge is to 'let's give it a go' off-road.

#### Where you can four wheel drive?

Just a word for the uninitiated. Off roading is a no, no and is a term that has probably outgrown the 4x4 vocabulary. Yes, a 4x4 can go off road, and this is fine in designated areas and private property, but for all intents and purposes, four-wheel driving is restricted to designated 4x4 tracks and fire trails on public land, which comprises State forests, some wilderness areas and National Parks. Accordingly, most of your Victorian 4WD experiences will be on track networks maintained

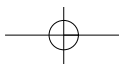
on public land.

While there are many special techniques for tackling one off problems, such as water crossings, bog holes, obstacles, etc., the majority of these challenges will be encountered when touring on existing track networks. The standard of track can vary from easy, to challenging to "how on earth do we get out of here!!"

Many of the tracks were originally logging tracks, or built for fire control or land management purposes. Most receive a minimum of maintenance, and if abused either through excessive use, or poor driving technique, could eventually be closed. It is also essential that you respect the annual seasonal track closures, many of which are negotiated with Four Wheel Drive Victoria.







## Before leaving home

It is therefore essential that you have a fairly good idea of what sort of 4WD experience you want before leaving home, and to be sure in your mind that both your vehicle and YOU are up to such an experience. Here a four wheel drive club can be of great assistance in providing advice as to recovery gear and other accessories that you should carry, plus running organised trips of various standard, where you can gain some experience.

## Learning about your 4WD

It is important that you know how your 4WD operates before leaving home, and be aware of such things as where the jack is stored and how it works (you need to carry a jacking plate), and what towing points are on the vehicle.

When bush driving it is often critical where you place your vehicle's wheels when crossing an obstacle so you need to be well acquainted to the 'feel' of the vehicle and its width and length. It's also worthwhile kneeling down at the front of the vehicle to see where the low points are, as ground clearance is another critical factor when bush driving. Be aware of where the diffs are and other low points that may need protection when approaching an obstacle try and visualise where the low

points are and drive to protect them.

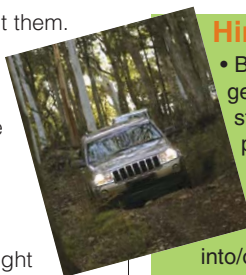
As diffs are normally offset it is important when crossing rocky terrain that you make sure the big rocks pass to the side of the diff and not crash into them! It is also helpful to know your vehicle's entry and departure angles so that you don't become hung up on a tight cutting or the side of a creek. Tow bars and some bullbars can effect these angles.

You should carry appropriate recovery gear for the standard of the trip, and again your Club trip leader will provide guidance here. A first aid kit and fire extinguisher are also essential investments.

Once on your way, you should have a definite idea where you are going, how long you will be gone and be comfortable that you are equipped to handle any problems that may arise.

Track driving can be very rewarding, and you should not hurry your trip, but drive slowly and enjoy the scenery as it rapidly changes; any views that may be available from vantage points along the track, and any wildlife that may hop, crawl or fly across or above the track.

With correct driving technique, commonsense and by carrying the



## Hints on bush driving

- Be prepared. Carry recovery gear, including shovel, snatch strap, axe or bow saw and possibly some winching equipment.

- Check the terrain - assess any obstacles before driving into/over them.

- Drive on high side of ruts in dry conditions.

- On steep descents/ascents stay in any wheel ruts.

- Be aware of low points under your vehicle (eg. diffs, exhaust) and plan wheel placement over obstacles to minimise the likelihood of damage.

- Ensure you have rated towing points at front and rear of your 4x4.

- Select 4WD before encountering an obstacle. Do not change gears during an ascent.

- Approach humps and ditches at an angle, but be careful not to "high centre" the vehicle.

necessary recovery gear you will soon appreciate why so many people are actively involved in touring 4WD clubs, so that they can enjoy the relative isolation and splendid sense of adventure that you are experiencing.

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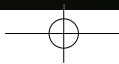
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## Leaving the main road

Many tracks are very well maintained for about a kilometre and may have a covering of blue rock over them and you may think that they have little 4WD potential. Do not be fooled, as they can rapidly deteriorate the further you travel. Expect the unexpected and remember that other 4WDs may approach either from the front or rear.

The objective of touring tracks is to enjoy what they have to offer in the way of scenery, where they may take you, e.g isolated fishing and camping spots, scenic view points or historic sites. Take your time and be alert to changing track conditions - they can give clues to what may lie ahead.

## Tackling ruts and washouts



When four wheel drive touring you will encounter areas of track that contain deep ruts or wash ways. The surface of tracks are generally clay or dirt based and are susceptible to erosion. Vehicles and bikes can cause ruts which become deeper as rain flows through them and other drivers drop into them. It is important that your vehicle does not damage tracks, and when facing a section of rutted track, you must pick a line of approach that will minimise damage and maximise traction. To achieve this it is important that all four wheels are kept in contact with the track. It is vital that you know exactly where your wheels are, as you will aim to straddle the ruts by driving on the high ground. Depending on the severity of the ruts you may choose Low range 1st or 2nd gear, which is a sensible gear, that will enable you to slowly crawl over the ruts. You will have to steer along narrow mounds between the ruts and control is best maintained at a slow speed. Do not drop any wheels into the rut as this can rapidly immobilise the vehicle, as depending on the depth of the rut you will find a diff sitting on the high ground and the wheel will only spin.

There are always exceptions to the rule, and so it is with ruts. On steep descents, it is often best to remain in the ruts to maintain a smooth and direct descent.

There will be times when you will need to cross ruts, and this should be done diagonally. As one wheel drops into a



## *In slippery conditions correct wheel placement is essential to maintain traction*

rut, its diagonal opposite wheel may leave the ground, placing all the load on just two wheels. When possible only have one front or rear wheel in a rut at a time.

Ruts will often be found in large boggy sections of track and as the track is only the width of the vehicle it will be necessary to remain in those ruts. In such a situation it is a worthwhile precaution to get out and walk ahead for a closer examination. If possible check how deep the rut is and be wary of hidden obstacles. Sticks thrown into the rut by another driver may stake your tyre.

Approach muddy ruts at a steady speed, which will ensure traction without wheel spin. Your 4WD will be forced to follow the ruts and it is essential that your momentum is maintained. Each vehicle will deepen the ruts and you may be dragging diffs on any high ground between. Without momentum these will bring you to a halt, and you may not be able to drive off again.

## The importance of ground clearance

It is important to recognise from the outset that your 4WD can be stopped by the elements as quickly as any normal 2WD sedan. The difference is that you are normally able to bog a 4WD at a much more inconvenient and more isolated location than a car!

The main reason that you will lose traction in a 4WD is that you have become bogged, or simply run out of power! This is usually as a result of some part of your vehicle coming in contact with the ground - i.e through a loss of ground clearance.

A 4WD is an aggressive looking vehicle that sits higher than a standard vehicle, with an increased ground clearance. While you may have a powerful V8 engine or extra wide tyres, the fact remains that you will have approximately a maximum ground clearance of about 200mm beneath your diffs. I have seen 4WD owners go to extraordinary lengths to lift their vehicles with extra shock absorbers and bigger tyres, but they fail to realise that their vehicle's diff clearance is still basically at the



## *Generous wheel articulation is a plus when tackling corrugations*

manufacturer's original specification and by lifting the vehicle's body has greatly increased the likelihood of rolling that vehicle in an off road situation as the vehicle's centre of gravity has been risen.

It is worth getting on your knees at home and acquainting yourself with the low points under your vehicle. Components that are vulnerable to damage if caught on an obstacle, and running gear that has limited clearance. Areas of critical ground clearance are firstly diff housings, body sills, especially on LWB models with side rails fitted below the existing side panels, and suspension components. Diffs can generally be protected when bush driving, simply by being aware of where they line up and driving to either side of an obstacle to miss the diff. Side sills and side running rails may provide easier access but are prone to cause vehicle hang ups in the bush.

## Hills and slopes

When touring in the Great Divide and other areas you will encounter lots of slopes and pass through valleys. Tracks can wind across the face of some slopes while others will go directly up or down the slope. Many tracks are cut across the face of a steep hill to minimise the impact of erosion and running water, and some of the narrower ones will have a camber running off the track. While driving some of these tracks can be exciting, a 4WD driven in the correct gear will not encounter problems on such tracks.



## *Select a direct line of approach to ascents*

Where a track goes straight up a hill, always select a direct line of approach and try not to get sideways across the track. With the vehicle facing directly up or down a hill there is little danger of it rolling over and traction will be available to all wheels. Once a vehicle is sideways across a track, gravity takes over and there is likely to be a loss of traction to the two topside wheels. This is a dangerous situation and the vehicle may have to be secured with cable or chain while it is righted. In ascending and descending, select a gear at the start of the obstacle and stay in that gear until you reach the top or bottom. If the track is rough with a loose surface low range 1st or 2nd would be an appropriate choice. If you use a gear that is too high it is necessary to drive faster than is necessary, which results in the vehicle bouncing and bashing its way up the slope. As the vehicle bounces, traction is lost and there is the possibility that it could slew sideways. Basically the driver loses control of the situation and can only maintain forward progress by increasing momentum. This is a dangerous way to drive and places a lot of strain on the clutch, gearing and other drive train components. It is better to approach a hill in too low a gear and to reverse back down to select a higher gear to safely drive over it, than to hit it hard and at speed!



Coming down hills, it is sensible to be in a low gear and to let the vehicle's compression provide the braking. Vehicle brakes should be used sparingly!

### Track care

While authorities want you to enjoy your touring experience, it is your responsibility to protect the track network. On no occasion should you go off the track to drive around an obstacle, and of course you must remain on the track at all times. Responsible four wheelers will stop and clear obstacles such as fallen trees or drag large limbs off the track.

Many Club members carry a chain saw and will do a professional job at clearing a track. If you should encounter a major obstacle blocking a track you should report it to the appropriate Parks Office so that they can arrange to clear it with heavy equipment.

Many ruts and washaways that become major problems could have been eliminated if other track users had stopped and taken a few simple steps when the problem was just commencing.

Where water is constantly running down a track creating a washaway, a few minutes with a shovel to run the water off the track can eliminate future problems. Similarly, once a rut is in place it is not going to get better by itself. The only way to stop a rut from becoming bigger is to spend some time filling it in.

This can be as simple as throwing a few major rocks into the rut and covering with dirt. Some major washaways can be improved by spending time with a shovel improving approach and departure points. When visiting the bush don't leave litter and take out anything you take in. When camping be careful with fire and don't unnecessarily impact on the area. Through commonsense preparation and driving, we can all ensure that future four wheelers have the opportunity to enjoy bush four wheel driving.

**Brian Tanner**



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## National 4x4 Show



### ***FWDV - a presence at Australia's longest running 4X4, Offroad, Touring, Fishing and Boating Expo***

The excitement and anticipation of the crowd was palpable at this year's National 4X4 Outdoors, Fishing and Boating expo held from 19-21 Aug at the Melbourne Showgrounds. Four Wheel Drive Victoria was once again a presence along with over 200 exhibitors, ready to help give out information to 4WD and outdoor recreation enthusiasts.

It was great to see a lot of interest at the stand, mainly from young families and young prospective members. A common question asked by these visitors was whether there were any family-friendly 4WD clubs, and they

were very pleased to find out that there were. It was also fantastic to see the younger generation of four wheel drivers interested in joining clubs. Also, there was significant interest in training courses, indicating that people want to be doing the right thing while driving off-road. Our volunteers were more than happy to provide all the information they needed, along with handing out many show bags brimming with useful information.

A highlight of FWDV's involvement with the show this year was the training demonstrations, which drew quite a

crowd. Visitors had the opportunity to be taught correct winching and driving techniques which were demonstrated by our skilled trainers. These trainers braved the muddy conditions to share their knowledge and expertise with visitors. This will hopefully help visitors make safe decisions in future when enjoying the outdoors in their 4WD.

Four Wheel Drive Victoria is committed to fostering an educated and safer four wheel driving community. By acting as a key presence at 4WD shows, we are better able to fulfil our commitment to members and the community.

Many thanks to all who assisted and gave their time to the Association for the show. There were the showbag packers, volunteers who helped bump in, bump out and man the stand and volunteer trainers out on the track. We appreciate your time and efforts immensely.





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# Part 2: Copper in the Flinders

by Garry Doyle

From the Wheal Turner mine you'll continue along the track and eventually leave the Arkaroola Sanctuary and enter pastoral land. You turn right and head toward Yudnamutana Hill on the HEMA map. This is the only reference apart from a cluster of tracks that appear to have no buildings around them and generally follow Armchair Creek. These tracks are in fact the mine and smelter site. From the gates, you'll have to drive almost 8 kilometres before seeing anything of the mine. You'll pass through many creek crossings and along the creek beds themselves. In fact as you get close to Yudnamutana, you'll start to see old miner's huts along the creek beds. This is your first evidence of the site and these buildings will give you some sense of how large a site this was and how far from the mine people were living.

The track opens up and in the distance you see your first glimpse of the smelter; two large iron boilers buried into the side of the hill. This takes your attention and access to them is easy as is parking. You can explore the smelter and see a very faded picture of what the site once looked like on the information board. There was a large building, large chimney and flues, all of which are now just ruins. The foundations are there and the chimney bricks are there, but without the picture on the information board, it would be difficult to see what this site was once like.



When you turn around to leave you'll notice two tracks. One takes you behind the boilers onto the flat area in the valley and the other takes you to the top of a hill. The hilltop is above the mine and from the top, being extremely careful as the open-cut hole is unfenced, you'll see the extent of the mine. If you return to the track behind the boilers, you'll be at the bottom of the workings and you will see large numbers of relics left there from the mining operations. From this vantage point you can see the extent of the mine and the many adds and drives entering the side of the hill. You'll also notice more miners' huts as well as a fenced off area where they may have rested their horses before they were required to pull ore buckets to the surface. The size and extent of the mine-shafts is amazing. This was one of the first mines in this area looking for copper and opened in 1862 but was first abandoned in 1867. It was picked up again and operated by the Flinders Copper Mining Company between 1914 and 1918. The ore was carried in drays all the way to Port Augusta and its only after you've driven your fourby in here that you realise what a mammoth task that would have been all those years ago.

This mine, like so many others around, is worth exploring. You can easily spend some considerable time here and in 1974 a group of students from Rostrevor College, Woodforde and St Paul's College, Gilles Plains erected a monument that you pass on the way to



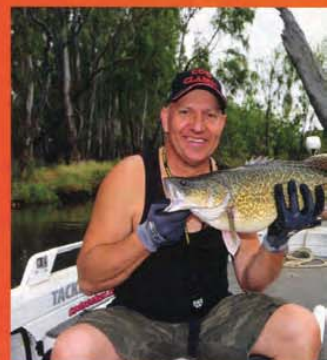
the main site. It's worth getting out and having a look as the monument contains old tools found around the workings. The following photograph perhaps sums up the attempts at trying to extract ore from these mines when transportation was so difficult. This photograph was described by the Surrey Vintage Vehicle society: Above: "This photo was noted on the back 'Yudnamutana March 1915'. The people are named as (l to r) D.D. Rosewarne Esq., L. Keith Ward, profession 'Foot Geologist', and R. Lockhardt Jack, 'Foot Geologist'. Yudnamutana was a copper mine in the mid 1800s in the arid bit of South Australia where a drought caused the closure as water was not available for the animals being used. Another attempt was made in the early 1900s but abandoned. Perhaps this was part of that attempt. The car is confirmed as a circa 1908 International Harvester runabout, two cylinders opposed, petrol engine, air cooled. The main unusual thing about the vehicle was the square tank at the front... Vehicle is a high wheeler but is unusual in having a steering wheel and a forward tank of some sort which seems to have a sump type drain tap on the underside. Full ellipitics rather than transverse springs and sizable kingpins. Seems in good condition so relatively new in 1915? As I said when I first saw the photo, and can now confirm, the vehicle is indeed a circa 1908 International Harvester Runabout, probably a derivative of the Model A. Front square tank is unusual. Tanks are normally round on early models and



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were later covered by a dummy 'radiator'.

*The engines were petrol two cylinder opposed models, air cooled. Later went to water cooling. The two levers visible on the steering column were spark and throttle. The transmission is a two speed forward and the car went along at around 16 miles per hour top speed. No IH logo as these did not come into regular use until later. 'Radiators' not until 1910. "*

From Yudnamutana, you have to retrace your steps back to the junction. Turn left to backtrack to Arkaroola or alternatively continue in a southwesterly direction passing Umberatana homestead and the ruins of Yankaninna homestead before entering the Vulkathunha-Gammon Ranges NP. The track through the Gammon Ranges takes you via the one-way track to Grindell's Hut.

A fourth mine site worth visiting in this region is accessed via Blinman from the south or east or via Parachilna from the west. It's the Nuccaleena Mine and is shown on the HEMA map of the Flinders Ranges. If you travel the way we did via Blinman, then a must stop off is the North Blinman Hotel for a coffee and cake. This is a typical old bush pub that's been done up and is now very inviting.

Alternatively you can stop for a meal at the General Store and I can vouch for the BLT on damper. It's a magnificent feed. When you have a look around Blinman you'll once again be amazed at the history.

Leaving Blinman on the gravel road to the north you'll soon be passing through yet another of the gorges this country is famous for. This time it's Glass Gorge and the scenery changes quite dramatically as you pass through. Not long after passing through the gorge you need to turn off onto one of the station tracks. This is Moolooloo station, however the tracks you travel on are known as PAR's or Public Access Roads. This is Public Access Road 3. You do need to ensure you stay on the correct tracks to the mine site which is around 18 kilometres from the Glass Gorge track. A good



guide is Ron and Viv Moon's Flinders Ranges- An Adventurer's Guide. This has plenty of information about the area as well as trek notes with distances marked for each of the PAR's in the area. The Nuccaleena mine is accessed via many creek crossings and you'll pass close by Tam O'Shanter Hill and the ruins of the Bushman's Hotel on the edge of one of the creeks. It's worth a look on your way to or from the main mine site.

On approach to the mine car park, the track becomes one-way and it's worth keeping an eye out for approaching vehicles, as they can be difficult to see.



You stop by the information board and what looks like an old meat cool-room. The main ruins are off ahead of you and are separated by a creek. When you read the information and look at the ruins you'll see the Captain's apartments, office and three other buildings off to the right hand side over the creek. Ahead of you are the workshops and engine houses. Building was commenced around 1860 and the mine attracted people from all over South Australia having around eighty-eight people at its peak. It wasn't long after (about 1864) that the mine's owners applied to hand back part of the lease as it had recovered very little ore. Also around the mid 1860's the region was hit by a severe drought, which would have made conditions very difficult to live and work. Something else to marvel at while you walk around the ruins of the double storey building is that in 1871 the engine from the Nuccaleena Mine was removed to operate in the Blinman mine. This would have been removed without the help of mobile cranes and semi trailers. You can spend considerable time around these ruins and they are substantially intact. The chimney still stands straight and without giving away too many secrets held the prize of a geocaching site.

It's well worth spending a few days to a week in this region exploring the mines and understanding the history. You can obtain trip notes for a three mines trip (Nuccaleena, Sliding Rock and Blinman) following station tracks. Some of these excursions do have a fee attached so it's best to check before you start your journey. In our case, there were no fees just awesome views and history. The Nuccaleena Mine is accessible from Arkaroola in a day, but it would be a quick visit and like all the other mines we visited, worth plenty of time to take in all they offer and to take away only plenty of photographs.

Our trip complete, surveying over and many new places explored and we are looking forward to later in the year when we can share our findings with others who will hopefully get as excited as we do when exploring the wonderful history of our great country.

**Garry Doyle**





## > Insurance

# ***Risk Management... What are we really trying to achieve?***

**N**ext time you head out on a trip or undertake a potentially dangerous activity, instead of asking ... *whether that activity is safe? How about asking a different question; does this activity support our mission? Is this activity helping us achieve our goals?*

Clearly as we set out to assist bush fire victims or undertake to clean up after flooding, perhaps a trip to explore another amazing part of our country-side, part of our mission is to not hurt any of the people involved. By asking the question this way, we are focusing on the important question of why we are involved in the activities we undertake. Rather than focusing on being safe, we need to ask, does this program focus on delivering effective outcomes.

Safety issues are of course a part of the answer to this question – but not the sole focus. In modern times the pace of change is increasing exponentially and it is becoming more and more critical to skill our future leaders to cope with

change and uncertainty. It is not enough to be strong in just one field - our young people need the skills to cope in a variety of circumstances and various and different pressures.

What example are we setting? How are we training and equipping them to deal with the dangers that currently exist or that we are creating?

Yes, "times have changed", this is as true now as it was when my grandmother said those exact words.

Many of us blame the younger generations for the way things are today. Recently I listened to a very intelligent young lady speaking; she gave me some inspiration. One of the key points she made was something I think is worth sharing ... Perspective determines decisions. Decisions determine outcomes.

From what perspective are we coming from? Enjoy your next trip, I will!



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