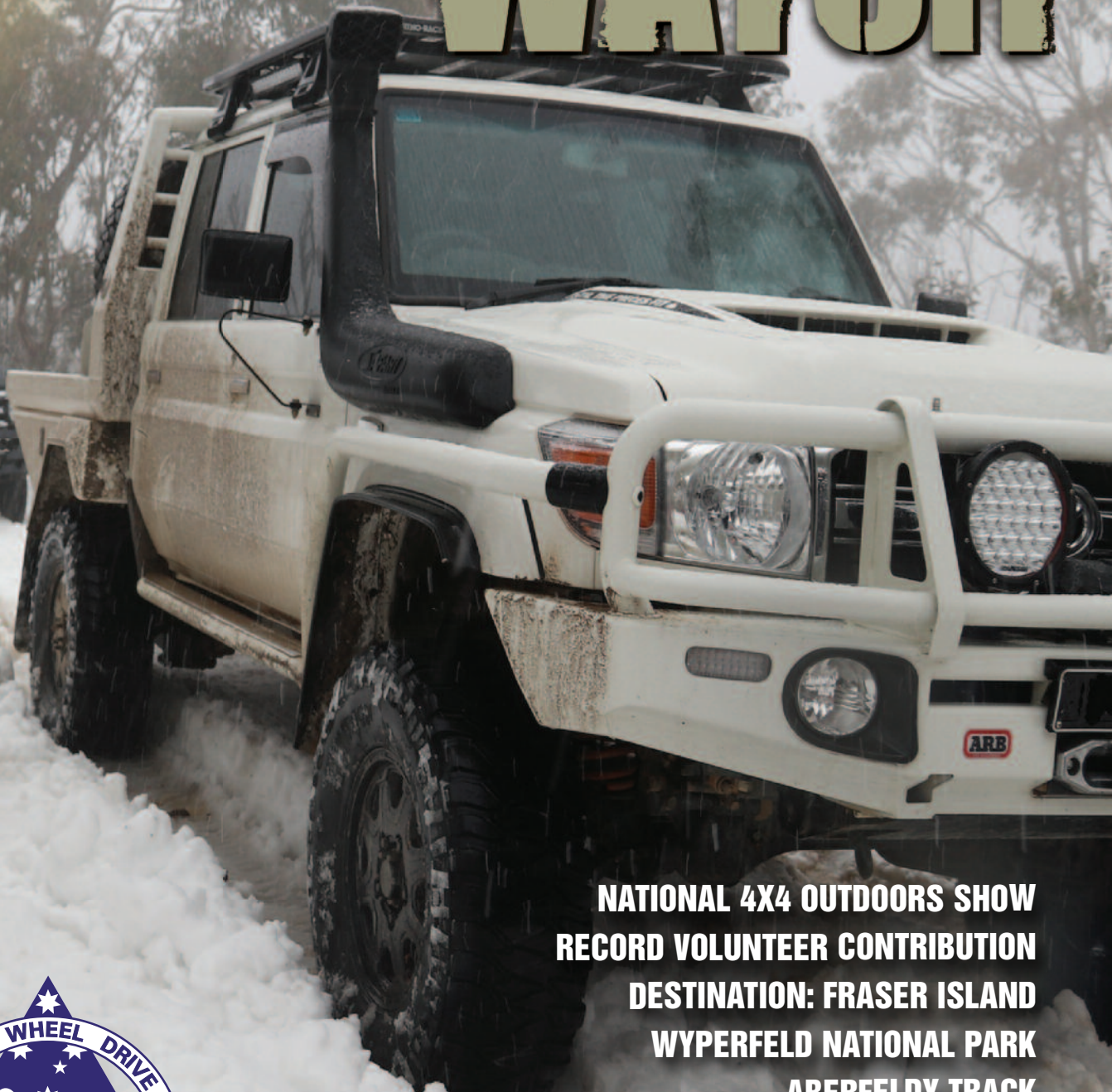


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From the President



This report will be reasonably short this time around as I've been travelling both in Australia and Overseas. For a while I was crossing the Madigan Line in NT and Queensland and what a great trip that was. What I learnt from that was that preparation and planning pay huge dividends. In our group of six vehicles we had one puncture and a broken terminal connector on the alternator. The Madigan Line is now well formed (in some cases it will disappear with a strong wind), but is easy to follow and the permit system was easy to arrange. Fuel wasn't an issue but was expensive in Mt Dare as you'd expect. We arrived in Birdsville on the day before the Big Red Bash so it was queues for fuel and even for the curried camel pies at the bakery. There were a lot of people in such a small space.

A Little under two weeks later and I was winging my way to Europe where I spent a week driving in Scotland followed by a week driving in Ireland. That was followed by three and a half weeks being driven through France and Italy. Driving in Scotland and Ireland is relatively easy as they drive on the same side as we do. Trucks do obey the law and keep to the slow lanes and the drivers appear far more courteous than back home. They allow you to merge and wait for you. Passing and overtaking on the narrow lanes is challenging but safe.

On the continent there were a couple of things that stood out for me. One was that all across France, Switzerland and Italy, from early Saturday morning until Sunday evening, unless you are carrying perishable goods, trucks are banned from the roads. Trucks were lined up at all the roadside stops waiting for the curfew to lift. These roadside stops were large and catered for this. I was travelling on a coach and every two hours of driving, the coach stopped for half an hour. This was good for passenger comfort but was essentially an area of safety for the driver and was compulsory. Lastly, I noticed that trucks all have speed limit signs displayed on their rears. They stuck to this limit (which is based on vehicle size, weight and carrying capacity) and I often saw trucks sitting in convoy and not over-

taking. The roads seemed safer and the only accident I witnessed was a head on between two bicycles in Amsterdam (there are over 1 million bicycles in this city and not a helmet to be seen).

Wayne has been looking after the Association well and I thank him for that. Also, the Board has been continuing without my input which has been great. As Treasurer of the National Council, I have been working hard to get the finances in order and at the next meeting in October I will have a comprehensive set of reports for the first time in a long time.

Next report will be more detailed and less of a travelogue.

Regards

Garry Doyle
President

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WANGARATTA 4X4 CLUB 35TH BIRTHDAY CELEBRATIONS

Life members (couples from L to R) - Neville & Monica French, Graham & Sue Abotomey and Craig & Kristen Cheatham

The Wangaratta 4X4 Club recently held its 35th Birthday and celebrated with a trip to the Murrumbidgee area on the Saturday, culminating with a dinner later that night at the North Eastern Hotel in Wangaratta.

6 vehicles went on the trip lead by founding members of the Club, Neville and Monica French, and ably assisted by Damien and Kerry O'Connor as tail end Charlies.

Turning left off main road just after Taylor's Gap near Myrtleford, we travelled through the hills between Myrtleford and Beechworth, overlooking Murrumbidgee and Gapstead in the

valleys. The drive was a combination of steep, rocky climbs requiring low range gearing, to wonderful drives along the ridges with magnificent views over the areas below, and then some steep descents into those amazing valleys of the North East.

Lunch was consumed at Murrumbidgee Lookout with some wonderful views but some very cutting winds. It was mentioned at lunch that the wind was very lazy, Too lazy to go around you - it went through you instead. A great day was finished off with a lovely dinner at a local Hotel with the following awards and presentations acknowledging some

significant contributions from members over many years:

Life Memberships awarded to

Neville and Monica French,
Sue and Graham Abotomey,
Craig and Kristen Cheatham.

10 year plus Certificates to

Noel and Irene Ham,
David Robinson,
David Jackson,
Bruce Gooday,
David Blore.

Bev Maher

This annual event is organised by the Pajero 4WD Club of Victoria and has become one of the best and most challenging self guided, off road navigational events in Australia.

The Pajero Challenge is open to experienced Four Wheel Drivers and experienced Navigators. All brands of 4WDs are welcome, but vehicles must be set up with good off road tyres and suspension lift to suit High Country terrain.

The Mitsubishi Australia Pajero Challenge is a 24-hour 4WD navigation competition, split into four sections, each of which allows for 3-4 hours of driving. The 2019 event will take place the weekend of 9th/10th February 2019 at Big River, Victoria.

The terrain will be typical of High Country driving and teams must prepare for dry and wet conditions. This is not a race because the objective is to make the least number of errors to beat the rest of the competition.

For complete details including entry form scan the QR code below or visit: www.pajeroclub.com.au

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Entry fees
(includes entry, camping and Saturday night 3-course dinner)

- Competitors (driver plus navigator) \$195
- Four wheel drive clubs are invited to compete for the Cruiserkhana Perpetual Trophy. Teams consist of three vehicles that come from the same club.
- Spectators (includes dinner) \$50/\$35 (child 5-15)
- Day visitors \$15/\$10 (child 5-15)

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Held at the TLCCV Club Property near Yarck (2 hrs north of Melbourne)



Volunteers, you have truly outdone yourselves!

New record reached for volunteer contribution

Parks Victoria volunteers hit an extraordinary milestone in August with the highest ever recorded contribution of hours dedicated to Victoria's parks.

More than 280,000 hours were recorded over the course of the 2017/18 financial year, eclipsing the previous year's tally by more than 60,000 volunteer hours.

This incredible contribution equates to over \$10 million of in-kind contribution, providing major support for Parks Victoria's predominantly regional workforce in delivering a number of projects whilst simultaneously benefiting local economies.

More than 37,200 volunteers participated in activities across 167 parks across Victoria last year, with multiple volunteers generously donating their time on a regular basis.

The array of activities that volunteers are involved with are endless at Parks Victoria. Some offered their valued time by being a Volunteer Track Ranger or Campground Host during busy holiday periods. Others provided their assistance as a Volunteer Sherpa, enabling visitors in wheelchairs to experience places that may have been difficult to access previously. Many are part of our committed partner organisations including our dedicated Friends groups, recreational user groups such as 4WD and Bushwalking Victoria and other community organisations that give back locally.

Parks Victoria has been able to utilise the specialised skills of many volunteers throughout the year to assist in restoring historic huts in the Alps or even avid four-wheel drivers who work alongside our rangers and clear tracks from debris.

Wayne Hevey, Chief Executive Officer, Four Wheel Drive Victoria said, "It is a wonderful thing to have an association of 4WD members who kindly offer their time and resources to assist in keep-

ing our state in a pristine condition as well as bringing joy to those in our community who are less fortunate than themselves. I applaud each and every one of them and

those who put our environment and others well-being before their own priorities."

According to Leesa Riley, State-wide Volunteer Coordinator, Parks Victoria,

"Parks Victoria has been determined to create enticing and unique ways for people

to get involved and volunteer in our parks."

"We have been amazed by the incredible growth of volunteer contributions this year including over 1500 new volunteer registrations,



Parks Victoria



Parks Victoria



predominantly from people aged between 18 to 35-years old. This is a big shift in our volunteer demographic and will be valuable in supporting our existing dedicated volunteers."

"To have volunteers assisting our rangers in habitat restoration, environmental research, historic heritage conservation and gardening is invaluable."

All Parks Victoria's volunteers are invaluable to the conservation of Parks Victoria's special places.

The Great Outdoor and 4X4

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Gippsland 2018



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4WD'ing in Bendigo and Central Victoria is huge. The number of 4WDs you see on the road out here – from tradie utes to family wagons, stock and modified, is far greater than you see in the capital cities. There's no doubt that we like our off roaders, and 4WD clubs have always been a great way to meet some new people, and find a way to get out on a camping trip and do it safely.

I look after media for the club, and being a very new club this is a point of focus. To achieve the club's goals, we needed to get our name out there, show people what we do and build a community of keen 4WDers and campers.

The idea

With online media working well since we established the website and Facebook, we wanted to direct some attention to local media so that we could talk to some people in the community about our club. The idea was "let's see if the local paper will run an article about the club, and we'll run an open day".

We had 3 objectives:

- Talk to the public about 4WDing and what the club does to increase awareness
- See if we can get the Bendigo Advertiser to publish an article about the club
- Provide our sponsors with an opportunity to also promote their businesses

The concept:

- Bring some 4WD's into Hargreaves Mall, and set up a vehicle display
- Have business cards and handouts for people who might be interested in joining
- Run a sausage sizzle to cover the club's costs
- Get in touch with the Bendigo Advertiser a month in advance and see what we can do.

The article

After sending through some info on the club, the newspaper article ended up happening. They got in touch 2 weeks prior to the open day, did a photo shoot with some members and a few of our vehicles and published a half page article with a great photo in the week-end edition.

After the article was published, our web-



Sandhurst 4WD Club take the 4WD message to the public

site saw a big increase in traffic and our Facebook group 'likes' doubled in only a few days. The comments, likes,

shares and views on Facebook in the lead-up was very encouraging, but we still didn't have much of an idea of how many people would come down, so we were just going to have to get there and see.

On the day

9am and I met Russ, Jim, Andrew and Steve in the Mall, with the BBQ trailer and vehicles in place I got to work setting up the posters and putting together hand-outs with some information on the club and upcoming trips. The decision was made to only charge \$1 for snags and drinks; the point of the day wasn't to make a profit, it was just to talk to people, and if we covered some of our costs from the BBQ, we'd be grateful. Russ had put together a BBQ trailer for the club in the lead-up, and this made things quite easy and straight forward, and was also something we could take away with us on future trips.

We had everything set up by 10, and were catering for hungry Mall-goers, Russ, Jim, Andrew and Steve were talking to 4WD'ers who had come down to



find out more about the club.

We had a constant stream of people wanting to talk to us about the club, families, 4WDs and the trips they'd been on or wanted to go on, and we had a fairly constant stream of people coming through from 10am to around 1.30pm when it started to die down. Info sheets and trip calendars were handed out and we also had information and give-aways from our sponsors, Harrisons and TJM.

Because we've run some really interesting and varied trips over the past few months, we were able to put up posters of trip reports and photos from the Butcher Country, Central Gippsland and Wyperfeld trips. The idea here is, rather than talk about what we do, we'll just show it!

We finished up the day around 2pm as planned, packed up and rolled out of the Mall. As a bit of a de-brief and social gathering, a few of us caught up to do camp ovens around the fire for dinner and rolled out the swags.

Tim Kohlman





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Piranha Off Road have introduced two very clever new products that while not earth shattering are certainly exciting in the 4WD and Caravan electrical fields.

Anderson plugs have been around for years and have captured the market for reliable plug-in products such as caravan and camper trailer connections, solar panel connections and more in a simple and easy way.

The normal Anderson plug is rated at 50amps and utilises terminals to cater for 10mm gauge wire for maximum power delivery.

The down side to a standard Anderson plug is that it's hard to crimp properly when smaller gauge



terminals that allow for the use of 5mm and 6mm wire securely and have the standard size lug to fit all 50amp Anderson plugs. It's a small thing, however it offers flexibility for tradies and the home handyman to safely use Anderson plugs in all manner of jobs where thinner gauge wire is used.

The terminals are sold separately for \$5.00 each or you can buy an Anderson plug for \$12.95 including a choice of terminals.

Midi Fuse Kit

The second electronic gadget is the Piranha Midi Fuse mounting kit specifically designed with bolts, nuts and fuse to suit the Original Equipment (OE) fuse box on the Toyota 79 Series, HiLux and Fortuner 2015 models onward.

This clever kit allows the owner to add an additional fuse into the system to power a fused connection to run pretty much anything. It will work with a variety of fuses from 30amps to 100amps. This unit caters for higher capacity products up to 50amps, compressors from 20 or 40amp, battery to battery up to 100amp and even DC to DC products from 40 to 80amp.

This mounting kit sits neatly in the original fuse box without any additional modifications and is ideal for the pedantic and fussy vehicle owner avoiding the need to have a messy



separate fuse box in the engine bay. The Midi fuse mounting kit retails for just \$25.00.

To find out more information on the range of battery and auxiliary trays and battery management systems available, 12-volt products and electrical gear, contact the team at Piranha Off Road Products on 03 9762 1200. The website www.piranhaoffroad.com.au also has more information. Check out the Facebook page as well!

Warn Industries celebrates 70th anniversary

Seventy years ago Arthur Warn started Warn Industries with a set of locking hubs for surplus WWII Jeeps. Over the next seven decades, the company would pioneer the electric winch, supply automakers with OE parts, create the powersports winch market, and design a host of innovative state-of-the-art products that let 4WD and powersports enthusiasts "go prepared". That's cause for celebration.

ARB 4x4 Accessories partnered with Warn Industries in the early 1980's as an official Australian distributor of WARN winches. With WARN's long history in 4x4 accessories and ARB's vast network and experience in Australian distribution, the partnership was an obvious choice.

To celebrate the milestone anniversary, WARN has created a special limited-edition winch based on the iconic "upright" WARN winch design. The unique product will feature upgraded performance, Spydura synthetic rope, distinctive styling and commemorative

70th Anniversary badging. Warn Industries will release more details about the M8274-70 and how you can win one in the coming months.

Supporting their anniversary, ARB is giving away a variety of 70th anniversary apparel to customers throughout the coming months. Hoodies, caps and t-shirts are all up for grabs so follow @ARB4x4 on Instagram and Facebook for your chance to win.

About Warn Industries

Warn Industries is the world's most recognised brand in off road products such as hub locks and vehicle recovery winches. The company designs, manufactures and markets a full line of off road equipment and accessories that enhance the performance of 4WD and powersport vehicles. Warn Industries is headquartered near Portland, Oregon.



OBITUARY

Andrew John Rodrick
7 January 1962 - 25 July 2018



It is with heavy hearts that we advise the passing of one of our most respected members of the Nissan 4x4 Club of Victoria. Andrew was an active member and was well known for organising and running some of our club events and trips. This included photo competitions and displays at 4WD shows. His passion for photography and the outdoors gave him many opportunities to meet like-minded people, his camp fire banter and discussions will be sadly missed.

Nissan 4x4 Club Victoria.



There was plenty of interest in the FWDV stand



NATIONAL 4X4, OUTDOORS, FISHING & BOATING SHOW

Despite the weather forecast from Antarctica, Four Wheel Drive Victoria again had a strong presence at the National 4x4, Outdoors, Fishing & Boating Show with a stand in the large tent pavilion just near the huge ARB display and also with the VW Amarok Test Drive track. We also had John Toogood as the MC on the main stage having fun with all the 4WD celebrities.

OUR DISPLAY STAND

Our display focused on the FWDVIC core functions of Clubs, Training, Community Service & Access and the stand was run by FWDVIC Staff and volunteers from clubs for the whole weekend. The weekend was hit by some extreme weather especially on the Sunday but the crowds were still strong and each time the rain came through everyone rushed inside so we had plenty of people to talk to.

We had many enquiries from the public about joining clubs as well as strong interest from Facebook groups about the benefits of forming a club, incorporating and affiliating with FWDVIC as well as driver training courses being booked. Our message was well received and the feedback was very positive.

4WD CLUBS

We also saw many clubs braving the weather with club displays, marques and tents and some nice 4WD's on display. The clubs reported strong interest and many new memberships completed. It was very encouraging to see so many clubs on display including Toyota Land Cruiser Club, Melbourne Jeep Owners Club, Werribee & District 4WD Club, Toyota 4WD Club, Adventurer 4x4 Club, Pajero Club of Victoria, Greater Western 4x4 Club all with prominent displays. The clubs went to a lot of effort to attract interest in activities and memberships.

THE WAECO STAGE

The perennial favorite of the National 4x4 Outdoors Show, the Waeco CFX Outback Stage was host to the finest and funniest of Australia's 4WD television personalities including Rick & Jamie (Offroad Adventure Show), Roothy, Jase (All 4 Adventure), Pat Callinan & Scott Mason (Pat Callinan's 4X4 Adventures) and Shauno & Graham (4WD Action). Our John Toogood from Yarra Valley 4x4 Club was the MC managing the main stage whilst communicating a positive message about FWDVIC and 4WD Club activities. He had to keep things on schedule with the string of TV personalities who liked to talk just a bit too long.

THE VW TEST TRACK

The VW Amarok Proving Ground is a purpose built track, providing the public with the opportunity to view, practice and learn some of the capabilities of the VW Amarok 4x4 system over a variety of surfaces including rock, slopes, sand and lots of mud which gave a simulation of surfaces reflecting being off the beaten track. The track was manned by the FWDVIC team and members of the Amarok Club of Victoria as well as the Eureka 4WD Club.

Thank you to all staff and volunteers and the clubs who assisted or displayed at the show

Ian Fletcher
FWDV



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Some of the 4x4 Clubs on display at the Show



Amarok V6 Test track





Club Vehicle Display

Gippsland Land Rover in Morwell, Trackwatch advertisers, recently approached the Land Rover Owners Club of Gippsland and invited members to put rare or unusual vehicles on display in the Land Rover Showroom. The display of five Land Rovers is attracting plenty of attention with people calling in just to admire and ask about the vehicles. The display presents an excellent opportunity for sales staff to engage visitors in conversation about the brand.

The benefit to the club is having members of the public become more aware of the club and the opportunities to collect, restore and maintain older vehicles. The current display features a Series 1, Series 2a, Series 3, 6x6 Perentie and a 1993 Discovery 1.

There are many rare and unusual vehicles in four wheel drive clubs and it



might be worth approaching dealerships to ask if they would be interested in hosting a similar display.

Greg Rose, Land Rover Owners Club of Gippsland.

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ABOVE & BEYOND



After rigorous testing by a group of industry experts, the All-New Discovery has been named carsales Car of the Year 2017. carsales Editor in Chief Mike Sinclair explained, "The Discovery is now so much more than an accomplished off-roader. It is a proven badge that in its latest version brings an unprecedented breadth of ability." This accolade is just another reason why the All-New Discovery goes above and beyond.

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Wyperfeld National Park

Mothers Day in the Mallee

Sandhurst 4WD Club Bendigo spent the mothers day weekend exploring the Mallee Desert in Wyperfeld and Big Desert as a bit of a break from the Victorian High Country.

The club had quite a few high country trips under its belt since forming in September last year with a small but active membership, we decided to run a trip to the Mallee deserts to offer something a bit different. Bendigo is 2 hours north of Melbourne and we're well situated for trips out to the Mallee Deserts, making these sort of trips easily achievable in a long weekend. The other bonus, in the cooler months it's usually a few degrees warmer than the South of the state, making it a nice break in winter or spring when a lot of the high country tracks are subject to seasonal closures.

We decided to explore the south and west sections of Wyperfeld National Park, starting at Western Beach, Lake

Albacutya and heading across west to Big Billy Bore for 2 nights and then back east again and home.

We had 7 vehicles on the trip (*an 80 and 105 series cruiser, Patrol, Prado, Triton, Colorado and Hilux*), and we met on the Thursday night at Lake Albacutya, which is a dry lake close to Rainbow. In the morning we packed up, dropped our tyre pressures and headed out of Western Beach following the edge of the lake (*watching the Kangaroos out on the dry lake bed*).

With an intersection in front of us, we continued straight ahead and went over our first sand dune. You could hear the excitement over the UHF as we quickly got the hang of driving on the soft sand,

and this is when we realised we'd taken a wrong turn... back over the sand dune and back to intersection where we turned on to Milmed rock track, and our trip was under way.

We checked out Hermies Straussee garden and we took this turn which leads to an open space. There is very little information on this area but apparently this bloke used to grow vegetables there. How and why someone would do this all the way out there and in sand country had us all beat. (*On the way out we spotted an old piece of machinery amongst the bushes – perhaps there's a story behind it*).

Stopping for a break on Milmed Rock track



Chinaman Well Track



Chinamans Well

Back on the main track we spotted the turn off to Lookout Dune. With the track being narrow the trip leader went up the track to explore it while the others waited. Reaching the base of the sand dune we tried a couple of times to drive it but didn't succeed, so we called the others through. Everyone had a few attempts but we had to admit defeat and kept going.

We continued on down Milmed Rock track which is a nice sandy drive over minor sand dunes. We did eventually get to a larger dune, which had two options to choose from. With a track in mind we had an attempt but didn't make it so we reversed back down and aired down some more then attempted it again, and this time we succeeded. Tyre pressures are pretty critical in soft sand, and there had been no recent

rain so the sand was very soft.

We stopped at Milmed Rock for lunch, it's basically a rock in the middle of sand country, but being so flat, the views across the desert from the top of the 1m high rock were actually pretty good.

Continuing along Milmed Rock track things were going along well until one of the convoy came over the UHF saying he had an electrical issue. After assessing the situation, it turned out to be a seized alternator, but he was able to drive to Murrayville-Nhill Rd without the drive belt, and one of the other vehicles drove with him back to Nhill to see if he could get his 4WD fixed.

The rest of us turned right and headed 10kms to Big Billy Bore camp, (arriving 2:40pm) where we had the place to ourselves. It's a lovely large and well maintained camp with new long drop toilets, picnic tables, open spaces and fire pits. Everyone found their own little spot and set up camp, we unloaded the firewood and got the fire going, enjoying the rest of the afternoon and evening.



View from top of Dune across Wyperfeld and Big Desert

One of the guys made camp-oven apple cake and we all enjoyed a bit of dessert around the fire.

Saturday morning everyone was up and ready to hit the tracks just after 9am. We headed left out of camp on to Murrayville track then left into Brushcutters track. Not far down the track and being lead vehicle we got to see a rare Mallee fowl running down the track, which was pretty special. We reached White Springs lookout late morning and on approach to the sand dune we all wondered if anyone would conquer this one. Everyone had multiple attempts but no one could reach the top. We all took the side track and after taking in the views from the lookout we drove along the ridge line then descended back down the dune.

Along White Springs track we found a nice open area called Sand Bucket and thought this was a nice spot for lunch. With lunch consumed we continued on and turned left into Big Dune track, sighting the Big K dune over in the distance.





Boat ramp at Lake Albacutya

On arrival we saw 4 tracks over this dune; we all had multiple attempts on all tracks with different tyre pressures, but no luck on this one either. While we were attempting the dunes, the kids enjoyed themselves making sandcastles (added benefit if you have young kids – the desert is basically a giant sand pit!!).

We travelled along Delisio track and then back onto Murrayville track; another sand dune was spotted on the west side of the track. This one had 2 options with most of us choosing the direct route; one at a time we went up and we all made it to the summit to be treated to 360 degree views of Wyperfeld and Big Desert.

With photos taken and all happy we had made it to the summit, we started heading down. One vehicle had to do a bit of a tricky reversing manoeuvre and made a small error getting stuck in the soft sand, so the recovery boards came out and a quick recovery was made. We all then continued to descend the hill and then headed 8kms back to base camp.

On return the fire was re-lit, nibbles and cold beers (shaken beers) were enjoyed. Around 6:30pm, the member who had broken down the previous day, arrived back at camp informing us there was an alternator available at Nhill. He had gotten a mate who had a plane to fly a drive belt up to Nhill from Bendigo to get him back on the tracks again.

We made a pizza damper and cooked it

on the camp fire and it was enjoyed by all, followed by a late night around the nice warm fire.

Up and packed and on the tracks at 9 we headed down the Murrayville track until we reached Chinaman Well track. Turning into this track we discovered it had a lot of soft sand so we had to keep our momentum up to get through some spots.

Once at Chinaman Well we viewed the well and gathered for a group photo.

It's a great track for the first half, with lots of interesting turns keeping you on your toes, and it was a lot of fun. The track changes for the last 15km and becomes extremely wavy (constant whoop-de-doo's), and it was very uncomfortable – especially for those in leaf sprung utes and IFS wagons.

To everyone's relief, we arrived at the end of the track where we all aired up and travelled the short distance into Rainbow for a counter meal, after which

we said our goodbyes and parted ways.

The trip was a huge success, and for many of the members who came, it was the first time they've gotten out in the Mallee. The club is running a Little Desert trip in October, 2018 and we're also running a Border Track trip on the same weekend in May, 2019. We expect trips to the Mallee Deserts will be a regular part of the club's fixture, and it's definitely worth getting up there to check it out if you've never been before.

If this article interests you, also check out the report from one of the recon trips we did last year; it includes a great video clip and lots more photos to give you an idea of what to expect.

<https://sandhurst4wdclub.org.au/a-weekend-in-the-mallee/>

**Fiona Hendry and Tim Kohlman
Sandhurst 4WD Club, Bendigo**



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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.

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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

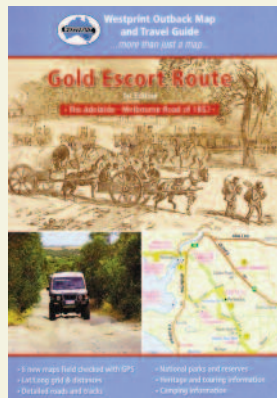
Course Cancellations: FWDV will make a full refund of all fees paid should a course be discontinued. FWDV reserves the right to cancel a course if a minimum number of participants are not achieved or for Occupational Health and Safety reasons. Should the students desire to take an alternative course 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.

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A past President of the Melton & District 4WD Club approached Rudi Paoletti from the West Gippsland Relic, Mining and Heritage Protection Inc., to find out what tracks were in the West Gippsland area, in order for him to run a trip there. Rudi offered to come along to one of our meetings to speak about the work being carried out throughout the Gippsland region by his group of dedicated volunteers and show a pictorial history of these efforts, with the aim to entice other clubs to get involved.

Rudi told us he was a publisher and author of over 20 maps and 15 books on the Walhalla to Jamieson District, founder of the Aberfeldy Track and now the Maintenance Manager. Also he had run Navrun 4WD Events - since 2002 - having run over 89 events to date. At our meeting Rudi, during an hour talk, told us how he became the founder and quite a few interesting stories about the Aberfeldy Track. At the end of the talk Rudi also offered his books and maps at discounted prices for all club members.

The feedback from the members was encouraging, and we wanted to be part of this historical venture. Our president approached Rudi, offering our services to be added to the nine 4x4 Club team by adopting a region on the Aberfeldy Track. Rudi offered us a position that was vacant for the iconic Morning Star Water Wheel Walk, which entailed clean ups done at least twice a year.

The Aberfeldy Track

Members from the Melton & District 4WD Club discover and explore the heritage of the Aberfeldy Track under the guidance of Rudi Paoletti

Trip report for Aberfeldy Track- Morning Star Water Wheel clean up

7:30am Good Friday saw the group meeting at the Bunnings carpark, and we made our way in convoy along the highway. We arrived at our campground to meet our tour guides, Ian, Erin and Peter from the Aberfeldy Track Association.

After setting up camp and eating some lunch, we got to find out a little more about our tour guides around a campfire and a rough idea of what we will need to do the following morning. Everyone went to bed at a reasonable time for our early morning start.



Old boiler at The Crinoline

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Cemetery

After breakfast Saturday morning, we headed off to The Morning Star Water Wheel with a pit stop along the way for people to use the facilities and check out Facebook photos for the fun moments of the day.

After our pit stop, we headed for our destination, arriving at the Morning Star creek. Everyone grabbed their gear and headed for the 2.5km walking track clearing branches and brush from the track. Some started at the beginning and others headed all the way to the water wheel to start from there. Just past the water wheel about another 300 meters is an area called the Crinoline where the rock crushing equipment was; we also cleared around there.

After lunch and a little chit-chat our tour guides took us off for a little play and a tour of the White Star mine, and from there we headed back to camp for some dinner, drinks and campfire.

On Sunday everyone decided to have a sleep-in but by 11am we were all heading off to see more of the sights along the Aberfeldy track. First we stopped at the Store Point historic walk where we saw an old school site, a grave sit and some old house sites. Second we stopped at a fire watch station where the views were spectacular. Third we stopped at the Aberfeldy cemetery, again spectacular views, and last we stopped at Kitty Cane's burial site. We then said goodbye to our awesome tour guides Ian, Erin & Peter and the M.A.D crew headed back to camp via an amazing track with some awesome views and campsites.

We had a bit of dinner and some conversation around the campfire then headed to bed for the big drive home.

I think the M.A.D crew did a fantastic job clearing the site we have been given



to maintain, and it's such a beautiful area to visit. I am personally looking forward to doing it again later in the year.

It was such a great weekend, Ian, Erin and Peter were great guides and fantastic ambassadors for Aberfeldy. We think as a club we are quite privileged to have the opportunity to care for these relics. This area of the high country has fantastic views, some great tracks, and is so rich in history. We will definitely be back, as there is so much to explore. A big thank you to our past President for introducing the club to Rudy, and also a huge thanks to our President for being able to get the club involved in such an awesome project!!

Trip report by Dee Meddings.

Photographs by Dee Meddings and Vaughan Steele.

From Chrissy Scicluna of Melton & District 4WD Club.



Rock crushing relics



Kitty Cane's grave



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Fraser Island

In May 2018 the Off Peak 4WD Club visited iconic destination - Fraser Island

On 5th May a group of 7 vehicles gathered in Tewantin to explore the Cooloola/ Fraser region in the Great Sandy National Park. The trip was planned to be a relaxed one and to explore every nook and cranny of the area from 4 campsites.

We started with a day trip to Harry's hut and some of the inland lakes on the Noosa River.

The trip started properly the next day. Our trip had coincided with a Queensland holiday so the beach was busy, but we were able to find a beach camping spot on Teewah beach. The plan for the day had to be abandoned due to adverse weather.



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However we explored the Freshwater campsite and the first glimpse of the incredible coloured sands of Rainbow Beach. Our trip was bookended by character building amounts of rain, 46 mm our first night and 36 mm our last night. However the weather in between was perfect, glorious Queensland weather with blue skies and warm sunny days. After that first night the clouds parted and we were free to climb the Double Island Point, first named by Captain Cook, to the lighthouse. The steep walk up was worthwhile for the amazing views from the top.

We then proceeded to Rainbow Beach via the inland track. There had been much debate and speculation about tackling the Mudlow rocks, but caution and safety prevailed and the safer and very pretty route through the glades was taken. After a quick stop to refuel in Rainbow Beach we headed for the ferry at Inskip Point. So the real adventure began. We took advantage of a favourable tide and drove all the way up the eastern beach to Waddy Point. A couple of the rocky outcrops required taking the bypasses but all were easy to negotiate as the heavy rain had dampened the sand. We set up camp in the sheltered top camp at Waddy Point. It was an easy walk to the beach and a great place to explore the northern area of Fraser. The first day took in the Indian Head area, and after a climb we were treated to a panoramic view. In the clear waters we spied manta rays, small sharks and a dolphin.

Next stop was a fun session in the sparkling pools of Champagne rocks. A short board walk and a bit of rock hopping lands you in these amazing rock pools. They are replenished by fresh, foaming water crashing over the seaward rocks. The warm, bubbling water was irresistible and a highlight for many of us. Then we returned to the Waddy Point beach for a picnic lunch and several explored the rocks. Others ventured into the township to see what it had to offer.

The next day we left the camp for the Sandy Cape, the most northerly point of the island. Interesting birds were seen including a white breasted sea eagle. We had been warned of negotiating the Ngala rocks. These were all negotiated really well by the group, firstly taking a bypass at the South Ngala, this



included a narrowing water gully and sandy areas, but arriving at North Ngala Rocks was a bit more tricky. The bypass was blocked by a car bogged in deep sand, so we attempted and succeeded in crossing the rocky outcrop. It needed some very precise driving at incredibly slow speed but those directing the drivers gave excellent advice.

The rest of the drive was smooth and pleasurable with splendid views of aqua seas and huge sand dunes. There was a steep walk up to the lighthouse but with wonderful views and an interesting fact board including a number of stories of wrecks off the area and lives of the early inhabitants of the lighthouse. On the return trip we again negotiated the difficult areas with ease and stopped at Ocean Lake.

The group were free to explore different parts of the area in the afternoon. Our last full day of exploring this northern area was to go over to the western side. We started by driving along the beach beside the lagoons. A Jabiru delighted us being very easy to spot. We then turned onto Wathumba Creek Track. This track took in an interesting forest drive of eucalyptus, banksia, palms, casuarinas, grass trees and



ferns. One pool was so clear the reflections looked like part of the forest floor. Once out onto the ocean side we left the cars and explored the inlet on foot. We needed to clamber over fallen trees but the result was the most pristine bay to spy for another day to explore. As the tide went out hundreds of Soldier crabs were scuttling about which were amusing to watch.

Mother's Day started with an excitement in the air. A move to our next camp and range of interesting places to explore. Our camp was to be close to the Maheno wreck on the beach strip nestled in the dunes. It was great to see the wreck in different tides and different light. Looking quite eerie at times. We visited the red Canyon together and then people were free to explore the wreck, the Pinnacles and Eli creek. Some even tried the delicacies of the Happy Valley Bistro. Some members of the group took the 15 min flight over the island. It was fascinating to see parts we had driven over from a different viewpoint and many other lakes that we would be unable to get to. We even had a close look at our tents from the air. After a fabulous sunrise from our fabulous seaside camping spot, we headed to the Northern circuit route. We visited the Knifeblade sand blow and a short walk to the perched Lake Allom with its many inquisitive turtles breaking the surface of the calm water. We then drove through remarkable forests with incredible tall trees and broke out to the



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western beach which had a real wow factor. Pristine white sands as far as you can see. The tide was in a favour so we drove up and down as far as we were able within the limits of the creeks. We hardly saw any other vehicles or people. An added bonus was a juvenile Minke whale entertaining us a short distance from the shore. This proved to be the most favourite destination for most of the group. Eventually we dragged ourselves away from this idyllic spot to continue around the Northern track, passed the Boomerang lakes and most beautiful forests. The wind became quite strong during the night so not a very restful night, but still a great spot. The next morning we had to delay our departure as it was the highest tide and the waves were crashing right up to the campsite edge. We then set off along the Lake Garawongera track to our last campsite at the historic and sheltered Central camp ground, a beautifully arranged ground with spacious spots amongst towering trees. Having set up camp, we set off to see the Kingfisher Bay resort, interesting but very happy to get back to our homely tents. We had an incredibly quiet night (no crashing waves, no wind) only woken by noisy kookaburras. We then drove to have one last look at the western side, which was to Ungowa. This area is quite different and very close to the mainland and covered in Mangroves. There was a disused jetty in bad repair. Lake McKenzie was our next stop and a refreshing swim undertaken by some. We had managed to arrive before most of the crowds and then visited the lookout for Lake Wabby, the deepest of the freshwater lakes and one of only 2 barrage lakes on Fraser and in the World. The lookout has a great view of the lake and the Hammerstone Sandblow. We then spent quite a bit of time at the Central Station historic area. There were fascinating boards with the history of the indigenous people, timber and sand mining industries, life on the island for early settlers and marvelling at the Wonggoolba creek. So clear you can hardly see there is water in the creek. This was the last night on the island and we had experienced another night of consistent rain. We had planned to visit and swim in more lakes on the Southern Circuit on our way to the ferry, but the weather put a stop to that idea.



However we had a unique event to witness, which made up for that, a freshwater turtle laying her eggs in the middle of the sand track. It was an incredible experience to watch. After watching for 30 minutes we tried to make a safe space for her by arranging sticks around her.

Fraser Island had been a wonderful experience. Together we had travelled the highways and byways and seen the Island's beauty in all her glory. Our experience paid off and we had no difficulties but we did need to help someone else driving too close to high

tide. We saw about 10 dingoes, mostly on the beaches, who looked healthy but were not disturbed by people. Our one fisherman had a story to tell but no dinner. Thank you to the wonderful group we were able to share this unique experience with.

Phil Leach.

President ."Off Peak 4WD Club"





Part 2

1916 Quad Nash four wheel drive, with four wheel steering, providing a neat turning circle of only 45 feet. It had full-time 4WD, a locking diff, and spur-gear hubs, similar to the Unimog of today!

Four Wheel Drive is older than we think

Across the globe in America experiments were also being carried out in the early 1900s and while many engineers were working in isolation around the world, the process of four wheel drive was rapidly evolving concurrently in several different countries. Development was further spurred on with the advent of the First World War, with military demands providing a great impetus for 4WD development and application.

1904 Four Wheel Drive Wagon Co.

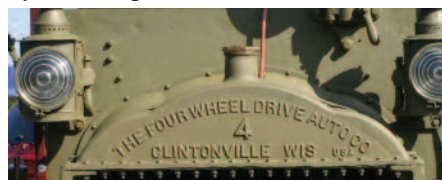
In Illinois, USA, Charles Cotta was so frustrated with the lack of roads that he built a steam car with the aim it must, "be able to travel and propel itself successfully in all seasons and under all conditions of roadway. It must have the ability to ascend and descend slippery grades...to raise itself out of mudholes and ruts, and mount obstacles..." His concept specified transmission by Morse chains running fore and aft from a centrally mounted, horizontal, twin cylinder steam unit, each of the 'half shafts' running inside tubular half-axes, with a chain sprocket on its inner end. A differential was incorporated on the engine countershaft, and all four wheels steered, each hub being universal jointed.

The design was patented in 1900, and progressively improved until in 1903 Cotta sold it to a Milwaukee enterprise called the Four Wheel Drive Wagon Co. There the potential of his design was realised. They improved the design by switching from chain to twin propeller shaft drive through a transfer box and three differentials on their four wheel steering trucks in 1905.

Cotta's design was applied to an internal combustion-powered vehicle with the Four Wheel Drive Wagon Co. in 1904 offering an ungainly 'Mongul' 7 tonne

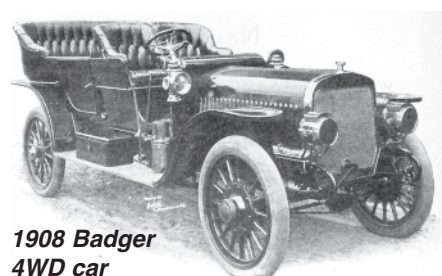
truck with forward control.

The following year this was offered as an improved 25 hp 5 tonner with propeller shafts to both axles, and all-wheel steering. The first commercially successful US four-wheel drive vehicles were trucks made by the Duplex Power Car Company of Charlotte, Michigan in 1908. The first was a three-quarter tonner powered by a 20 hp, two-cylinder engine, with internal gear drive to all four wheels. It was followed within a few years by a two-tonner with four cylinder engine.



Four Wheel Drive Auto Co.

A Wisconsin blacksmith, Otto Zachow and his brother-in-law William



1908 Badger 4WD car



FWD truck testing

Besserlich, built a 50hp petrol 4WD car called the Badger in the early 1900s which followed the principles established by Spyker and Cotta.

The car performed well enough to interest the US military, who ordered a chassis fitted with a truck body. It was a basic vehicle with chassis, motor and drive components and no body panels, and seating only for the driver.

It was followed by a larger petrol-engined tourer called the Battleship. About ten of these were made, and could easily have faded into obscurity, but for a chance sighting by a US Army Captain who was looking for a 'go anywhere' vehicle to replace mule transport. A vehicle was evaluated by the army and successfully performed a cross country demonstration.



FWD Auto Co. trucks

As a result, the Army commissioned the company to supply four-wheel drive trucks, which were renamed the FWD. Known as the Model B, it was powered by a 56hp four-cylinder Wisconsin engine, which drove through a Hele-Shaw multi-disc clutch to a three-speed Cotta gearbox with an integrally-built transfer case. This incorporated a central differential from which power was taken by shafts to the axles, on each of which was a differential.

Another innovation which prevented all the power going to one axle when wheel slip occurred, was the central differential which could be locked to provide equal power to each wheel.

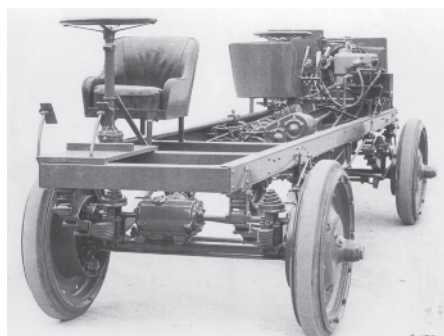
The Four Wheel Drive Auto Co. showed the principle of 4WD to the world, making it clear that drive on all wheels was practical, advantageous and reliable for arying goods and people over terrain impassable to two-wheel drive.

The first 18 FWD trucks were delivered in 1913, but with America entering the First World War production continued until 1925, by which time some 16,000 three-tonne FWDs had been delivered to the Army, including 700 in Britain, where the truck makers were known by the impressive title of the British Four Wheel Drive Tractor Lorry Super Engineering Company Limited!

The FWD was the grand daddy of the 4WD truck industry.

Jeffery 4WD Quad

The Thomas B. Jeffery Company of Kenosha, Wisconsin was a supplier of conventional light trucks to the Army,



Jeffery Double ended 4WD

and following a request for a truck capable of off-road work, Jeffery's engineers came up with the Quad. It was a two-ton forward control truck which not only drove on all four wheels, but steered with them as well, providing a neat turning circle of only 45 feet. It had full-time 4WD, a locking diff, and spur-gearred hubs, similar to the Unimog of today! The Quad also came with four wheel brakes and had a top speed of 20 mph. It became the company's mainstay and in 1918 over 11,000 were made. The greatest number of trucks ever made in a year to one design at the time. A total of 41,000 were built by the time production ceased in 1928. To meet demand production was farmed out to three other factories, Hudson, National and Paige. The Quad was powered by a 36hp, four-cylinder engine with four-speed transmission and central differential providing power to both axles. In 1916 Charles Nash bought out Jeffery, with the Quad becoming known



1913 Jeffery Quad with US Marines

as the Nash Quad. The company claimed to be the world's largest producer of military vehicles.

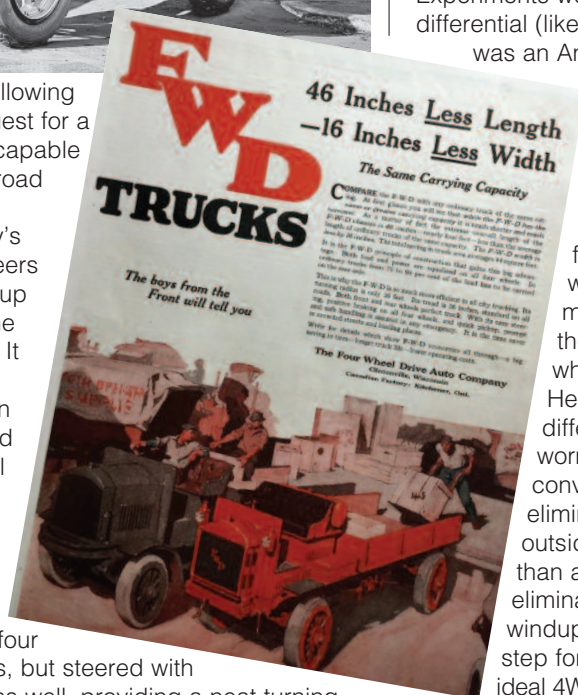
A third differential

A large number of 4WDs were used in the First World War, and were used in paddocks of mud, and cross country terrain in Europe, and earlier Mexico. The majority of these 4WDs utilised permanent 4WD which was fine for off-road conditions, but once they were driven on firm surfaces, proved useless because of transmission windup. Experiments were made using a third differential (like the Range Rover) and it

was an American engineer, William

Walter that came up with a brilliant 4WD system that is still used today. He experimented with a third differential between the axles, and found that when one wheel lost traction it spun madly at the expense of the other three wheels, which stopped turning. He devised a limited slip differential, which used a worm gear instead of the conventional bevel gear. By eliminating the bevel gear an outside wheel could go faster than an inside wheel, thus eliminating transmission windup. This was another major step forward in developing an ideal 4WD system.

Brian Tanner
Editor



Nash Quad 4WD truck



What makes *us* you so special?

The importance of working together ...

No man is an island (John Donne); Life is easier (and can be a lot more fun) when you are part of a network of friends and family, a community.

In these days of looking out for number one, community isn't always what it is supposed to be. We'd all like to think we live in a place where people care about others -- where people pitch in to help, especially when things get rough. But this isn't always what we experience.

It seems that we are often reminded when things get tough to "Pull yourself up by your bootstraps, my grandfather did". That may be true, but many of those "bootstraps" are no longer available today. A major contributor to this issue is that the supportive community of our grandparent's day, the community where people looked out for each other and supported each other, in many places is no more. It has gone the way of the gaslight, the horse, and the buggy. And we're paying a really big price for that loss.

One of the main attributes of your 4WD Club (& 4WD Victoria) is our sense of community, helping others, working with others, enabling others. Being a part of the 4WD community while working within the broader community.

The ancient African proverb states; "it takes a village, to work with the family, to raise a child and weather the storms of life". If we want that kind of support, the place to begin is with ourselves. Community, like charity, begins at home. You start building a good neighbourhood when you yourself decide that you will be a good neighbour.

Many of us feel like we are judged on our disabilities rather than on our abilities. There is no doubt, sometimes this is true, but often we give people little choice as we are slow to acknowledge our weaknesses and quick to focus on our own agenda and selling our self assessed strengths. Working with others takes serious effort on everyone's part. What can be achieved when we get it right ... you can judge that for yourselves.

Here are a few tips that might help:

- Acknowledge and understand your own strengths and weaknesses.
- Acknowledge and use the skill strengths, ideas and opinions of others.
- Let others know when they are doing a good job.
- Respect the feelings, views and values of others.
- Support and encourage others by helping those who need assistance.
- Accept assistance from others willingly.
- Do not avoid conflict. Respectfully address issues or problems when they happen.

How do you think you can help build a better community ... and what are you prepared to do about it?



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