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# TRACK WATCH

**BUTCHER COUNTRY TRACK INSPECTION**  
**SEASONAL ROAD CLOSURES IN SOUTHERN ALPS**  
**TRACK CLEARING FOR DELWP**  
**DARTMOUTH DAM TRACK CLEARING**  
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# From the President



Welcome to the December issue of Trackwatch. The AGM has been held and as you may have gathered a couple of changes occurred. With the caretaker role Garry Doyle has taken on with the National Council, along with his National Council treasurer responsibilities, he has stepped down from the position as President of Four Wheel Drive Victoria. However as Brian Lewis has not stood for re-election to the Board and Treasurer, Garry has taken on this role, and was elected unopposed. Colin Oates nominated for the position of Vice President, which I vacated, and I for President. We were both elected accordingly. David Roberts and Kat Marmara-Stewart also both remain as members of the Board, along with David Craineane, who remains as Secretary. I would like to thank and recognise last years Board, lead by Garry, for their diligence and contribution to the Association, along with our CEO Wayne Hevey and the office staff. The Association has completed a successful year by any measure, and continues to strengthen the services it provides to Clubs, Government and its RTO.

At the recent National Council meeting, the Victorian Association formally resigned as a member. This being as a result of lack of confidence in the auditing process and lack of Annual Reports as requested at the end of last year, and not forthcoming, on behalf of member Clubs. This action, also supported by the Queensland delegate, resulted in the entire National Council Board resigning. The business of the National Council is being looked after by the President of the Queensland Association and Garry Doyle in the meantime, with a programme of review and reporting due in the first half of next year, around recommendations as to its

future and structure.

This will very much drive this Association's decision as to whether it rejoins the National body or not.

Over the last couple of years there has been a concerted focus on the Association's RTO around compliance, courses offered, trainer currency and service delivery. This has had the desired outcome, with a significant increase in demand for our courses, and a corresponding increase in our training revenues. This bodes well for our ongoing RTO growth, and is consistent with the Association's strategic plan for future growth, and further financial stability.

We continue to work with the Land Managers and Government around our KPI's, including Camp Host programmes, Clean Up the Bush, Iconic Drives and Track Clearing.

With this issue of Trackwatch Christmas is upon us. Please be mindful of track closures, and as always in the summer, the fire risk. In the meantime on behalf of your Association may I wish you a very happy Christmas and a safe, healthy and successful New Year.

Regards,

**Michael Martin**  
President

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Many thanks.

**Ian Fletcher (FWDV)**

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# TWO CLUBS, 4 GUYS, 6 CHAINSAWS AND SOME TRACK CLEARING

*Report by Wayne Roberson  
President Boomerang 4WD Club.*

*Photos courtesy of David Woolcock,,  
Brendan McKee and Kelton Goyle .*

*Glendart Track blocked*

***The Boomerang 4WD Club of Albury/Wodonga and Amorok Club Victoria join up to clear some tracks around the Dartmouth dam area in the lead-up to track opening.***

On the weekend of 20/21 October the Boomerang 4WD club of Albury/Wodonga was asked by Parks Victoria Ranger, Kelton Goyle (Tallangatta Region) to assist in track clearing around the Dartmouth area (around 1hr north east of Tallangatta).

We have done this for the past two years with a number of members helping out. Unfortunately due to previous commitments we were down in numbers this year.

So after some discussion with Wayne Hevey from Four Wheel Drive Victoria, he was able to organise some helpful souls in the form of Mat Mason and Brendan McKee from the Amorok club of Victoria to aid myself and David Woolcock (Boomerang 4WD club member).

We met in Tallangatta at 9am on Saturday the 20th and did all the necessary paperwork and discussed all the relevant OHS procedures. The order of operations was Mat, Brendan and David on chainsaws while I was the labourer.

We turned onto Slipthorpes Track from the Benambra-Corryong road following onto Glendart Track which loops back around onto the Benambra Corryong road. Clearing started out quite slow until about 1/3 of the way along Glendart Track when we came to our

first fallen tree which was dispatched with little effort (having 3 chainsaws on the job helped). It was a good warm up for what was to come.

By the end of the first day, we had cleared three large trees, one of which took over an hour to cut up from Glendart Track even during a rather intense thunder storm. At some places on the track there were chicken tracks around the bigger trees, which I found was a good spot to put the logs we had cut from the trees, some we could only really get small enough to winch off the track.

Glendart is an easy track that loops around from the Benambra Road back

onto the Benambra Road where there is some remains of an old mining town and a few good camp spots.

Saturday night was spent at the Staceys bridge campsite doing the usual, sitting around the campfire telling a few stories some tall some true..



*Glendart Track cleared*



Sunday we were up bright and early to a sunny and somewhat chilly morning. We headed up to Dartmouth Track. A nice, narrow little track roughly 30km in length with some steep sections closer to the Dartmouth dam and the waters edge.

While we didn't find much in the way of clearing, we did get a couple of photo opportunities. We were warned that if this track was wet, it may be better to avoid going down after rain, and I have to say it would've been an adventure in some spots, as it can get steep and in some places the camber does lend itself to the odd slip and slide. Also running off to the side of this track is the access track the Greens Creek Battery, an old gold mining area.

On leaving Dartmouth track we headed back up to Eustace Gap track, which is a main track to the Eustace Gap camping area with boat accessibility. There wasn't so many trees blocking the track as this is a regularly used track but there were a few overhanging trees that needed to be cleared up. In all I estimate we cleared up around six or so trees from either blocking tracks or at least making the track skinnier than it should be.

On the way back to Wodonga we took a "little" detour via Tangambalanga to show the guys from the Amorok club the "underground hut" at Yackandandah. There is many theories about who built this hut...

The first version I heard was that it was built around the 1930's by a hermit or a prospector, the latest version seems to be that it was built around the 1980's by a man named Cohn. Whenever it was built it certainly took some doing..

All in all it was a good weekend, out in the High Country making new friends, sharing some stories and helping keep the tracks open.

Thanks to David Woolcock (Boomerang 4WD Club) and Mat Mason and Brendan McKee (Amorok Club Victoria) for their assistance and great company over the weekend (Brendan has some really good stories) and for their photos.

One of the benefits of working with Parks Vic and DELWP is the access we sometimes get to different areas and this weekend was no different. Kelton Goynes from Parks Vic was kind enough to give us the key to the gate into the Green Creek Battery.

This was one of the most complete Batteries I have ever seen, and had I not done track clearing in that area would never have known it was there!

**Wayne Roberson**



*End of Dartmouth Track*



*Greens Creek Battery - Pre 2003 fires*



*As it is today*



*Underground hut*

In a report generated by Heritage Planner – Chris Smith in May 2007 in relation to its significance : “ The Greens Creek Battery is historically and scientifically important as a characteristic and well preserved example of an important form of mining. The Battery is significant as one of the most intact sites of its kind in the State. It was installed in 1884 to crush stone obtained from the Morning Star Mine, which is located on a spur, 500 ft above the battery...” “The Greens Creek Gold Battery is archaeologically important for its potential to yield artefacts and evidence, which will be able to provide significant information about the technological history of gold mining.”

***Just a few points from Kelton Goynes.***

- A restoration project in 1994-95 led by Glen Mawson – Ranger in Charge at Corryong replaced all the timbers including under the stamper boxes.
- The 2003 Great Alpine fires destroyed the timbers under the steam engine leaving the whole weight of this and the large fly wheel supported by the steel rods with the risk it would collapse. (See post fire pic).
- After receiving funding in 2008 I replaced the timbers by getting a template and measurements and made up the timber foundations in the depot at Tallangatta.
- In late 2008, with help from a contractor (Nigel Mouat) with a small excavator we transported and installed the timbers using a slip rail to position for the new rods to be fed into place.
- Regular vegetation/weed control by local 4WD Club members annually and fuel reduction burning around the site assists in protecting it from future fires.



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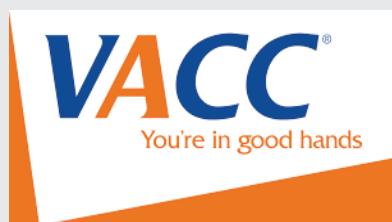
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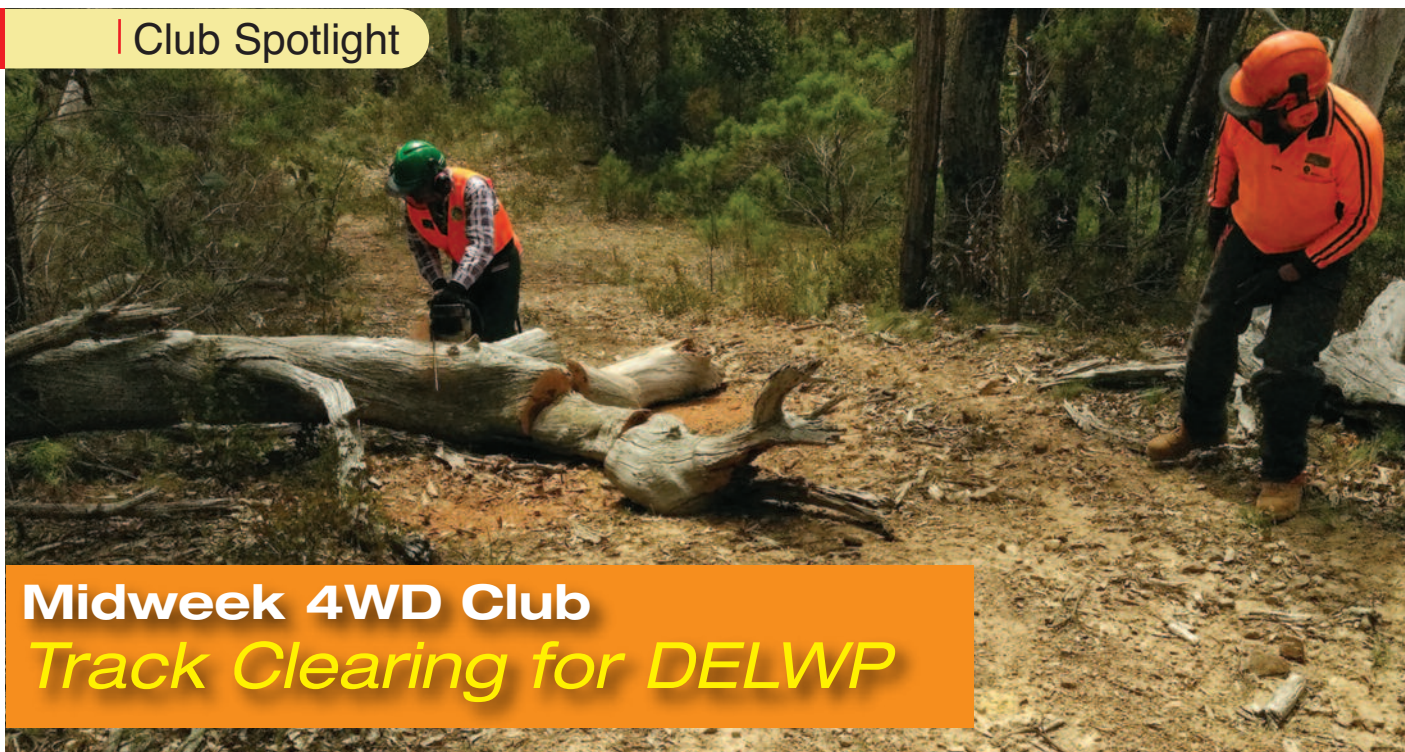
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## Midweek 4WD Club *Track Clearing for DELWP*

Midweek 4WD Club started volunteering for Track Clearing projects shortly after the club was formed. In recent years we have allocated approximately 10 days per year for the task. In April this year we did a week of work northeast of Benambra on behalf of Parks Victoria, reporting to the Omeo Office.

Unlike most of our Track Clearing projects, in the lead-up to the 2018 Seasonal Track Opening, we undertook work this time on behalf of DELWP.

The work was primarily arranged through Tambo District - Forest and Fire Operations Division, Forest, Fire and Regions - Department of Environment, Land, Water & Planning. Boy, that's a lot to squeeze onto a business card!

The team leader had initially to visit DELWP Swifts Creek and submit Midweek's Safety Plan for track clearing, a Communications Plan for the Project, and a signed list of personnel. This gave some of our folk a chance to also re-acquaint themselves with the delights (a bit limited – but good coffee) of the Swifts Creek Bakery (next door).

Some of the team travelled up from town on Sunday and settled into their base

camp at Bentley Plain (just a short walk from Moscow Villa). The rest travelled up on Monday morning. The whole team got busy in the afternoon. Work continued throughout the rest of the week until Friday morning, when it became time to pack up and return to Melbourne. This would not have been a good day to be track clearing under any circumstances, as damaging winds averaging 50-60 km/h with peak gusts of 90-100 km/h were expected across mountain areas that day.

While the club has run a number of trips in the general area and camped at Bentley Plain on a few occasions, the tracks driven on this trip were all new to the club. Some of them proved to be quite steep and washed out; these should have been started from the higher end. They convinced one member that a transmission cooler should be fitted to the vehicle.

There was a requirement for the team to communicate with DELWP Tambo Region Duty Officer each morning and afternoon providing the daily plan, and also to fill in a Safety Appraisal form before starting and after finishing work.

This provided some logistical challenges as phone reception is patchy in that elevated area despite the communications facilities situated on Mount Nugong, near Bentley Plain. There were three reliable locations within 6 km of camp and phone reception could also be often found as the convoy travelled along. As a back-up, a satellite phone was also carried.

The area of operations assigned to the work party was geographically large, stretching from northeast of Omeo all the way south to a point east of Ensay.

By the time the team returned to Melbourne, they had completed 200 hours of volunteer work and collectively expended another 110 hours just driving to and from home to camp and back. However, the main thing was that they had been out in the bush with friends, doing something useful, but also definitely enjoying themselves. We hope the members of other clubs that worked on track clearing in other parts of the state around the same time also had fun.

**Richard Northway and Geoff Kenafacke**







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## TRACK INSPECTION AND SEASONAL OPENINGS



**Parks Victoria G Wagon crossing the Shaws Creek Bridge at Thomastown during the pre-opening track inspection**



**Parks Victoria Ranger Team Leader, Connor Wilson clearing a tree on King Spur prior to opening the track**



**FWDV CEO Wayne Hevey unlocking the gate to Kelly Lane**



**Ranger Wayne Foon crossing the Avon River during a gate check trip**



**Jenny Lawrence, Parks Victoria Ranger and Wayne Hevey attach a sign explaining the early opening of Kelly Lane**



**Seasonal closure gate cut to gain access during the closure period**

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# Seasonal Road Clos

A normally reliable four wheel drive magazine, in an article about travelling in the Victorian High Country, stated that the roads and tracks were closed in winter due to the likelihood of avalanches. Even with this year's bumper snowfall, the possibility of an avalanche on Zeka Spur or the Howitt Road, in mathematical terms, is probably zero.

The reasons for the Seasonal Road Closures are defined on Parks Victoria's Parkweb site.

*"These tracks are closed to vehicles for visitor safety, to maintain water quality and prevent erosion during the wetter months as rain and snow softens the tracks, making them vulnerable to damage".*

Seasonal closures are supported by Four Wheel Drive Victoria and the Four Wheel Drive Victoria logo appears on the closure information sign at closure gates. Seasonal closures generally begin after the long weekend in June and gates are opened at the end of October, in time for the Melbourne Cup weekend. There are some extended closure areas on sensitive tracks and occasionally tracks may have longer closures if they are considered danger-

ous, in need of repair or too wet. Updates and lists of track closures are available on parkweb and from Four Wheel Drive Victoria.

Two tracks in the Southern Alps that have extended closures are Kelly Lane and King Spur.

Kelly Lane, north of Licola, starts at Thomastown off the Tamboritha Road, the northern end is at Howitt Road. For much of its length the track follows the course of Shaw Creek.

King Spur runs off the Dargo High Plains Road providing access to great camping at Mayford on the Dargo River. Long Spur Track also runs off King Spur.

During the seasonal closure, Parks Victoria Foothills and Southern Alps Rangers, from either Dargo or Heyfield, conduct regular gate checks. I have been fortunate in being able to travel on some of these days. Most memorable was trudging through the deep snow to the Howitt Road gate in mid September with Ranger Wayne Foon. Just the top rail of the gate was visible and Wayne said the snow level had decreased from the middle of winter. In deep mid winter snow, Rangers are required to

utilise skis or snow shoes to access some high altitude gates.

Sadly not all Park users respect the seasonal closures. Battery powered angle grinders seem to be the current weapon of choice for those wanting to breach the gates. These incidents are reported as criminal damage to Victoria Police. Rangers often have to spend hours repairing gates and getting material on site to complete repairs. The damage is not only a considerable cost to Parks Victoria but the repairs take Rangers away from other important work. The tracks are vital for summer fire operations and we are privileged to be able to use them recreationally. If you come across damaged gates take a photo and send the information to Parks Victoria or the Victoria Police. If you encounter people in the act of damaging gates or any Park property, stay safe and try to covertly get registration numbers and descriptions.

The 2018 winter has been remarkable for a lack of rainfall but unusually deep snow. We probably need to consult some meteorologists and climate scientists to explain that situation. The lack of rainfall has allowed the tracks to stay





*The new Butcher Country Track with the extensive wheel rut damage beside the track rehabilitated. (See track before over page)*

# asures in the Southern Alps

reasonably dry, even after the snow melt. With this in mind as Regional Representative for the area, I was able to do an inspection along Kelly Lane with Ranger Richard Southerton. The new Mercedes G-wagon hardly left any wheel tracks as we drove along the track. In consultation with Ranger Team Leader Sarah Noonan and Area Chief Ranger Mike Dower, it was decided that due to the current and expected dry conditions, the track could be opened. Perfect timing! Wayne Hevey, Four Wheel Drive Victoria CEO was coming to the area in a couple of days. There is a short article about the visit elsewhere in this edition of Trackwatch. We were able to give Wayne the honour of unlocking the two gates.

The day after the opening of Kelly Lane I was invited to accompany Ranger Team Leader Conor Wilson from the Dargo office to inspect King Spur. Once again, due to the dry winter and predicted dry summer months, we determined that the gate could be opened.

The consultation between Parks Victoria and Four Wheel Drive Victoria regarding the seasonal closures has been outstanding. I would like to express my

thanks to the whole Foothills and Southern Alps team.

A few thoughts on travelling in the Mercedes G-wagons. These vehicles are new to the Parks Victoria fleet and are identical to the DELWP Forest Fire Management vehicles. Based on the Mercedes-Benz G-Class professional cab chassis the vehicles have replaced many of the 70 Series Toyotas as light fire fighting trucks. As an ex Land Rover Defender owner there is a familiar feel to the G-wagon, it is somewhat utilitarian. Even the view over the bonnet is similar. The cabin is sparse with very little in terms of modern appointments. You have to manually wind the windows, even Defenders had electric windows. There is very little seat adjustment and almost no in cabin storage, not even cup holders. However, I found the vehicle to be very comfortable to travel in, sorry 70 Series owners but the ride quality of the nearly 4.5 tonne truck was very good and much kinder on the body. The V6 diesel has to be "encouraged" on hills and sounds busy. The transmission is automatic and there are standard differential locks. The rear section is quite complex and fitted for

fire fighting. There are some neat lockers that seal and lock for personal kit and other bits of gear including a chainsaw locker. Up front there is a bull bar and Warn winch. Everything is designed for ease of access. Safety is a key feature of the vehicle with a falling object protection system (fops). This platform over the cab gives the vehicle an unusual appearance.

On our track assessments we didn't get to do much serious four wheel driving; there were some slippery clay sections, rocky tracks and shallow creek crossings. The very lumpy top section of King Spur highlighted the suppleness of the suspension. My limited experience impression is that the Mercedes is supremely capable. The Rangers I travelled with were full of praise for the vehicle.

Most seasonal closure gates are now open and there are some superb places to explore and camp and the Southern Alpine National Park. For information use [parkweb.vic.gov.au](http://parkweb.vic.gov.au) or give Parks Victoria a call on 131963.

**Greg Rose**

FWDV Regional Representative  
Southern Alpine National Park,  
Land Rover Owners Club of Gippsland.





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*Jenny Lawrence and Sarah Noonan from Parks Victoria Heyfield, explain the method used to improve the track surface to FWDV CEO Wayne Hevey*

## Butcher Country Track, inspection of road works

Butcher Country Track is north of Licola in the Alpine National Park. The track can be accessed from Howitt Road within a few hundred meters of Zeka Spur Track. Butcher Country forms part of a popular touring route, for experienced drivers in capable high clearance four wheel drives, that includes Caledonia River Track and Dingo Hill. In October 2017 Wayne Hevey and Greg Rose from Four Wheel Drive Victoria were invited to inspect significant damage on the fragile area where the track crosses the Howitt Plains. The full story can be found in the December 2017 edition of Trackwatch. In essence the track was a mess of sump

damaging protruding rocks, deep ruts, numerous side tracks and bog holes.

The plan to rehabilitate the track over several years changed rapidly as a result of the Caledonia Dingo Hill area fire of early 2018. An opportunity arose to do all the required work at once.

The extensive track work has now had a winter to settle and the route was opened at the normal opening date prior to the Melbourne Cup weekend. Wayne Hevey, Four Wheel Drive Victoria CEO and Greg Rose, Regional Representative Southern Alpine National Park were invited by Parks Victoria to inspect the track again.

On Tuesday the 13th of November, Jenny Lawrence, Parks Victoria Ranger, Sarah Noonan, Parks Victoria Ranger Team Leader Heyfield, Wayne Hevey, Greg Rose and Lois Rose, headed into the Park. On site Jenny Lawrence reminded us of the importance of the Alpine peatlands as a source catchment for water that flows all the way to the Gippsland Lakes. The deep ruts in the old track were interrupting the water flow to the plants. The before and after photographs and photos showing the stages of work graphically told the story.

The new track uses large rocks as a base, smaller rocks, a layer of permeable material and then fine stone rolled to a smooth compact surface. Building up the track in these layers allows water to flow below the surface. The engineering is very impressive.

Access has been maintained to sites suitable for camping beside the track. The scars and ruts from the braided out track have been covered over. Highly sensitive areas have been protected with fallen trees. Grasses are already growing back to cover bare areas.

The extensive track work only traverses the fragile Howitt Plain. Once you drive to the end of this work Butcher Country Track becomes the same, sometimes challenging, drive it has always been.

Thanks to Sarah Noonan for organizing the day and to Jenny Lawrence with her extensive knowledge of the environment and ability to explain the science in language we could understand. The day was another example of the strong relationship between Parks Victoria and Four Wheel Drive Victoria.

### **Greg Rose**

Regional Representative Southern Alpine National Park.  
Land Rover Owners Club of Gippsland.



*Butcher Country Track before it was restored*



*The new track surface with fallen trees utilised protecting the trackside environment*





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# Variety The Children's Charity Victoria, 4WD Adventure *'Treasure Island Trek' 2018s*



It's been a few years since my last article about the Variety Children's Charity 4WD motoring event so thought I'd remind everyone out there once again of the good work that Variety Victoria do.

The '4WD Adventure' as it's now known (formally The 4WD Trek) is suited to anyone with an adventurous spirit who takes pleasure in exploring the great outdoors. The event caters for both experienced and inexperienced four-wheel drivers alike and is supported by a knowledgeable team of staff and volunteer officials, boasting over 70 years of four wheel driving experience.

Importantly, its only with the help of these tireless volunteers alongside like minded businesses that such an event not only gets off the ground but kicks goals in so many ways.

This year in May we travelled to wild

and woolly Tasmania, and it didn't disappoint on both fronts! Over 12 days starting from Eildon in Victoria we hopped across Bass Strait to Devonport and began the adventure visiting

Stanley, Arthur River, Corinna, Strahan and Bridport, to name just a few.

Iconic tracks such as Climies and Balfour were tackled by entrants with







more capable vehicles, leaving others less likely to survive to explore surrounding areas at leisure. Directions to some of the footage at the end of this article, it's worth the watch!

With 22 entrant vehicles an extra official 4WD was required to assist with logistics, communications and general day to day goings on. The only problem was, we didn't have one!

After a quick call to one of the Pajero Club's long standing sponsors, Mitsubishi Australia were incredibly generous to offer a loan Pajero Sport.

A few temporary fit outs were then required including UHF and HF radio that were kindly powered by a high capacity battery box supplied by another club supporter ENGEL!

We needed a decent set of off road tyres so another quick call to COOPER TIRES for a loan set of STT PRO 's... you guessed it, yet another club supporter!

'OV3' was now ready to tackle the tracks, well some of them!

With the generous support of these companies amongst many other small businesses and individuals the event raised a whopping \$140,000. These funds will go a long way to assisting Victorian children in need with grants, programs, special needs equipment and scholarships. It was once again a privilege and pleasure to be amongst some pretty incredible people who dedicate a chunk of their lives to







# nd Trek 2018

assisting children in need.

If you would like information about next year's 4WD Adventure including the destination, head over to the Variety Victoria website for complete details. Go on check out next year's event :)

For information on the 2019 event Google: Variety Victoria 4wd Adventure

OR

[www.variety.org.au/vic/event/variety-4wd-adventure](http://www.variety.org.au/vic/event/variety-4wd-adventure)

To view footage of Climies track, Google:  
Variety 4WD Trek - Climies Track Tasmania 2018

To view footage of Balfour track, Google:  
Variety 4WD Trek - Balfour Track Tasmania 2018

## Frank Amato

OV3 (Official Vehicle Three)

Pajero 4WD Club Victoria





## Blaze Aid for Ian Lucas

Ian Lucas is a current member of the Otway 4WD Club which he has been involved with for the past 11 years.

In July 2017 Ian made the decision to retire from work. After the Easter fires which tore through Terang & Cobden Ian decided that he would volunteer with the group Blaze Aid.

Ian started with Blaze Aid on Easter Monday 2nd of April 2018 to current. In this time Ian has been involved nearly every day, only taking some time off in May & August for a well earned break and to recharge. Up until August Ian was commuting from his daughters house in Terang to Cobden every day. Since August Ian has moved his van to the current Blaze Aid headquarters at Cobden.

Ian has enjoyed his time so far meeting a lot of volunteers from all over Australia. Ian is still looking for anyone that could help out for a week, weekend or just a day. All meals are provided even hot showers at the end of the day. It is predicted that they won't finish until well into January 2019.

If there is any 4WD Club that could donate their time for a day or weekend they would be most welcome and accommodated for. Even any individuals that could help would also be fantastic. Ian could even put you in contact with the Otway 4WD Club to show you around the Otways for your club while over this way.

For all information for Blaze Aid could you please contact Ian Lucas on Ph 0431 712 565.



## New Book from Westprint Maps

### CROSSING THE DEAD HEART

By Cecil Madigan

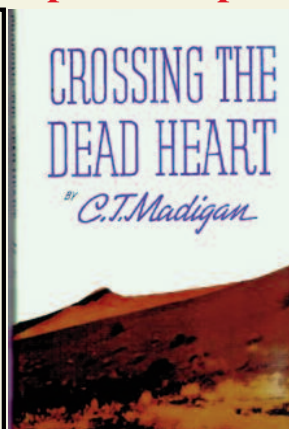
Crossing the Dead Heart is the story of Cecil Madigan's scientific expedition across the northern Simpson Desert in 1939.

While Crossing The Dead Heart has been reprinted as a facsimile edition several times, this edition is a faithful copy of the original text with additional footnotes by Colin Harris PSM, one of Australia's foremost authorities on Madigan and the Simpson Desert.

Photos from the first edition have been restored and used, while the cover design is as close as possible to the original 1946 publication.

The softcover is flexibound with endpapers. The inside of the front cover is reprinted from the original while inside the back cover is a photo and biography supplied by Madigan's family.

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Or phone 03 5391 1466



## 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.



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Or Club Phone on - 0439 014 366

Or Tony - 0437 067 911 or Peter - 0417 263 108

(Directions and Mudmap overleaf.....)



# TRAINING COURSES 2019

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Open to all club members, the general public and corporate organisations.  
Browse courses online at [www.fwdvictoria.org.au](http://www.fwdvictoria.org.au) and call the office to book on (03) 9874 7222

### PROFICIENCY COURSES



- Tuesday 29th January - PC190202 - Theory
- Saturday 2nd February - PC190202 - Practical
- Tuesday 26th October - PC190302 - Theory
- Saturday 2nd March - PC190302 - Practical
- Tuesday 2nd April - PC190406 - Theory
- Saturday 6th April - PC190406 - Practical
- Tuesday 30th April - PC190504 - Theory
- Saturday 4th May - PC190504 - Practical
- Tuesday 28th May - PC190601 - Theory
- Saturday 1st June - PC190601 - Practical
- Tuesday 2nd July - PC190706 - Theory

- Saturday 6th July - PC190706 - Practical
- Tuesday 30th July - PC190803 - Theory
- Saturday 3rd August - PC190803 - Practical
- Tuesday 3rd September - PC190907 - Theory
- Saturday 7th September - PC190907 - Practical
- Tuesday 22nd October - PC191026 - Theory
- Saturday 26th October - PC191026 - Practical
- Tuesday 19th November - PC191123 - Theory
- Saturday 23rd November - PC191123 - Practical
- Tuesday 3rd December - PC191207 - Theory
- Saturday 7th December - PC191207 - Practical

#### 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.

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## Club Spotlight

*Trip Leaders: John & Prue Hasler  
(LROCV & Pajero Clubs) and Tony  
Jambu (Pajero Club)*



### 13th Annual Far East Gippsland Track Clearing and Mt Joan Track Assessment with Parks Victoria

Land Rover Owners Club of Victoria & the Pajero 4WD  
Club of Victoria - 20 and 21 October 2018

Once again we descended on the Snowy River National Park and Alpine National Park for the annual track clearing expedition, an activity in its 13th year which has already become an institution.

The track clearing weekend has as its primary objective to clear trees from the

4-wheel drive tracks in the Snowy River National Park and Mt Tingariny section of the Alpine National Park prior to the lifting of seasonal track closures. But it has also become a fantastic example of the collaboration between 4-wheel drive clubs and Parks Victoria to help maintain such vast National Parks.

With approximately 200km of tracks targeted for clearing we literally had our work cut out. But this year saw an unprecedented 34 volunteers in 25 vehicles from the Pajero Club and the Land Rover Owners Club, not to mention 2 Parks Victoria Rangers in their own vehicles, which was plenty of people power to get the job done... weather permitting.

We were split into 4 groups, with each group assigned a set of tracks to clear. Two groups attacked from the northern end of the park while the other two groups worked from the south. Progress was good until a severe storm front moved across the park by late Saturday morning, bringing our work to a stand still.

While we were glad to get safely back to Yalmy Road, we were also disappointed to leave the park without achieving our objective. We made our way north to McKillops Bridge camping area and set up our tents for the night before driving back to the small country town of Tubbut where the local community put on an amazing dinner to feed such a large group of hungry 4-wheel drivers. For a couple of hours the population of Tubbut had doubled.

Monday, the weather had improved and a contingent of us assisted with an additional trip to the Deddick Trail to assess the condition of the Mt Joan Staircase with Parks Victoria

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personnel and the CEO of Four Wheel Drive Victoria. This is a 2km section of very steep track which had become very rutted in recent years and was bordering on dangerous. I led an advance party to finish clearing the track up to The Staircase to open it up for the assessment. It was very satisfying to finish what we had started on Saturday prior to the weather stopping us. My log had us clearing some 8 trees in the 15km of track, some of them up to half a metre in diameter. The consensus was that it was an important part of the Deddick Trail but it will need some clever engineers and many dollars to reinstate the track to where people can be confident of driving it safely in both directions.

So ends another track clearing weekend. I hope everyone enjoyed themselves as much as I did, it was yet another amazing experience. Mother Nature at her best and worst. And like minded people coming together as a team to perform such an important task while enjoying such a beautiful part of the world.

#### **By Ellen-Jane Browne (LROCV)**

It was planned for four groups to meet on the Saturday morning at Mackillops Bridge and Goongerah camping grounds and so some members opted to camp overnight at McKillops Bridge, some in Orbost (with the luxury of real beds) and others to Goongerah. Being a first timer I had opted for one of the easier tracks and hence camped at Goongerah camping ground.

What a surprise that was! Nestled on the banks of the Brodribb River was a delightful treed campground, with spots on the both sides of the river set up with clearly marked campsites, tables, fire pits for small and large groups. A short walk back towards the main road a relatively new pit toilet could be found, as well as a covered eating area should the weather turn inclement.

Saturday morning when the Orbost contingent with Renee our Parks Vic Ranger the comprehensive briefing was followed by distribution of helmets and water. We then split into two groups, but for the initial part of the journey we travelled up Mount Jersey Road through temperate rainforest, with John every now and then pointing out notable flora and forever in search of the Gippsland Waratah in flower. Towards the top one team verged to the left and we headed to the right before heading on to Monkey Top Track and then hopefully Bowen Track. Work then started as we progressed up a relatively gentle track, albeit overgrown, and at times a tad slippery... but after intermediate training there was nothing to worry about.

We soon got into the rhythm of the front set of vehicles making some initial cuts,



and our group of three coming along at the end and cutting up further and removing the trees and debris from the track. This worked well, and apart from some of the Pajeros having to have a few attempts at some of the more slippery bits (road tyres probably did not help) all was going well... until!

As it transpired the weather was against us, and after listening to the trials and tribulations of the other team further up the mountain it was decided to head off to McKillops to set up camp and (thanks to Parks Victoria) explore the possibility of staying in one of their houses at Deddick. It also meant a shorter drive back to Tubbut for one of the trips highlights... dinner with all those involved and put on by the Tubbut community.

The Tubbut Hall was a sight for true Land Rover lovers with Defenders times four and Perenties time two welcoming us as we drove up. Yes, there was the odd Pajero and some of those other makes that we rarely mention...but the image of those Defenders made the heart beat a little faster. Inside there was much conversation, laughter, new friends to be made, old ones to be had and great food from the ladies of Tubbut. John and Prue are to be commended for bringing this project together and for creating this lasting bond with the Tubbut community, the Pajero Club and Par's Victoria. I for one will be back next year.

Sunday morning saw me walking along the banks of the Deddick as the sun rose. The weather was kind but threatening, but again the beauty of the trees, the sounds of the birds and gorgeous rock faces that greet you along this stretch of road made for a great morning. Upon returning to the house the news was not good... it was still likely to wet to continue track clearing and hence people were free to head home and explore as they liked.



Stopping again at McKillops Bridge for photos, and to my surprise a bridge full of Defenders/Perenties, my brother and I headed up the hill towards Gelantipy. The first six or seven kilometres were a breeze, but the higher we got, the steeper and narrower it seemed and the last few kilometres left little room for error. Fortunately we did not meet any oncoming traffic and other than suggesting to my brother that silence would be good, a somewhat uneventful trip was had.

McKillops Road is a glorious road, and despite my fear of heights one I would do again. The views are incredible, the terrain just beautiful and the flora and fauna abundant. And the delight of Victoria's deepest gorge, and the fantastic vista offered when one reached the top made it even more worthwhile.

In short, if the offer to partake in track clearing comes up - take it - it may be a long way (even for a South Gippslander) but the experience is unforgettable and one worthy of doing again and again.

#### **By Ivan Lawrie (LROCV)**

Friday was a fine day in Melbourne but the messages that came through from Prue and the Park Rangers about the forecast downpour on Saturday had





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us wondering exactly how miserable it might be in the cold rain all weekend and contemplating 2 days in a wet swag.

After a few calls to shore up numbers we decided we were all nonchalant enough about the weather to make the 6hr drive from sunny Melbourne to rainy McKillops Bridge where we would be based for the next 2 days.

I left later than I had hoped, spending the time to hastily apply a coat of canvas waterproofing to my aged Perentie canvas which I knew to leak like a sieve at the slightest precipitation - by Saturday afternoon in a torrential downpour on Mt Tingaringy my passenger and I agreed it was time well spent. Back to the journey and as we snaked our way upwards from Orbost, dropping in and out of phone coverage, pushing the Perentie ever onwards and upwards we hoped Google maps had buffered enough to get us there, and 15km out from camp we tried the UHF and were pleased to hear a reply. The fire was roaring, a chunk of warming Boerworst and a beer was awaiting and not a drop of rain had yet befallen camp.

Pulling into McKillops Bridge campground we caught up with LROCV members Simon Disler, Dali Bohacik, James Lawson and his passenger Bill Wong, and Mark and Leo Fermor. Throwing our swag down, Finn and I got our beds ready before young Finn and Leo went to bed while the rest of us wandered across to meet the Pajero Club who had set up camp at the other end of the grounds.

With their roaring campfire made blue by a cocktail of fire enhancement additives, they weren't hard to locate in the dark. To our relief we found the Pajero club guys were well organised with most of them trained in chainsaw use and track clearing veterans of many years. We discussed the rough plan for the next day, what to expect, how the day would pan out depending on the weather and what the various groups would aim to achieve.

The next morning we noted the Snowy River had risen significantly, a sign that there had been an environmental flow released from the Jindabyne dam.. The Ranger's G-Wagen glided silently into camp and we got ourselves ready for the briefing - who would tackle which track, forms and waivers and indemnities to sign, safety briefing about the hazards involved.

We decided to get moving to beat the incoming rain and hit the track. Group 1 was split into A and B and after some early confusion about who was in each group, we made our way to the locked gate, keys in hand. That's one of the major perks of the trip, making the first



tyre imprints on these tracks which have laid dormant over winter.

In Group 1A we had an easy run, ambling along, stopping to admire the view, moving a stray branch here or there, rarely firing up a chainsaw. Until half way up a steep incline my progress halted on a small pile of slippery branches across the track. After clearing it, the incline was too steep for my passenger and I to get our seatbelts on, with the inertia lock already engaged in the retracted position. We backed down a few metres to get a run up on the newly cleared section and a misjudged turn of the wheel had us almost instantly diagonal across the track, with a real possibility of rolling if we got completely sideways. Wedged between two drains we couldn't move. Maxtrax we're deployed to no avail, and it was then time for the winch which had us quickly moving again.

Meeting the other group on the summit of Mt Tingaringy it was decided that it was too dangerous to stay on the summit with the amount of local lightning. A hurried run downhill in the wind and rain then ensued, and then travel to Tubbut for the dinner arranged by the local community and where we would meet up with the other groups who had spent Friday night at Orbost.

The Tubbut ladies certainly know how to host a dinner, with nobody going hungry amongst the tubs of salads and sausages, potato bakes and other baked delights.

Driving back to camp in the dark the convoy contemplated the pouring rain, discussing and comparing our lighting setups in the dark rainy conditions and wondering how far down the hill our swags and tents had been washed.

We had made a plan to attack another local trail the next morning before heading back to Melbourne but by Sunday morning with the amount of rain that fell on Saturday evening it was decided against and a leisurely inspection of the closed Armstrong Track was instead agreed and undertaken. Walking up the worst parts of Armstrong track we expertly and unofficially classified it as a double black track, passable uphill only with 35" wheels and diff lockers front and back and doable but treacherous downhill.



Realising the time was quickly getting away from us, we decided to make tracks for Melbourne, agreeing on taking the scenic route through Omeo and over Mt Hotham. We stayed on the designated channel 15 for the journey chatting to each other up out of the valley and over the hills towards Omeo, and soon enough were joined on air by others from the trip also making their way home. That's the beauty of a Defender, no matter how early you leave you will always be caught up and overtaken by someone else which makes for a very social trip.

Tracks cleared: (3 or 4 at least I'm sure)

Friends made: ✓ Great time had: ✓

Just goes to show when you are doing what you love with a great bunch of friends, it's a good time in any weather. I can thoroughly recommend this trip to anyone considering it, and thanks to John & Prue Hasler and Tony Jambu and Parks Victoria for enabling it to happen.

**Trip Leaders:** John & Prue Hasler (LROCV & Pajero Clubs) and Tony Jambu (Pajero Club)

Edited by Prue Hasler

**By Andrew Mortlock**  
(Pajero 4WD Club of Victoria)







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## ANSWER THE CALL OF THE WILD

4WD modifications are becoming increasingly popular. Enthusiasts are modifying ECU's, fitting oversized tyres and upgrading exhaust system amongst a host of potential enhancements.

As a result, it is important that the improved vehicle performance is not compromised by the standard clutch. It is critical to check to ensure the system is capable of handling the increased load being transmitted through the drivetrain. Failure to do so can result in clutch slip and premature wear.

EXEDY's Safari Tuff 4WD clutch range is designed help overcome these issues.

EXEDY has several options in its range for light commercial and 4WD vehicles seeking something stronger than the standard clutch system. The Safari Tuff Clutch is the "next level" again which is suitable for the 4WD enthusiast who enjoys hill-climbing on the weekends or towing a heavier load such as a van or boat.

At the top end is the Safari Tuff Heavy Duty Clutch which boasts the highest torque capacity in the range and which is suitable for vehicles fitted with a performance chip, oversized tyres or exhaust upgrades and for vehicles engaged in more demanding 4WD activities such as Winch Challenge events.

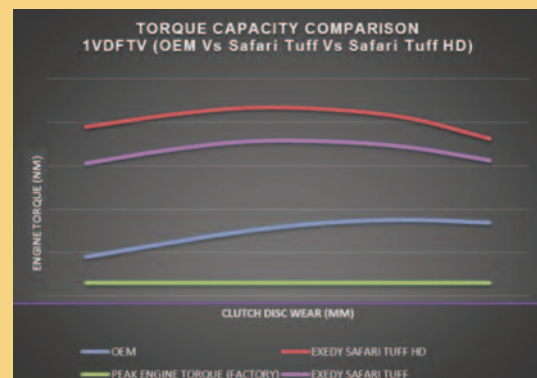


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# Game Changer?

## Mercedes introduces X-Class 4x4

High-end dual cab utilities accounted for more than half of all 4x4 ute sales in 2017. Toyota alone selling 50 percent of its top of the line HiLux in SR5 guise, while Ford bettered this with 70 percent accounted for by high-end Wildtrak and XLT Ranger sales.

Taboos have been broken by other luxury car manufacturers with Porsche, Lamborghini, Rolls Royce and Audi delivering luxury SUVs, so why not Mercedes Benz a 4WD ute? While thought of Mercedes producing a ute would have been “wash your mouth out” material a few years back, it now makes sense for it to join the \$70,000+ prestige ute market that is flourishing in Australia.

Mercedes is no newcomer to four wheel drives, with its range topping twin turbo V12 powering its AMG G65 SUV. Along with its heavy-duty commercial vehicle models, and rich heritage in building Unimog 4x4 trucks, a utility was always going to happen. At launch Dianne Tarr, managing director of Mercedes-Benz Vans in Australia said almost 9,000 Australians have expressed interest in the X-Class – 60 percent from rural regional areas and 40 percent from tradies.

Work commenced on the X-Class in 2012 and its production was accelerated through Mercedes technical alliance with Nissan. Build on the Navara platform, it shares the same four cylinder engines, transmission and suspension set-up.

### Model Range

The X-Class is offered in three variations – Pure, Progressive and Power specification. We drove the X250d Power, the top spec four-cylinder model priced at \$61,600. In many respects it offers similar levels of equipment as the Nissan Navara ST-X, with the same

140kW/450Nm 2.3 litre twin turbo diesel, seven speed automatic, part-time dual range 4WD and locking rear diff.

However line the two models up and there is little that suggests this isn't a new vehicle and certainly is not a re-badged Nissan. The X-Class body has its own presence with imposing front end and body styling. Impressive changes have been made including adding strengthened beams to the chassis, four wheel disc brakes in place of rear drum brakes and wider axle. The body is 70mm wider than the Nissan, and Mercedes say that every panel is unique to the X-Class. The tailgate and rear door are questionable?

### Cabin

While most high spec utilities have grown from lesser equipped models, any add-ons tend to look, well just like add-ons to justify the higher price. The X-Class cabin is in a class of its own. It looks fully integrated and refined, and you could just as easily be stepping into

a C-Class or other well equipped Mercedes sedan. It is comfortable — totally un-ute-like, and offers the degree of prestige and comfort one associates with the brand. It uses a C-Class style dash, sporty steering wheel and the same Mercedes infotainment system with navigation and a rotary dial and cursor interface on the centre console. Several menus offer a plethora of information, but until you conquer the logistics of how the system works, it is often just too difficult to navigate and input information.

There is a subtle mix of higher standard upholstery and use of chrome highlights. Ride quality is spectacular, and Mercedes have nailed comfort and cabin insulation. Mercedes has made extensive changes not only to the body, but suspension and safety technology. Suspension is retuned, retaining the coil spring rear end and adding a wider track.



*Fully integrated cabin is best in category*



## Safety

Mercedes ticks all the boxes when it comes to safety. The X-Class adds a number of features not found on competitor vehicles. There are 7 airbags and an alphabet of active safety systems. These include ABS, Active Brake Assist, DSR (downhill speed regulator), EBO (electronic brake force distribution), ESP (electric stability program), cruise control and Parktronic park assist. There is also Lane Keeping Assist, which vibrates if you stray out of your lane. The rear seat also comes with child seat anchorage points.

## Driving

The 2.3-litre motor is sluggish at acceleration, but once rolling delivers a smooth drive. When pushed the rear anti-roll bar keeps the body relatively flat while cornering and twisty roads are a breeze with no lack of cabin comfort. The drivetrain is smooth and the 7-speed shift intuitive. Undoubtedly the arrival of the 3.0-litre model will address any power concerns.

The steering wheel only has reach control, and the push button start/stop button is hidden behind the steering column. Interior storage is limited and just a single cup holder is a no, no! Creature comforts included in our test vehicle with options fitted included multi-adjustable black leather seats including adjustable power lumbar support climate control, park assist, navigation screen, curved aluminium dash, Artico seat upholstery, electric rear window, 3x12V plugs, plus one in the rear tray area. The winter pack also added heated front seats and heated windscreen washer jets. These additions pushed the value of our test vehicle to \$73,300.

The rear seat is well finished, but sits a little too upright for comfort for an adult passenger. Front side mirrors fold inward at the switch of a button. Towing capacity is a heavyweight 3.5 tonne. Fuel economy achieved, (including both on and off road segments) was a respectable 8.7L/100km.

## Four wheel driving

From the outset, buyers of the X-Class are unlikely to tackle genuine 4WD terrain. I was fortunate to put the X-Class through its paces in some medium to bordering on extreme sand driving. The vehicle is fitted with 19-inch road tyres and wouldn't be my first choice for track driving. Ground clearance (22 mm), like most standard 4WD utes is not going to cut it in difficult conditions, where vehicle height can make the difference in getting through. Despite these impediments, the X-Class performed extremely well off-road. The engine, while working hard at times delivers reasonable power and torque.



Two features that are fabulous are firstly the 360-degree surround view camera that assisted in wheel placement in tricky situations. The other being tyre pressure monitoring, with an on screen diagram showing tyre pressures in each tyre. For sand driving, extremely useful information.

At times engine response was sluggish due to safety systems kicking in. This was overcome by deactivating the ESP, which improved traction.

Mercedes has done a great job on the chassis and even climbing some deeply rutted dunes that required maximum momentum; the Benz absorbed the hammering with no fuss.

This is one tough truck and while many potential buyers will never drive it to its capabilities, it is reassuring to know that this is a quality off-roader.

Four wheel drive and 2WD can be

selected on the fly up to 100 km/h.

Four-wheel drive is selected via a rotary dial. From 2WD the dial is depressed and the next setting is 4WD H. To select 4WD L the vehicle needs to be stationary and the transmission put in neutral. When in low range a standard rear diff can also be activated.

Approach (30 degree) and departure (25 degree) angles were very good, with ground clearance 222mm, and wading depth 600mm

## Verdict.

The X-Class Power is a very desirable prestige dual cab. It delivers in the key areas of cabin comfort and refinement, with decent on/off road ride and handling. Yes, there is room for improvement, but the magnet of the large Mercedes badge is alluring.

The good news is that this month the much-awaited V6 3.0-litre equipped version is being launched.

While the Power equipped with several factory fitted up spec packs is a totally desirable vehicle, Mercedes is predicting volume sales with the other lesser equipped variants in the range aiming for a broader customer base.

Mercedes has all the bases covered with 3 model variants and the addition of the V6 which produces 190 kW of power and 550Nm of torque, plus all-wheel drive with low range will become the X-Class of choice.

**Brian Tanner**  
Editor





Words & pics -  
Graeme Walsh - Land Rover  
Owners Club Victoria

## The Ultimate Vehicle for Putting Wet Stuff On The Hot Stuff!

*"The Unimog is an all-terrain, purpose-built vehicle that is equipped with the latest in fire-fighting technology".*

### Wodonga hosts State-wide fire-fighter training

A fleet of Forest Fire Management Victoria's (FFMVic) new Unimog fire-fighting tankers converged on Wodonga in north-east Victoria and surrounding regions in late October as part of a State-wide driver training program.

"Training our drivers to operate the new fleet ahead of the peak bushfire season is critical for our ability to respond to fires, and help keep the community safe," Andy Wernert, District Manager Upper Murray, said.

"North-east Victoria provides a great environment for us to deliver our driver training, for both the varied terrain we are able to cover and the sheer beauty of the region. Local residents will have seen the fleet of eleven Unimogs rolling through their townships, and we thank everyone for their patience while we undertake this important training."

"Thirty fire-fighters from across the state undertook the training. Once completed FFMVic will have more than 200 trained Unimog drivers this fire season, with 41 Unimogs ready to be deployed across the State. The introduction of the Unimog heavy tanker to FFMVic's fleet improves fire-fighting safety and our ability to reduce the impact of bushfires on local communities," Mr Wernert said. It is part of the State government's \$32 million upgrade of Victorian fire-fighting vehicles.

The Unimog is an all-terrain, purpose-built vehicle that is equipped with the latest in fire-fighting technology. It has improved off-road driving capability and is fitted with the unique overhead Falling Object Protection System (FOPS).

Victoria was the first state to implement this level of falling objects protection in its fire-fighting vehicles.

The tankers have a water carrying capacity of 4,000 litres and are built to accommodate four fire-fighters in ride comfort and complete safety.

The ride is impressive and very comfortable despite the rough terrain; the vehicle itself looks and is very capable, and looks like it could climb straight up a wall. While these capable vehicles and crews are there waiting for action let's hope they are not called upon.

### Some specifics about the vehicle -

- Approx cost \$450,000 each
- 4.8 litre 4 cylinder diesel engine
- 160 kilowatts and 810nm torque
- 8 speed 'telligent' manual preselect gearbox
- Part time 4x4 with front and rear diff locks
- High range - 8 forward, 6 reverse gears
- Low range - 8 forward, 8 reverse gears
- Total gear reduction 359.7:1
- Front and rear diff locks, with Portal axles
- Can travel up to 100km/hr on the open road fully loaded if required



- Has an on-board battery charger
- Has separate batteries for the vehicle and for running pumps and lights
- All four seats have air suspension making the ride excellent
- Water fording depth of 800mm
- Water deluge system over the cabin to protect the occupants in fire burn-over situations
- In-cabin fire curtains all windows
- All frequently used equipment accessible from ground level
- Bead locks fitted to all tyres
- Tyres can be deflated from inside the cabin down to as much as 20psi if required for added traction.

To re-inflate it has an on-board tyre compressor

You can see the truck in action at -  
"Our UniMog Tanker in action"  
[www.youtube.com/watch?v=eVb8UMqC8Ok](http://www.youtube.com/watch?v=eVb8UMqC8Ok) and

"Ready to respond - Forest Fire Management Victoria"  
[www.youtube.com/watch?v=h-3RFY9zDdl](http://www.youtube.com/watch?v=h-3RFY9zDdl)

Words & pics -  
Graeme Walsh -  
Land Rover Owners Club Victoria







## TAKE THE ROAD LESS TRAVELLED WITH HEMA'S NEW 4WD ADVENTURES GUIDE

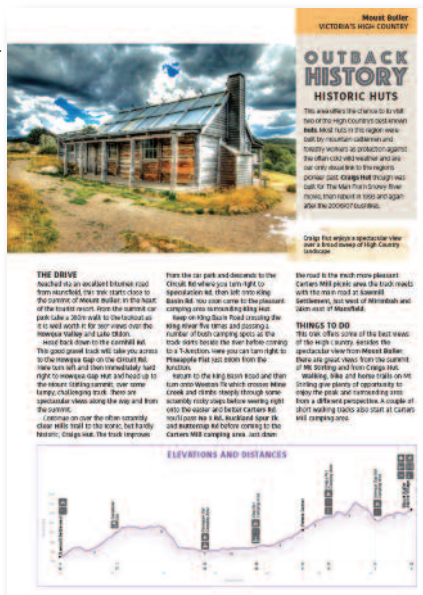
Since its inception more than three years ago, Hema's comprehensive 4WD Adventures Guide is back with a brand-new look.

With 100 new and revised tracks across 19 different regions of Australia, the guide has shaped into the ultimate tool for planning your next adventure.

Hema CXO Rob Boegheim says "it's only fitting that Hema produces the authoritative guide to Australia's Top 100 4WD Adventures and in true Hema style, when it comes to new editions, we do a serious job of it.

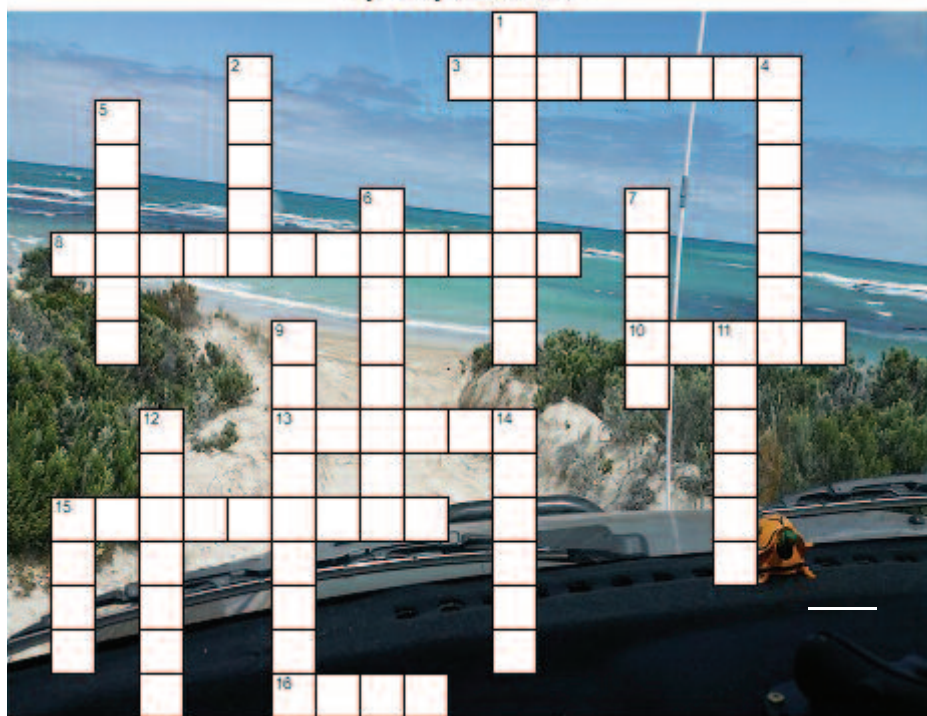
"With all 420 pages of this bucket-list adventure guide recreated with awesome new maps, track profiles, simpler track grading, and all the usual great pics, it provides all the info you need to inspire and empower your next 4WD adventure."

With the addition to new content, the guide has had a design makeover, in an easy-to-read format that not only makes it a great reference on the road, but a wonderful Christmas gift for anyone pre-planning their next off-the-beaten track journey.



4WD Adventures will be on sale in December and available online at: <https://shop.hemamaps.com/>  
RRP: \$69.95

### Crossword #4 by Tony Heathcote



#### ACROSS

3. In 1954, who was immortalised by the Guinness Book of Records for sculling 2.5 pints of beer in 11 seconds
8. 4WD retail outlet
10. Forrest in Melbourne north
13. This family was the first to cross the Simpson Desert by vehicle
15. A very straight highway
16. Safe replacement for a bow shackle - " \_\_\_\_\_ Shackle "

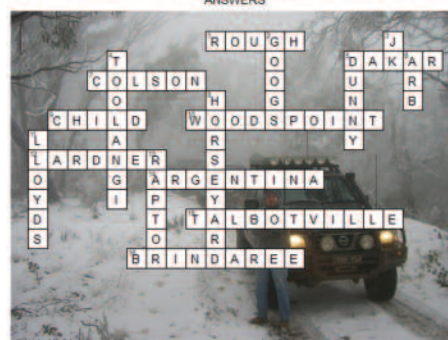
#### Down

1. Australia's first police force was a band of 12 \_\_\_\_\_
2. A river located in the alpine and Hume regions of Victoria
4. Animal unique to Australia
5. This slithery reptile releases enough venom in one bite to kill 100 people
6. Brand of camp oven
7. The explorers who first landed in Australia in 1606
9. Latin name for Australia (meaning southern)
11. The first Prime Minister of Australia
12. Track in Wonnangatta
13. Spur track north of Woods Point
15. Discovered in Australia in 1851



*The Rescue Swag*

### 4WD Crossword #3 ANSWERS







## Rescue Swag – First Aid when it matters

Where is your first aid kit? If an accident happened and someone was injured on your next trip, or even on your way to your next club day, would you know what to do? Perhaps just as importantly, would you know what not to do?

If your answer is “no” or “it depends” even “I think so”, then you need to get some first aid training. As a member of an outdoor adventure-based organisation, we should all consider a formal First Aid Qualification as part of our overall duty of care.

First aid training courses are designed to equip people with the tools they need in an emergency situation until trained medical responders arrive on the scene.

First aid training courses only take a few hours to complete. Think about it. By taking a few hours out of your week you could acquire the skills necessary to help someone in an emergency. First aid training courses can be found to accommodate anyone; your club could research the various types of training available and find out which one will suit you best.

I personally believe everyone should

take the time to learn first aid. Take the whole family along. First aid training can be taught to anyone who is over the age of ten. Training in first aid can help you help someone else whether they have a minor incident or a life threatening condition.

I recall with some emotion, a presentation to a small remote community, they had just completed a year-long program (Certificate III in Outdoor Recreation) and in order to finalise their qualification they had to complete a first aid course. “Uncle Bob” was 6’10, a big strong man and well into his fifties; as he stood in front of the small crowd and proudly received his Certificate, tears welled in his eyes as he thanked all those that had helped him throughout the program. In particular he mentioned that he had wished he had done his first aid training before today as he recalled how on two occasions he had not been able to help his mates when they needed him the most. If he had done his first aid training, “they may well be still alive and with us today”. Sobering stuff!

Most people carry a first aid kit in their vehicle, mine takes pride of place on

the front of my fridge slide, it is a Rescue Swag, a practical and innovative product that has been especially designed for the outdoors. Recently Rescue Swag released their new Explorer Rescue Swag, a small and very portable first aid kit which also transforms into a sling, splint and immobilisation device. Ideal for treating snake bites for example.

Congratulations to Tracey and the team from Rescue Swag for recently winning an Innovation Award, this is an amazing product but as innovative as it is, it can’t treat the patient!

First Aid is exactly that, it is the first response when an accident occurs and you can make all the difference until professional help arrives. What are a few hours out of your day if it may help save someone’s life?

Why is it always someone else’s responsibility? Do your part and sign up for first aid training right away. You never know when an accident may happen. It is never too soon to be prepared.

*(Editor’s note: 4WDVIC requires Apply First Aid; HLTA311A for all Trip Leaders)*



## Affinity Insurance

### We do more than 4WD Insurance

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- Home & Contents Insurance
- Farm & Rural Property Insurance
- Life & Income Protection
- Personal Accident Insurance



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