

DRIVELINE

NOVEMBER 2020



TRACKS



Geelong



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EQUIPPED

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AT A GLANCE

NOVEMBER

11
COMMITTEE MEETING

Online @ 7:30pm

18
ANNUAL GENERAL MEETING

Online @ 7:30pm

20—22
LITTLE DESERT NATIONAL PARK

Contact: Geoff Davey

25
COMMITTEE MEETING

TBA @ 7:30pm

DECEMBER

6
CHRISTMAS PARTY
Clubrooms (Tentative)

9
GENERAL MEETING
TBA @ 7:30pm

JANUARY

27
COMMITTEE MEETING
TBA @ 7:30pm

MONTHLY GENERAL MEETINGS are held at the clubrooms on the 2nd Wednesday of each month at 7.30 pm.

Abe Wood Reserve, Edgerton Rd, Lovely Banks

Visitors and new members welcome.

During daylight savings a BBQ precedes the meeting at 6.30 pm.

For more information email: info@geelong4wdclub.org.au

Postal Address: Geelong Four Wheel Drive Club
PO Box 976
Geelong Vic 3220

If you have any trips or events you want to include please send an email to the Trip Co-Ordinator two weeks before the next General Meeting.

If you have any trip reports (past or present) please send them through to the Editor for inclusion in the magazine.

For further info about upcoming Club Trips check the website: www.geelong4wdclub.org.au

The opinions expressed in this magazine are not necessarily those of the Geelong Four Wheel Drive Club and/or the Editor and any article tendered for publication will be at the discretion of the Committee.



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HIGH TIME



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THE PRES SAYS

G'day to all,

I'm pleased to say the COVID situation is looking better this month.

Already the reduced restrictions have allowed Ross Barry to lead the high country trip over the Melbourne Cup week end. Thanks Ross, the weekend was action packed and thoroughly enjoyed by all who attended. See the trip report in the magazine. Danny Sparks-Cousins also lead the Otway Track Clearing on the weekend. This was arranged at late notice by Parks Victoria, so unfortunately some were unable to attend. Thanks to Danny, Keith Murdoch and Robb Gunn for helping out.

We have another trip to Little Desert leaving on Friday 20th November. This is now fully subscribed and promises to be a good weekend. These trips are being run in compliance with the current COVID regulations. If anyone is interested in running a trip at any level (they don't have to be hard or complicated), or has ideas or suggestions for a trip or social activity should contact our Trip Coordinator Dave Hamann or a member of the committee. We are all here to help.

Importantly, the Annual General Meeting is scheduled for Wednesday 18th November at 7.30. The agenda and associated information has been sent to all members. I again encourage all members to attend via Zoom videoconference. Further detail included in the magazine.

Membership invoices have been reissued and are due on the 30th November.

We are still hoping for a Christmas get together in some form on Sunday 6th December. The format of this will depend on the ever changing COVID rules at the time. Please put this date aside on the assumption that this will be possible. The committee has developed a "COVID plan" to facilitate our return to the Clubrooms when this is possible.

Hopefully Victoria will continue to return to a more normal existence to allow us to restore our Club activities and personal associations.

Cheers
Geoff Davey (Vice President)

Geoff

GENERAL MEETING MINUTES

No General Meeting was held in October 2020 due to COVID-19 restrictions.

We are hoping to hold General Meetings again as soon as practicable.

The committee is exploring the possibility of a virtual meeting by Zoom if required.

MEMBERSHIP FEES UPDATE

Dear Members,

As notified previously Four Wheel Drive Victoria (FWDV) has deferred the payment of their affiliation fees (including the insurance component) until the 30th of November 2020. The combined fee has also been reduced to \$30.

Membership renewals for the Geelong 4WD Club were previously issued on the 1st of April with a due date of 31st May. In view of the advice from FWDV, the committee deferred payment of membership fees until further notice.

With the prospects of reduced COVID restrictions in the next couple of months, the committee has decided to re-issue membership invoices at a reduced rate of \$65.

Normally the fee would be \$120 with about \$50 going to FWDV and \$70 going to the Club. The Club has reduced its

component by 50% (to \$35), with the FWDV component now reduced to \$30, hence a total of \$65.

Invoices will be issued shortly with a due date of 30th November 2020.

For those who have already paid, but do not currently require a refund, next year's membership will be reduced to reflect any reduction in this year's fees.

If any members are suffering financial stress and are unable to pay their fees, please contact Byron Willey, Geoff Davey or myself. Any such approach will be treated confidentially.

Sincerely,
Juanita Mountjoy

Treasurer, Geelong 4wd Club
treasurer@geelong4wdclub.org.au





Notice of Annual General Meeting Geelong 4 Wheel Drive Club (Driveline Geelong Inc)

**Wednesday 18th November 2020, 7:30pm
via videoconference / Zoom**

We hereby advise that the 2020 AGM will be held on Wednesday 18th November 2020 via online videoconference, commencing at 7:30pm.

The AGM is an important procedural meeting for the ongoing functioning of the Club. All members are invited to attend.

This year is unusual due to COVID restrictions however we encourage all members to attend / join the videoconference even if you are unfamiliar with "Zoom"

- Clear instructions will be sent prior to the meeting and committee members will be available to assist as required.
- It is critical that we have a quorum of members.
- There will be no coercion to join the committee however anyone who might be interested in a position is encouraged to nominate or discuss the options with one of the existing committee members.

Due to delays in sending membership invoices this year, all financial members from 2019-2020 (and those who have already paid this years' membership) are considered financial members for the purposes of attending and voting. The Agenda and associated documents will be posted at a later time.

APPOINTMENT OF PROXIES

Members who cannot attend the meeting may appoint a proxy to represent them. Proxy forms will be sent with the agenda and are also available on the club website. Proxy notice must be received by the Secretary no later than 24 hours before the time of the meeting.

VIDEOCONFERENCE INFO

Details of how to participate will be emailed to all members and posted on Facebook and the club website. In brief the "Zoom" application (which is free) will need to be downloaded and installed on your device – Apple / Android / Windows PC / Mac.

Prior to the meeting, a link will be sent via email and Facebook which will allow you to click and automatically connect to the meeting.

Committee members will be available to help if required.

UPCOMING TRIPS



LITTLE DESERT NATIONAL PARK

Date: Friday 20th to Sunday 22nd November 2020

Trip Leader: Geoff Davey | **Tail End Charlie:** TBA

Trip Classification: Easy/Medium | **Vehicle Limit:** 10 people

Departing: Batesford Roadhouse, 9am Friday 20th November

Notes: Base camping at Horseshoe Bend campground which is accessible to caravans and camper trailers if you want to bring them. Will need to book early as Parks have reduced camping capacity to 60%. The camp is easy to find and has mobile reception if anyone wants to travel Friday evening.

There has been good interest in the trip which is now fully subscribed. Anyone interested in attending will be added to the waiting list. Limit of 10 people at this stage.

Please get in touch with Geoff Davey on 0499 905 975 if you have any questions or want to book your spot.



CHRISTMAS PARTY 2020

Date: Sunday 6th December (Tentative) @ Clubrooms

Trip Leader: Various | **Tail End Charlie:** Various

Trip Classification: Easy | **Vehicle Limit:** N/A

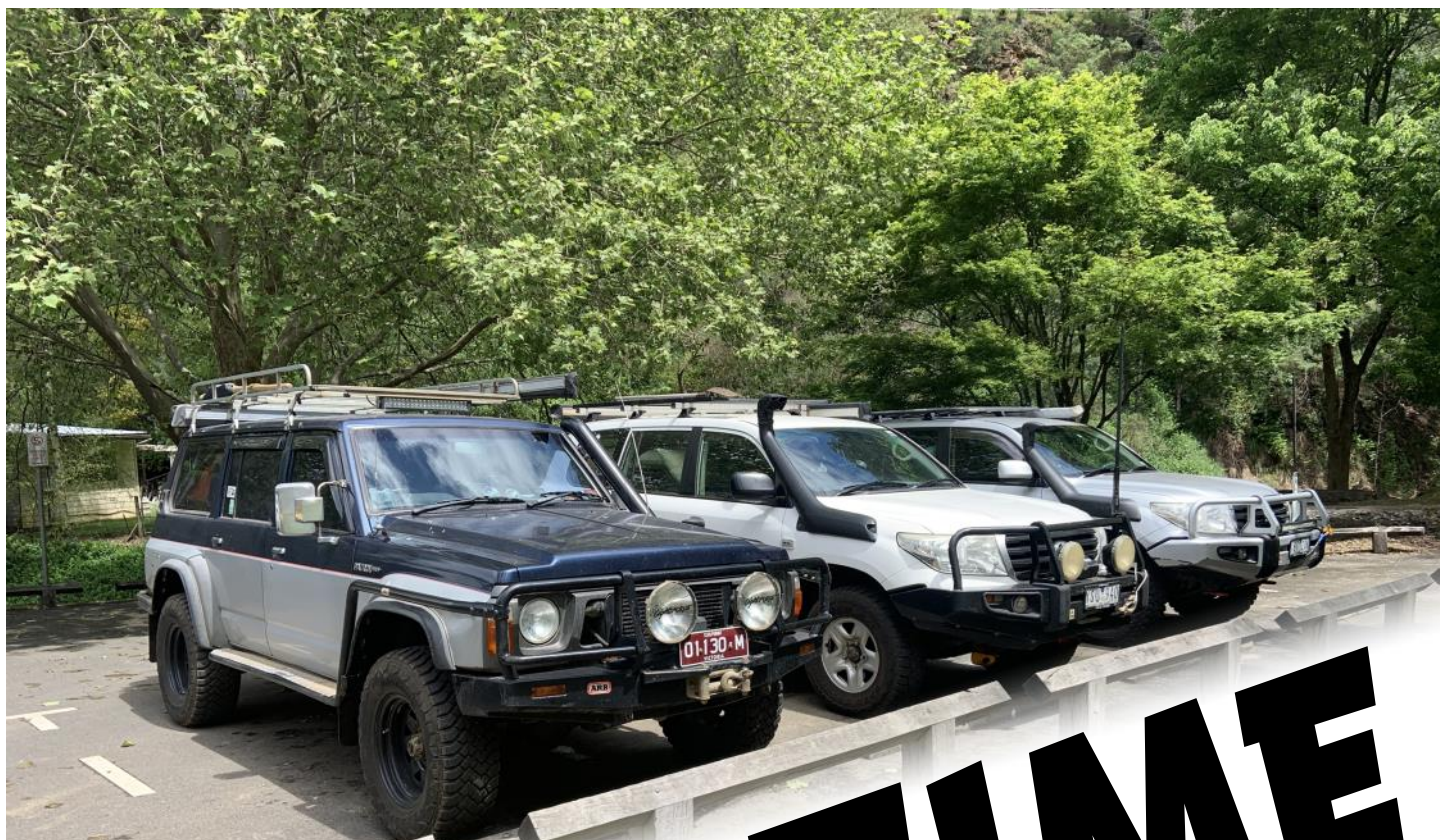
Departing: TBA

Essentials: Festive spirit.



Notes: It remains unclear whether we will be able to hold any sort of Christmas function this year. We remain hopeful that this is possible.

Make sure you keep an eye on the website and our Facebook page for more information on upcoming trips and social events.



HIGH TIME

VICTORIAN HIGH COUNTRY CUP WEEKEND 2020

WORDS & PHOTOS: GEOFF DAVEY

A small but select group set out from the Little River BP Roadhouse; Ross with his passenger David Irving, Mark Mensch and Geoff Davey with Adrian Deppeler as passenger. Dale Robertson was keen to participate in his first trip with the Club but was a late withdrawal as he was concerned about the Parks Victoria notification of wetter than normal conditions this year necessitating delays in opening some tracks. In retrospect this may not have been a bad thing Dale, as the trip was on the difficult side as it turned out.

We transited Melbourne and exited the COVID "Ring of Steel" with no problems or delay. After refueling at Moe, it was on to Walhalla where it was burgers all round for lunch at the local store. Walhalla is a fantastic historic settlement where you could easily spend a couple of days exploring. The area was looking particularly green and we had the sense that the countryside was already

generally damp, with the prospect of more rain on Friday and Saturday in particular. From there we headed north and onto Low Saddle Track and CMF track. On CMF track there is a very steep descent down Trig Track to the Aberfeldy River where we hoped to camp. We were initially unsure whether to descend, partly due to the prospect of rain but also due to a memorial plaque at the top of the descent which was a little disconcerting. However we gathered our courage and found a great little campsite on the river.

There was light but consistent rain overnight, which fortunately eased off as we decamped in the morning. The river was impassable at that point, so there was no option but to return up the Trig Track hill. This was damp, but the grip was reasonable and was negotiated by all (relatively) uneventfully. From there it was north on CMF track to our first crossing of the Aberfeldy River. The river was running moderately quickly as we

had already seen at the campsite. This crossing was about wheel deep with a steep slippery exit. The ascent from there was also steep with slippery clay based sections. Ross made it up first, but Mark ran out of traction on the steepest section. His winch was not working so Ross snatched him up (with a long extension strap in addition to the snatch strap). Geoff also winched over that section. From there it was onto Dream Creek Track to re-cross the Aberfeldy River. This was to be our deepest crossing with water touching the windscreen of all vehicles. After safely negotiating the river, it was on to Merringtons Track and a stop at "The Junction" which is the junction of the Aberfeldy River and Donnelly Creek.

After leaving The Junction there was a double river crossing of both waterways and from there passed through the old Toombon mining area where there are many old relics and points of interest. After again crossing the Aberfeldy River

we passed through the Aberfeldy township and found a stop for lunch. After lunch we headed towards Woods Point via Johnson Hill Track, crossing the Goulburn River and into the township. It was a relatively early arrival at Scotts Reserve Camp on the Goulburn River which made for a relaxed social evening with excellent ambiance.

On Sunday we set off on what was initially planned to be a relatively short day. First it was back to Woods Point, then on to Brewery Track which was marked as steep on the map. On rounding the second corner at the start of the climb, my passenger let out an animated expletive on seeing what lay ahead; he didn't believe a vehicle could go there! We did do one "double take" on the way up, but it was all negotiated without too much concern.

The interesting part of the day started on Webber Spur Track which led to a crossing on the Goulburn River. The crossing itself was okay but the exit was slippery and deeply rutted. There were a couple of blokes camped there who told us that people had been having trouble getting up the other side. We all made it up, but I managed to wound my front right panel and door on a rock adjacent to the deep rut. There was not really much choice on line due to the rut. Not Happy Jan!

The climb from there was steep and rocky. Mark made it three quarters of the way up before he was stopped by a slippery rock step and ruts that kept pulling him in. After one too many tries (by definition) at getting up, there was a loud bang! Yep the CV joint had exploded. Long story short; Ross turned his car around on a switchback just up the hill and with winch extension straps and blocks we spent the next 2 hours getting Mark up to the switchback. Through this process we were joined by three young blokes and their girlfriends. The boys were very helpful and once we had Marks car at the top, one of them produced an angle grinder and cut off the CV drive shaft near the boot on the wheel. With the centre diff locked, Mark then effectively had a 3 wheel drive vehicle to continue.

The next problem occurred on Ross's



car. His winch initially didn't work properly so he arranged a makeshift rewire to get it going. Unfortunately in retrospect he also interfered with a solenoid switch, which we didn't work out until much later. This had effectively also disconnected power from his thermocouple radiator fan which meant we now had one partly crippled vehicle (Marks) and one which was overheating. Fortunately it was a relatively short distance to the top of the steep section of track, so Geoff towed Mark to the top and Ross drove it with a rising temperature gauge. Mark was then able to drive the rest of the trip under his own steam.

The trouble was not over yet however. Soon after, Ross blew the top radiator hose on his car. This was jury rigged with a modified Land Cruiser 200 hose and after cooling the radiator and replacing the water, we continued. The young blokes had still not caught us, as it turns out they were also having trouble on the hill. A few kilometers later Ross had to stop again with a boiling vehicle. By this time the young guys had caught us and gave us another hand to get Ross's fans working with another direct rewire to the battery, which included inline fuses which also acted as switches by pulling them out to "turn off" the fans. It wasn't pretty, but it worked.

We were then able to limp back to the Jamieson Licola Road, then over Mount Skene and into camp at Wrens Flat Camp on the Jamieson River at about 4pm (great scheduling Ross). By then Menschy and Ross's car had both cooled down and we again settled into the standard campfire evening. As an aside the young blokes rolled into the same campsite by complete coincidence. They camped on the other side of the river from us. Later in the evening two of them gave us a social visit having crossed the river in their jocks (only) and then had a leisurely chat around the campfire with a couple of beers. It must have been a good campfire, because they didn't seem cold at all. An hour or so later (in the pitch dark with no torches) they returned over the fast flowing river to their own camp!

Monday morning we went into Mansfield to get a new radiator hose and



coolant for Ross. There was a bakery next to the automotive parts shop so we stopped there for lunch. Then who should roll in for parts at the auto parts and lunch at the Bakery, but our group of young friends! As there was no more four wheel driving to be done, we headed back to Fry's Hut Camp where we set up camp early including a shower tent. This was a relaxed afternoon after a nice warm shower and clean up.

Thanks to Ross for organizing a great trip which had pretty much everything: there

were deep river crossings, steep hills and descents, recoveries, bush mechanics, chance meetings with the same group of co-travelers, and maybe the odd bit of overtraining, perish the thought! Thanks also to all those who attended, it was a small group who all got on well and helped each other out. The weekend was thoroughly enjoyed by all despite the odd bit of misadventure!

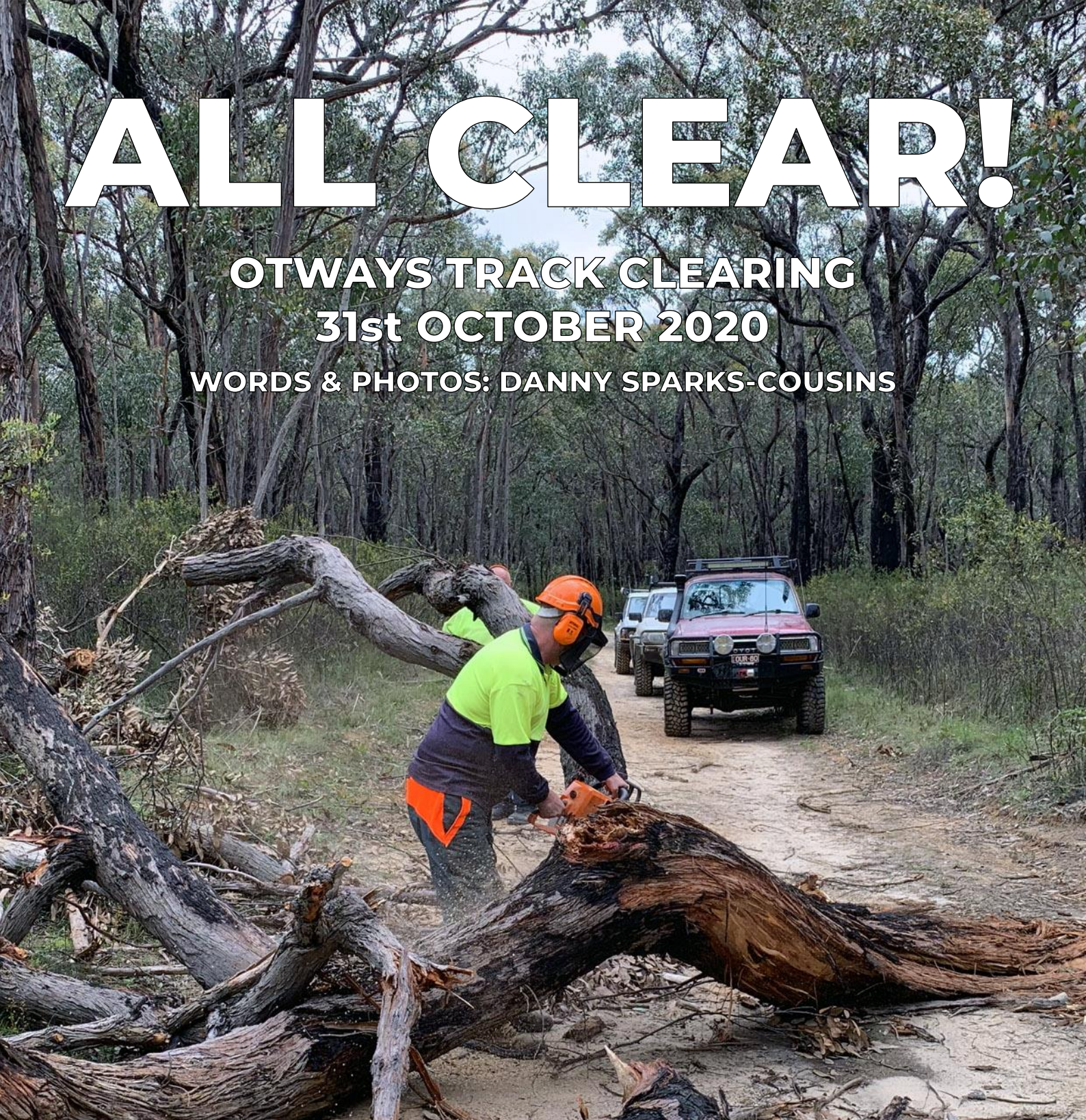
Cheers,

Geoff

ALL CLEAR!

**OTWAYS TRACK CLEARING
31st OCTOBER 2020**

WORDS & PHOTOS: DANNY SPARKS-COUSINS



Like just about everything in 2020—the track clearing weekend in the Otways was a little different than usual. Different weekend, different rules—but still a great chance to get out on the tracks, help the community and to get the tracks cleared and opened after the annual winter closures. Plus the chance to drive some MVO tracks that rarely see traffic.

We ended up with one team of three—Danny leading, Rob on chainsaw duties and Keith bringing the muscle. After a quick stop at Moriac to grab a coffee, we headed to Deans Marsh for a quick safety briefing with Parks Victoria Rangers and went through the expectations for the weekend. Other than a couple of tracks that are still extremely wet and in poor condition to

remain closed, this was a straightforward run through of the already well established risk assessments and safety procedures.

Our first track of the day was Five Mile track - just outside of Lorne. If this was what the rest of the day would be like - we'd be in for a long day. After five stops—all with the chainsaw out— we had cleared our first track and ready to slowly make our way east towards Anglesea. Zig-zagging our way up and down between the forest hills and the Great Ocean Road we cleared and opened track after track, before making the most of the lookout at the end of Clark Spur Track to stop for lunch. This is a great spot for a small group to stop for a break and

take in the breathtaking view of the Great Ocean Road and Aireys Inlet. We were lucky enough to spot a hang glider enjoying the light breeze of the day. Unfortunately this track is being reclassified as MVO, so access to the general public will be restricted—but as an affiliated club we can access many MVO tracks via a permit system.

After our lunch stop it was time to get back to work and see how far we could get through our allocated tracks. Working our way further east we started on our second group of allocated tracks in the Anglesea Heath area. Many of these tracks are MVO tracks—so it was great to get the chance to drive on tracks that we hadn't seen in some time.

We expected the Anglesea Heath area to be relatively clear, but not long into Denhams Track we came across the largest fallen tree of the day. With Rob on the chainsaw and Keith and I providing the manual labour we were able to slowly but surely clear away this monstrous obstacle and continue on along the track. That was until Keith came over the radio with car troubles that we thought were going to put an end to our day—"hey guys, I've got a misfire and no power under load".

Keith's GQ had been running well all day—and we certainly hadn't just driven anything crazy that would explain the sudden issues. So it was up with the bonnet and out with the tools. All three

of us taking a side of the engine bay to diagnose what the trouble was. We actually found three issues fairly quickly—an earth wire split at a connector, a vacuum line that had come off, and points (ha, what are points these days!) that were in need of a tickle. With all three issues fixed, we powered the GQ up to see if we were good to go—and we weren't!

We decided to move off and nurse the Patrol to the end of the track and back to the main road—and assess what we would do next. We really didn't want to split up our small group, but we wanted to get through all the tracks we had been allocated. In a stroke of rare good luck for 2020, by the time we finished the track Keith let us know that his rig was running fine again and we were able to push on. Thank goodness for that!

Throughout the day we saw many and varied track users—people on motorbikes, out riding horses, punishing themselves on bicycles, and even a couple of walkers — and each displayed a varying degree of pleasantries when we always stopped and said hi. I was sure the bushwalkers were going to call the police on us when they thought they were alone on a locked track and we passed them only to fire up the chainsaw just as we were out of sight. It was good to see different types of users out enjoying the bush, and to see some of the investment and works that are continuing in the area—tables and

seating, impressive lookouts, and additional and improved camping areas.

By the end of the day we were able to complete both of the two groups of tracks that were allocated to our club—over 150km of tracks in all. It was a long day, but certainly plenty of fun with our great little team. We had more trees to clear than in any recent year but thanks to Rob and Keith we achieved the lot with no stress at all, and are already looking forward to doing it again next year.

See ya next trip,

Danny



LET'S GET PLANNING

With regional travel restrictions easing, now's the time to get planning for our next adventures. If you want to get back out on the tracks - perhaps you could run a trip!

We can now run smaller trips with up to 10 participants in accordance with current COVID safety guidelines.

If you'd like to get back on the tracks, catch up with friends, and spend some time outside - then please consider running a trip. It could be a ...

- ☐ Simple 4WD day trip
- ☐ Social 2WD day and a BBQ
- ☐ Overnight camping trip
- ☐ Visit to a new destination
- ☐ Return to your favourite destination
- ☐ Mystery trip
- ☐ Plan for the next remote area trip

We can help with trip ideas and planning — contact Dave Hamann or any of the club committee for assistance.

NOW THAT'S FUNNY!



FUNNY CAPTION CONTEST

WIN a club voucher for use at the bar simply by coming up with the funniest caption for the photo adjacent.

Email your entry to
editor@geelong4wdclub.org.au
to be in the running.



Hmmm is that a LandCruiser
CV? I thought Patrol ones
were unbreakable



Last Month's Winning Entry

October Funny Caption Winner—Adam Cameron

Geelong 4wd & Camping
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North Geelong
Ph 52779697

Geelong Tyrepower
324 Melbourne Rd
North Geelong
Ph 52779922

Lewis Tyrepower
2 High St
Belmont
Ph 52413808

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KNOW THE COMMITTEE

MARK MENSCH

PUBLIC RELATIONS OFFICER

I joined the club in 2009 after purchasing my first 4wd, which was a 2004 Holden Rodeo.

I was introduced to the club by Wayne and Yvonne Clayton - our daughters were teammates in netball and also schoolmates. My first club trip was a day trip to the Anglesea area it was a big trip approximately 20 cars.

It didn't take long and I was off on my first of many trips to the Vic High Country, which was led by Ralph Ortner And tail-ended by Daryl Napper. That trip was memorable for the fact that one of our former presidents cooked his engine, and various members - but mostly Dom - towed this dead vehicle up Seka Spur track out of the Wonnangatta valley. Anybody who was driven this track would appreciate what a feat this is.

This demonstrated what a great bunch of people that were in the club and the benefits of travelling in a group.

In 2010 I joined my first outback trip to the Gulf of Carpentaria. This trip was led by Daryl And tail-ended by Ralph. This trip was so much fun, and I have so many fond memories of what we did on that trip. It also ignited my love of the outback.

Since then I have done a Simpson Desert trip and the Canning Stock Route with much the same group. I have also done a Cape York trip with Sheryl and Warren Tedford and Dr Geoff!

My second 4wd was a 1998 LandCruiser, and wow - the first thing I found was how much more capable this vehicle was than the Rodeo, even on road tyres. I had this car for a few years including

towing my caravan around the country for 14 months in 2012/13. My current vehicle is a 2011 200 series LandCruiser which is an awesome car - comfortable and plenty of power.

I have been on committee for a few years now, first as an ordinary member then Vice President for a couple of years, and now as Public Relations Officer for a year.

I think the club is in a good place at the moment and I am sure after the Covid problem is dealt with we will go from strength to strength. To new and potential members my only advice is to go on trips - you get to know fellow members better and improve your driving skills with the help and knowledge of more experienced members.

Mark



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