

February - March 2017



Drive Torque



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**The Legend of the Baal Bone Gap
Flash back to December 2004;
Victorian Highlands Adventure!
Stockton Beach development day
Coxs River twilight drive and BBQ
Lidsdale development day
Meet members David and Liz**

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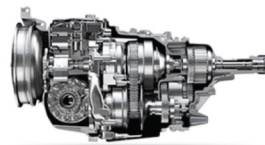
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Images

Cover main: Lidsdale shale quarry
 Above right: Stockton Beach dune climb attempt
 Back cover: Stockton Beach drive

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PRESIDENT'S REPORT

Hello everybody,

We all know every well how time flies by when everyone is busy. Welcome to another Drive Torque that includes what is coming up, what has happened recently, and a look back at what was legendary. Did we really drive those old cars and dress in those funny clothes?

Our Friday meetings at Ermington are still hanging in there with about 20 something members attending. As you know we have tried a few new ideas and have some more planned for the future. General meetings are an ideal way to connect with other club members. We look forward to seeing some new faces and your suggestions at these meetings over the coming months. Please **check the calendar, our website,** and Facebook for where and when the meetings will be.

While our day and weekend trips are well attended, your Trip conveners are always searching for more Trip Leaders and new places to explore. I know there will be a good number of trips landing on the website soon, so keep an eye out for updates. If you want to lead a trip but are not sure how to get things started, just contact Jason or Troy and they can help you from start to finish. **Day and evening trips are always a big hit** so this could be a good opportunity for a first-time leader to have a go at running a trip.

Over Easter we have two trips; one going south to the Victorian High Country and the other heading north to the Barrington Tops. In total, we have 18 vehicles registered, being about 25% of club members. I look forward to hearing about the adventures.

This year our driver awareness officers, **Brian and Brett,** advertised their trips early and have had great attendance with a **wide range of vehicle makes** over a good range of terrain for training, together with theory, safety instruction, and discussion. I note

there was some "tread lightly" discussion regarding a few photos on our closed Facebook page following the last driver awareness day. I am pleased all our members are considering this when on their trips and after asking for clarification, I am satisfied this was indeed the case; but also, please be mindful of what is posted on social media. We are looking forward to the next weekend in May at the not so "secret" location.

One of the goals for our club this year was to "re-connect" with the 4WD Association because it is mutually beneficial. **David Wellham and James Wall** have invested considerable time and effort with this endeavour and I thank them for their commitment. David has been providing good reports and I encourage you to stay updated because some of the issues relate to your vehicle and its modifications. The club will be attending the **4WD and Adventure Show** again this year under the leadership of **Jo Quinn**. Check our website for more details and register your interest. As they say many hands..... the rest you know.

Anyway, that is about it for now. Stay safe during your Easter travels and I look forward to seeing all our **current and new members** the next meeting or on a trip soon.

Oh, you all thought I was finished! Our AGM and Picnic Day will be held on **Sunday 23 July 2017**. Please save the date and register for the trip.

- Mark Honor



Subaru and Recreational 4WD Club Inc. is non-commercial and dedicated to 4WD touring and associated recreational activities.

Our club is open to owners of ALL makes of 4WD vehicles. Members can participate in touring and exploring the our countryside, whether it be a day trip, a weekend away camping, or an extended tour. The club endeavours to cater for everyone with a variety of trips and social outings.

As a member club of the Four Wheel Drive NSW & ACT, we adhere to the "Tread Lightly" campaign and the 4WD driver's Code of Ethics.

Non members are invited to attend our meetings and participate in one or two trips on a "get to know you" basis before joining the club. See our website for details on future meetings.

THE LEGEND OF THE BAAL BONE GAP

By David Wellham

The calendar has a trip listed in June - Driver Development Hits Baal Bone Gap in the Gardens of Stone National Park - I just hope and pray that there is not a 'hit' like I did there in my blue Forester many years ago. Can't remember which year, but it must have been around late 2011 or 2012. But let's start at the beginning of **my experiences at Baal Bone Gap** as I have driven it east to west at least 3 times in my 1998 white Forester



before that wet day I attempted to drive the 24km track west to east in the 2007 blue Forester.

My first time to this Gap was in the early 2000's. It was an afternoon/night drive with Brett Atkins. We started at Zig Zag and went to Sunnyside Ridge lookout for dinner. A magnificent view at the lookout, but **do not go too close to the edge** as there are no fences to stop you going over to the valley floor a long, long way below. We watched the sun set, and after dark watched as the moon rose before we headed back along Sunnyside Ridge track. It was pitch black when we reached Wolgan Road. All we had to do was turn right onto the tar, travel 50m and then turn left on Baal Bone Gap track. Not long after turning, around 500m, there was a hard ascent and we just had to stay 'hard right' around a sweeping left hander otherwise the huge rut would swallow the little Forester. That hill was successfully driven, as for once in my life, I followed instructions. Thankfully, Pam was not in the car and it was so dark that **I couldn't see the enormous ruts** and the drop offs. Along the ridge top you travel between large pagoda formations with beautiful ferns as you go down a very steep section - this is the fateful section from years into the future and I remember at the time that I didn't think I could drive back up if needed. We arrived at Baal Bone Gap lookout and then another big uphill section at Ben Bullen and turned for home - an interesting drive; thanks, Brett.

Later I went on a day trip to the Gap, then a Gap day trip which I lead with only 2 cars - the other being a turbo Forester new member; didn't see them on another trip afterwards. The final Gap trip in the white Forester was a drive from Zig Zag to Turon

River for a camp taking as much dirt road with very little tar along the way. With 2 other large 4WDs at the Gap lookout, some other gentlemen in equally large 4WDs wondered how I could get to where I was in small "non-real" 4WD, my white Forester. One said that there was a very bad steep rutted hill west and I would be lucky to get up without assistance and then only after several attempts. This gentleman was surprised when I replied - **'thanks for the heads-up mate but I have already driven that hill 1st time without assistance on three other trips'** - of course I did that again, went up.

This brings us to that day which I think was mid 2012 as Nathan, I mean Joey, was driving some of the Gap on his 'Ls'; don't ask why he has two names. I have never really worked out the reason except when he was 12 he told us his name was Joey. It was a wet Saturday morning and we headed towards Turon. The rivers were up and running fast; I mean very fast! I was with Damian in his manual turbo Gen II Forester - the only petrol manual without low range to climb Little Bald Hill, but that story has already been told a few years ago. With us was a new member in a Pajero, didn't see him on another trip afterwards as well. What Baal Bone Gap seems to do to people is send them for the hills or at least back home. It was agreed that we would head towards Newnes and hopefully the weather was better over there for camping and the notorious decision was made to avoid the tar, take a short cut along Baal Bone Gap from west to east - the much harder direction. Nathan was driving when we turned off the tar and when we reached the forest, the road was very wet and boggy. We went around, **over and under large trees on the road**, and the mud didn't

THE LEGEND OF THE BAAL BONE GAP

When we reached the very hard uphill section with sandstone steps between the pagoda rock formations with beautiful ferns, the brakes were applied. He said there was no way he was driving up that hill and if I decided to drive it, he would walk. I made the infamous decision to drive it.

I know this is where I should have turned around – but I didn't as there was no way this hill would defeat me on this wet day. I forgot to read my number one rule of driving small 4WDs off road – I call this my Dirty Harry Rule – '**A man needs to know his and his car's limitations**'. I also didn't read my number two rule which I call my Do Not Obey At Your Peril Rule - 'Read rule number one before you drive any hard sections'. Some would say that this is where I lost my senses and I was way too over confident when I should have read rule number two and turned around. I guess that is what 100 off road trips in 10 years with 70% as leader can do to you when you are, let's not beat around the bush – just bloody stupid and a maniac, not thinking straight and did I say way too confident and, oh yes, bloody stupid.

After moving to the driver's seat, Nathan started walking up the hill to watch the blue Forester go up this very hard section in the wet. Assessing the hill, the correct line to take, the turns to make as I went up and the momentum required, the locations to back off, the locations to put the foot down, and therefore the speed I would need to get to the top, then I backed up to have enough distance before the hill to reach the required speed. All this was done with my 10 years of experience and then I made the one, and I say the only error, **a huge small mistake**, that was the decision that stopped me half way up on the biggest rock step. Once I was stopped things went from bad to worse. As there was no going up, I started reversing. The rear wheels dropped into the mud and I started to slide sideways. Anyone that has driven in mud knows that brakes can just make this worse but this is exactly what it did – made it worse when I hit the brakes.

I was close to the edge of the track which had a long steep drop-off and heading backways off the track. With my life flashing, my heart pounding, and my pants now wet and brown, the rear side rear, that is the rear of the Forester, came to a sandstone rock; this rock raised this side of the car and slowed it down so I could just steer enough to rest the rear spoiler up against a rather large tree – after what was only 15 yards but a lifetime, the blue Forester had stopped. If anyone was seated on the rear side they would have **fallen out and down the slope** upon opening the door. Before I was calm enough to open my door I insisted large rocks were placed under the off-side wheels as I didn't trust the rather large tree that the rear door was up against.



If you wait until next time – that is if you want to know – I will describe how we recovered the blue Forester and the rest of this weekend trip, you all know **the car was recovered without damage** as I am still driving it on club trips. The final statement I will make is that I am to this day convinced, that I would have made it up the hill if I had not made a small mistake, but in those conditions, should have read rule 2 and turned around as it was taking the Forester and myself to the absolute edge

and maybe beyond the limits. What stopped me from getting up that hill, apart from not reading rule number 1 – lack of momentum. Why? Because I didn't wait for Nathan to reach the top of the hill before I started going up. Nathan slipped over on the steep, wet, muddy track and when I saw him lying on the ground in the middle of my line I had no choice but to back off. Backing off reduces speed, means lack of momentum and when he was up and out of the way I was going too slow on the steep ground to regain enough momentum to get up and over the large rock step – so the small mistake was – **NOT WAITING UNTIL THE ROAD WAS CLEAR AND IT WAS COMPLETELY SAFE FOR ME TO PROCEED.** ♦

*SPECIAL FEATURE:***FLASH BACK TO TRIPS PAST**

Flash back to 2004 - a time when John Howard was Australia's Prime Minister, Jennifer Hawkins was crowned Miss Universe, and a brand new Subaru Forester would have set you back about \$32,000.

A day after the devastating Boxing Day Indian Ocean Tsunami, an adventurous group of club members headed to the Victorian Highlands for the summer holidays. Let's now take an easy grade track called Memory Lane, as we revisit some highlights from that trip.

The Victorians Highlands Adventure

27th Dec 2004 - 08Jan 2005



Day One of the Real Trip- 27th December 2004 by Sandi Strickland

This morning we were awoken by the sounds of birds chirping and the gentle sound of the river and the breeze in the trees. After a quick brekkie the boys (Jason & Troy) went to Mansfield for some oil for the Prado and in the meantime the girls and children packed up camp with the decision to continue to Pineapple Flat. 1st Problem of the day occurred when Karen and Jason started zipping up their cover over the camper....their zipper broke! We (well Jason) sorted that one out so we went up the hill in search of Pineapple Flat.

Tuesday 28th December 2004 by Jill & James Wall

After a reasonably restful night, we were woken up about 2.am by wandering emus. Today was a drive up to Lake Cobbler, via the famous Staircase Spur. We left camp about 11.20am after the following incidents. Clinton out of bed at 10.30am and having chocolate mousse for breakfast, and Matt thinking a late start was sleep in til lunch time. Anyway off we went on the King Basin Road. Six river crossings later we arrived at King Hut, built in 1957 as a cattlemen's hut. The track became steeper and rocky and over the radio we heard the finnos had stopped at the base of the staircase. We all climbed the rocky steps with no real problems. Next stop was Lake Cobbler for lunch. It was a great sight as we all arrived. A special mention to Julie Rush, who managed to tiptoe through a nice fresh cow pat at King Hut. (Thought we missed that Julie didn't you????).

Wednesday 29th December by Matt & Clinton

This morning was an earlier start than the previous day; all cars were ready at around 9am prepared for a day of great tracks and great views. We took off in our convoy of vehicles on our way to visit the famous Craigs Hut. As we pulled up to Craigs Hut the first thing we all noticed was the freezing winds which swept up the valley. Craigs Hut will also be remembered on this occasion for Michael Dunstan's fall, which was seen by everybody. It was very funny at first, but Michael was hurt worse than Jean first thought and was limping around on a sore ankle for the rest of the day. After everyone had had dinner for the evening three cars decided to go on a night run up through some steep terrain. The group left at 9pm, but due to some dramas did not arrive back until 2.30am. At the bottom of a very steep hill Jason's car was making bad clunking noises.

After examination and removing the rear tail shaft it was now time to tow Jason out. Andrew attempted to pull him out with his Hilux, but failed. Time for more pulling power so Ivan (who had only just arrived at camp an hour or so earlier) and Michael's Cruiser were called to the rescue. After 4 attempts Jason's car was pulled to the top of the hill with both cars pulling. It was decided to leave Jason's car at the top and re-assess the situation in the morning. It was a very long and tiring day for some.

December 30th 2004 by Julie & Michael Rush

Later that morning saw us all packing up ready for the trip to Bright. Jason, Karen, and Dennis went and towed the Prado out to help; Michael Minny towed Karen and Jason's trailer (his first off road towing experience!), Karen and the kids found seats in other cars and the group set off. We were doing about 60km of dirt and about 30km of black top. The dirt part was some pretty good 4wding but a bit hairy with the trailers on. David needed to be snatched up 2 pretty steep hills. One of the parts that was pretty nerve wracking was "razorback" a very narrow track about 50/60 metres long with nothing on either side but a drop off- scary stuff. It was a very quiet night with most of us feeling the effects of the previous night and a long drive. Dennis and Karen arrived at 7.30pm and Jason about 11.30pm in his hired 4WD FORD FALCON!! Most of us were in bed by the time he arrived but a few diehards welcomed him home.

SPECIAL FEATURE: FLASH BACK TO TRIPS PAST

The Victorian Highlands Adventure...

December 31st 2004 by Leanne & Michael Minny

Well it is New Years Eve. The day was spent lazing around, washing, and shopping for supplies. At 9.45 a family meeting was held to discuss the most important question. What grog are you bringing? The cocktail books appeared and all essential ingredients identified and divvied up between us. Andrew was appointed "Chief Fireman," or "Smoke the Bear." Off he went in search of a fire drum. He went to the tip and brought back 2. Then the search for firewood starts and he comes back with the beaver full of hardwood. Enough for the rest of the trip if we can fit it in. At 5pm the Beaver Bar was set up. The tables were joined together and everyone brought a plate or two. There were chips, cheerios, chicken, curried eggs, cashews, dips, sausages, sun dried tomatoes & capsicum hot Mexican dip, spring rolls, olives, oysters, and much more. As the sun went down the fire was lit and the glow sticks, glow bracelets and glow ball came out. Parents fought their children for them. (NOTE: Need to buy more next year.) Three cocktail shakers were brought out and in high demand.

HAPPY NEW YEAR EVERYONE!!!! 1st January 2005 by Anne & Peter Newman

The effects of the 'night before and the early hours of the morning took their toll, with Iveco Karen wanting "a long one", Jason kissing Michael, and Karen F trying desperately to bribe (with a hot breakfast) a certain male member whose private parts she dropped ice on. Pam who likes "Fluffy Ducks" was seen sitting continually by the fire with shaker flask in hand. At 9.am the camp was quiet with only a few early risers. As morning progressed more people appeared and were content to sit around the campsite and absorb the events of the night before. (We referred to this as the recovery position.). In the afternoon some made trips to the Berry Farm, Tobacco sheds, and swimming in the river.

2nd January 2005 by John & Linda Sury

Sunday was a beautiful clear and sunny morning. Having shaken off the last of the ill effects of NYE we made a relatively early start at 9.30am. The trip up to the first lookout for us was a weird combination of Pearl Jam and really sick octopus jokes. At the lookout the view was spectacular but it was a lizard with aspirations to be a supermodel that stole the show. No matter how many people took a photo, no matter how close they got, that lizard stood his ground. On the way up to Wallaces Hut. Caleb and Dylan thought the landscapes on this part of the trip

looked "evil." The alien cloud shapes and the other worldly look of the land and rocks helped create this impression. The enormous Rocky Valley Dam and its causeway impressed them though. For me the part of this trip that created the biggest impression the ugliness and eerie beauty of the devastation that bushfires had caused. The vast areas of charred snow gums serve to demonstrate how merciless nature can be.



3rd January 2005 by John Hocking

Nine vehicles travelled to Porepunkah. We regrouped at the park entrance station. Dennis had a problem with the ticket issuer at the station. We had primed him up to classify Ivan as a 30 seater bus with an appropriate entry fee. There was a call over channel 15 from the entrance station "Could somebody come back and help Dennis pay? He did not have enough cash!" Our first stop was at the Mount Buffalo Chalet, a kind of time warp. The chalet was built in 1910 and remodelled in 1926. Nothing much has changed in the last 95 years except you are not permitted to smoke in the drawing room. We found our way through the front entrance along the various hallways and downstairs to the coffee shop. We enjoyed coffee, tea, cake and hips on the outdoor patio.

4th January 2005 by Andrew & Greta Watson

This morning we woke up to our first day of rain in Bright. The girls- Karen F, Sandi, Linda, Julie and Greta were off to the shop! The Dads eventually took the children to the maze, after some VERY heavy rain. We shopped for four hours! We did not know there was such good shopping in Bright!

The Victorian Highlands Adventure...**5th January 2005 by Jean & Michael Dunstan**

After our great efforts to leave by 9am we discovered that the lavender farm did not open until 10am. (In fact we found out later it wasn't supposed to open at all that day except we all arrived!) So we continued on to Mt Hotham. After about 5 kms of windy climb, car sickness and fog dictated an immediate return to the lavender farm via Pioneer park Harrietteville. Next stop was the shopping centre to purchase ingredients for tonight's curry feast. Once the meals were prepared and in the Dream Pots, we were off to Brown Bros, cheese and wine tasting at Milawa. A few kilos were gained. Emma developed bad stomach cramps and had to be taken to hospital but returned later onShe had a virus caused by the ducks in the water!! (She was ok the next day).



Blowout after getting back on the tar

6th January 2005 by Pam & David Whellam

The Finlaysons and the Watsons were heading for Mansfield for a few days to sort out what was happening to the broken Prado. Off we all headed towards Mt Hotham for morning tea or should I say hot chocolate all round at the General. We headed up Tom Groggin Track with 6 cars and 4 trailers. This track was the first real 4wding of the day and the cars were in low range except of course Pam and David who do not have low range. David powered through a small creek and was doing about 4000 revs up one hill until he went over a bump and became a little airborne and the auto died back to 2000 revs. On a particularly steep hump the Forester ran out of puff. John in his Pajero came to the rescue with a tow. Another tow was needed when again the Forester stopped 2m from the top of the hill. For every up there has to be a down and this was a very slow decent towards the campsite, due to the weight of the trailer. The brakes in the Forrester started to fade, and smoke. We stopped to let them cool down. One more steep hill this time with no tow required. We looked around and found Dog Mans Hut Campsite which we had to ourselves. This was a beautiful spot only 50 m walk to the Murray River.

7th January 2005 by Troy & Sandi Strickland

We woke to a beautiful clear blue sky with the backdrop of the mountains behind us. The campsite at Dogmans was definitely the best we had stayed at. We all packed up ready to do the Murray River Crossing by about 10.20am. After a short drive, Ivan was first to get his tyres wet and to test the depth of the crossing for us. To make sure it was all ok, Dennis reversed back across and tried a different line. We had a quick look at Thredbo but as it so still we decided to head to Jindabyne. Just out of town though, our trailer tyre had a blow-out. We quickly changed it and went to the snowliner to camp.

8th January 2005 by Troy & Sandi Strickland

The Bredbo Pancake place was run off its feet when we all turned up. We then basically headed for home with the only incident being our other trailer tyre giving up on the freeway with not far to go. Luckily the Rush's trailer had a similar size wheel with the same stud pattern so we were able to get home on their spare. Michael jokingly suggested a night at Wombeyan caves before we actually got home and I think that half of us would have joined them if they went. At least we were able to say our proper goodbyes (with hugs and kisses) on the side of the road whilst changing our tyre!

SPECIAL FEATURE: FLASH BACK TO TRIPS PAST

The Victorian Highlands Adventure...

“The Most Disastrously Successful Highlands Adventure Report”

We had our share of difficulties!

Mechanically:

- 2 bolts on timing chain guide
- 2 diffs
- 1 battery
- leaking fuel
- a broken camper zipper
- 2 lots of overheating brakes
- 1 dented fuel tank
- 1 burst heater hose
- 1 overheating engine
- 1 overheating transmission
- 1 jammed tailgate
- 1 bent front shock
- 1 bent gearbox support
- 1 bent exhaust
- 1 loose air filter
- 1 rag found in air filter
- 1 slipping clutch
- 7 tyres

Everyone learnt something and the Prado recovery was one that those involved with won't forget for a while. You may have heard of Prado hill at Menai....now Victoria has its very own!!!!

Personal Injuries

- A twisted ankle
 - Someone falling over in the creek
 - A child falling in the river
 - 2 x injured knees (an old injuring + 1 from walking into the tow ball of a parked car)
 - A throat infection
 - A couple of earaches
 - Allergic reactions Splinters/ Burns/Scratches & Scrapes
 - A few hangovers
 - A case of duck water poisoning
 - 5 cases of travel sickness
 - A man falling over a cliff
- I am pleased to report that none of the injuries were serious and everyone has returned safe and well.

Mountains

Mt Cobbler, Mt Stirling, Mt Bulla, Mt Beauty, Mt Buffalo, and Mt Hotham

Huts (Some people did call this trip the hut tour)

Kings, Cobbler, Craigs, Goulburn Grammar School, Howqua, King Saddle, Wallaces, (And some of us saw Fry's, Dogman's and the Silver Brumby)



New Years Eve was celebrated in traditional style with cocktails made at the Beaver Bar (The back of Andrew's Hilux) Anyone who has been to a Subaru Cocktail party knows that we make our own.....well we had Prado Dream, Ivan's snatch, Crusier crush, Subie Slipper, Bright surprise, Peppie Prue, Broken Diff, 2 loose nuts, Craigs Hut, WD40, Pineapple Flat, Sprained ankle, Forrester Flight, Mattie Mudslide, Naughty Nifty, Clinton Cruiser, Brumby Ben, Hilux Hammer, and the 2005 blend.

We fell in love with Bright and besides all the time spent in the showers and Laundromat and around our campfire we went to some great places.....The lavender farm, Berry farm, Mustard farm, Cheese factory, 4 wineries, Hedge maze, Bright Pizza shop, The Bright pub where we booked out the entire Beer Garden, and two of our favourites who delivered right to our campsite daily.....The bright bakery and Mr Whippy!! The girls spent 4 hours shopping till we dropped covering all the shops in Bright ...sustained only by morning tea and lunch at the bakery!

Regardless of where you go and what you do it is the people you go with that make the trip so wonderful. We had some stressful moments, and a few tears, but lots of laughs, cuddles, generosity, kindness and adventure including a bush birthday celebration complete with cake. The only cross words spoken were aimed at cars and kids. **We learned a lot about the high country and the resourcefulness of people. We called ourselves a family and I think we will all remember the family dinners; family photo's and group hugs!!**

It was an excellent trip, fantastic people and some wonderful memories. ♦

FUTURE FUN

DRIVER DEVELOPMENT

Full trip details - all upcoming trips can be viewed at <http://www.subaru4wdclub.com/upcoming-trips.html>

Registration for trips- please register for trips online.

Enquiries about trips - please contact driver awareness officers, post a message on the trip listing, or email to 4wdtraining@subaruclub.com.au

Driver awareness officers:

Brett Atkins 0412 208 874
Brian Flood 0425 270 385

MAY 2017

Saturday 20 May 2017 to Sunday 21 May 2017

- Grade: EASY
- *** Secret venue! ***
- Driver development and overnight stay

JUNE 2017

Sunday 4 June 2017

- Grade: HARD
- Driver development at Baal Bone Gap, an iconic track in the Lithgow area
- Experience unsealed forest roads, hill driving, and perhaps some low water crossings



GENERAL MEETINGS

There are some date and venue changes in 2017:

APRIL 2017 - Friday 7th

Ten Pin City
 92 Parramatta Rd, Lidcombe

MAY 2017 - Friday 12th

Ermington Community Centre
 8 River Rd, Ermington

JUNE 2017 - Saturday 17th

General meeting to be held at Buralow (Blue Mountains) with the meeting to be held on Saturday afternoon. All ARE welcome to stay for the entire week-end 16th - 18th June, or just come for the day.

JULY 2017 - Sunday 23rd

*** AGM and family picnic ***
 Western Sydney Parklands

AUGUST 2017 - Friday 11th

Ermington Community Centre
 8 River Rd, Ermington

SEPTEMBER 2017 - Friday 8th

Ermington Community Centre
 8 River Rd, Ermington

FUTURE FUN - EVENTS AND TRIPS

Full trip details - all upcoming trips can be viewed at <http://www.subaru4wdclub.com/upcoming-trips.html>

Registration for trips- please register for trips online.

Trip grading definitions - view online at <http://www.subaru4wdclub.com/trip-grading-levels.html>

Enquiries about trips - please contact the trip leaders directly or post a message on the website

WONNANGATTA EASTER WEEKEND - PART 1

Thursday 13 April 2017 to Tuesday 18 April 2017

Medium grade

Members must have completed a full Driver Awareness Day before attending this trip. Well set-up vehicles and drivers ready for some very steep tracks. Start heading south on Thursday evening. Spend 4 days exploring some great tracks, huts and campsites in the Victorian High Country. Travel home on Monday or Tuesday.

Mark Honor | 0418406118 | mjhonor@gmail.com



Trip full

KYLIE'S BEACH R & R

Friday 21 April 2017 to Tuesday 25 April 2017

Easy grade

Kylies Beach is named for Australian author Kylie Tennant who once lived in Laurieton and whose timber hut 'writer's retreat' is nearby, along Metcalfes walking track. Kylies Beach campground is set behind the sand dunes and offers car-based campsites as well as caravan and camper trailer camping, so it is a great place for family camping near the beach. Costs for camping (A\$12 C\$6) National Park Entry \$8 a day without an annual permit, Beach Permit \$60 There are pit toilets and cold showers available. Camping is on a first in, best spot basis. We plan to arrive on the 17 April.

Brian Flood | 0425270385 | floodb@bigpond.com

Heidi Ploeg | 0438989793 | possum_heidi@yahoo.com.au

EASTER IN THE BARRINGTONS

Friday 14 April 2017 to Monday 17 April 2017

Medium grade

Enjoy Easter in the Barrington Tops. As this is an Alpine area, it might be cold.

We will do a drive along Barrington Trail and to some lookouts.

Craig Fitzpatrick | 0419013301 | c.fitzpatrick63@bigpond.com



PICNIC DAY AT WOMBEGAN CAVES

Sunday 23 April 2017

Easy grade

Come along for a drive to Wombeyan Caves on Sunday 23rd April. We will check out Wollondilly River Station as a potential spot for our Christmas Party before heading to Wombeyan Caves where we will have a picnic lunch and cave tour (which is optional and will cost you between \$15 for self guided tour or \$20 for Guided tour of different cave or \$27 for both). Picnic facilities are available but as it will be the end of School Holidays I do not know how busy it will be.

Sandi Strickland | 0414870168 | sandis@exemail.com.au

APRIL 2017

JUNE 2017

BENDEThERA LONG WEEKEND - SOUTHERN EXPLORER SERIES**Saturday 10 June 2017 to Monday 12 June 2017**

Medium grade

Bendethera offers a nice drive in and out and a significant track around the ridge for a day trip. Pack the woollies and an extra jerry of fuel for the day trip.

Jason Finlayson | 0402055100 | finnos@waresoft.com.au

BASH & BEYOND**Friday 30 June 2017 to Saturday 15 July 2017**

Easy grade

This trip is up to Birdsville for the iconic [Big Red Bash](#).
Headline acts this year include James Reyne, Mark Seymour, Jessica Malboy, and 25th Anniversary concert of Lee Kernaghan. More acts to be released before the event. Please note the cost of this trip does not include camping fees en-route to Birdsville or concert fees. Concert tickets need to be purchased by individual participants. Including camping fees and 3 day concert, tickets are \$395 adults and \$65 children. Get your tickets at:

<http://www.bigredbash.com.au/bigredbash/index>

We will need to arrive in Birdsville as a group to camp together. After leaving Birdsville, instead of returning to Sydney we will be exploring Diamantina National Park and a bit of Outback Queensland before returning home.

Joshua Parkinson | 0400041225 | jparkin1@internode.on.net and

Jo Quinn | 0409771019 | j.quinn@uws.edu.au



JULY 2017

AUGUST 2017



Currently no trips planned for August 2017.

Got an idea for a trip or event?

Contact trip conveners: trip_convener@subaruclub.com.au

Troy Strickland 0409 908 977

Jason Finlayson 0402 055 100

SEPTEMBER 2017

HAWKESBURY RELAY FOR LIFE - HAWKESBURY SHOWGROUND * Date changed *******Saturday 9 September 2017 to Sunday 10 September 2017**

Social trip

Please join us for our 10th year of participation in the fight against cancer. For those not familiar with our involvement in the Relay, we usually set up and staff a "camp kitchen" to sell foodstuff to raise funds and, optionally, camp overnight. I encourage you to join us for some fun at this year's event by registering via our team page as well as register for the trip at the club website. Donations to our team effort are very welcome and can be made via the team page link.

Kevin McCormack | 0428408568 | kevin_mccormack@bigpond.com

SYDNEY 4WD AND ADVENTURE SHOW - EASTERN CREEK

Friday 13 October 2017 to Sunday 15 October 2017

Social

We have registered our club again for the Sydney 4WD and Adventure Show at Eastern Creek.

Help is needed across the 3 days to promote our club to potential new members. Volunteering half a day of your time will get you free entry to the Show.

We are open to any new ideas, suggestions or input on how to set up our stand.

Jo Quinn | 0409771019 | j.quinn@uws.edu.au

CANCER COUNCIL NSW 7 BRIDGES WALK
SUNDAY 29 OCTOBER 2017
28KM • LIMITED TO 15,000 WALKERS • 7:30AM-4:30PM

7 BRIDGES WALK - SYDNEY

Sunday 29 October 2017

Social

Join us for a 28km walk around our beautiful city crossing seven iconic bridges. But if 28km is a little far for you, feel free to join us for part of the day or take advantage of the free bus service to catch a ride to the next stop.

We will be meeting at one of the villages (to be decided) at 7am for a 7:30 am start. All participants are required to purchase their own ticket. The cost is \$45 discounted for the first 4 000 sold. Children under 12 are free. Tickets go on sale 1st July via <http://www.7bridgeswalk.com.au/>.

Registration on the day is \$60. There is a limit of 15 000 participants. There will be food, entertainment and music at the villages around the course.

Karen Finlayson | 0402055200 | karen@waresoft.com.au

Sunday 30 October



**WALK AROUND THE MOST
BEAUTIFUL HARBOUR IN THE WORLD**

OCTOBER 2017

MEMBER PROFILE:

MEET DAVID LANG AND LIZ WAY

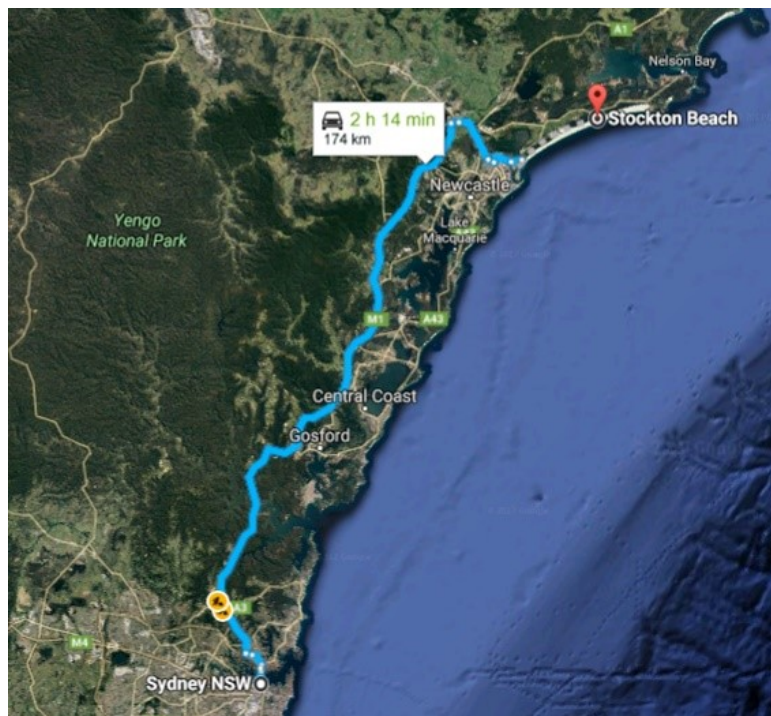


Liz and David



Year joined	2016
Live in	Redfern
In 5 words...	<ul style="list-style-type: none"> * Adventurous * Outgoing * Prepared * Busy * Fun
Occupation	<p>David – Electrical Engineer Liz – Standby Props Assistant for Home and Away</p>
Vehicle and mods	<p>Subaru Forester 2.5i-S MY15</p> <ul style="list-style-type: none"> * 1 inch lift kit * ECB nudge bar * Inverter with powerpoint * All Terrain tyres and sexy rims
Favourite camping spot	Snowy Mountains in summer.
Camping set up	<p>The easiest and most efficient you've ever seen</p> <ul style="list-style-type: none"> * fridge behind the passenger seat * shelf behind the drivers seat * mattress folded out in the back
First club trip or event	Club Picnic and Drive day in Kurrajong, back in January 2016.
Dream destination	Fraser Island – but we've done that! So now it's doing the "Across the top end" trip!
Most enjoyable club moment	Sand driving on Stockton Beach-Subies love sand!
What the club means to you	A great way to have fun 4wding with other like-minded people and a great place to learn new skills.
Advice to other 4WD'ers	Slowly build up a good kit of stuff, and you'll always be right. ♦

TRIP REPORTS: STOCKTON BEACH



Driver development - Stockton Beach

Meeting point:
Metro Service Station, Williamstown

Sunday 5 February 2017

Led by Brian Flood and Brett Atkins

Attendees:

Angelo Atlas Darren Smith
David Lauric Dominic Llevado
James Simmons Mark Andrews
Michael Hamilton Stephen Mockford
Mark and Karolyn Honor
Troy and Sandi Strickland
David Lang and Liz Way
Richard Stevens and family

Reports by "new-ish" members

1. **Stephen Mockford**
2. **Dominic Llevado**

By Stephen Mockford

After the heat of the last few weeks, I couldn't wait to get out on the beach for the first Driver Development day for 2017. Only my 4th outing with the club, and still a serious newbie, it was **good to start to see more and more familiar faces** at each event.

We met at the Metro Service Station at Williamstown, then after a briefing, we aired down and headed onto the sand. Our first stop was at what is left of the MV Sygna which, sadly, isn't a lot.

This was the first time my relatively new Forester had put a paw onto the beach, so I was just the smallest bit nervous about how it would go. Barrelling at the first sand dune with every muscle clenched, I had visions of bent suspension components (I was 18, give me a break!), but it handled everything much easier than I expected. I was clearly worrying about nothing.

Brian got his Jeep up to the sills in sand to demonstrate our first recovery for the day. Going through all the steps to safely perform a snatch strap recovery was a good refresher. Following this we went for a cruise further down to Tin City. I volunteered to be the guinea pig for a sand recovery using Maxx Trax. **Getting a Subaru stuck proved difficult**, but we eventually did. The passing traffic looked on with amusement watching a bunch of people purposefully digging a car into the sand.

Thanks again to Brett and Brian for leading us on another great day! Thanks also to the other members for being **so welcoming, and creating an atmosphere where newer members can feel comfortable** to

... my relatively new Forester... handled everything much easier than I expected.

ask questions for learning about basics like radios, antennas, and understanding a little bit more about our cars' and our own abilities.

Lastly, big ups to Angelo for getting his **cranking new Cruiser up the dunes... with the handbrake on**. Top work! ♦



Maxx Trax recovery on a deliberately bogged Forester

By Dominic Llevado

As I left home in the morning, I couldn't help feeling excited knowing that the club will driving north to Stockton Beach for beach driving, **an adventure I have been longing for since buying my Forester**. Heading to meeting point, I couldn't wait to soak the 4 wheels of the car into the sand and find out it's grit and might on the soft sands of the beach.

After a quick break at McDonalds Thornleigh and a briefing about the activities for that day, we headed north on the M1. We reached the second meeting point at the Metro Service Station on the corner of Lavis Lane and Nelson Bay Rd, Williamstown. Some of us found a parking spot while others headed down to the pumps to fill their fuel tanks. Each of us got our permits that would be our access to beach driving. We all headed down Lavis Lane to the beach entrance for our first trip orientation.

We parked our cars and gathered for introductions. I was delighted to meet the VIPs of the club: Mark Honor (President), Sandi Strickland (VP) and Karolyn Honor (Secretary), whom afterwards, handed out the club's car stickers to some of the members.



5 Subaru Foresters flock together

We also lent our ears to the trip's leaders, Brett Atkins and Brian Flood, for some pointers on beach driving. This is where I found out that **the right pressure of the tyres for sand driving will depend on the type of tyre and car**, and not the usual defined tyre pressure for beach driving. We were warned to follow the strict rules stated on the permit as the beach is part of the Worimi Conservation Lands.

As soon as entering the beach, I could feel the adrenaline rush when my tyres hit the soft sand

while the boxer engine roared as I carefully navigated my way on the "tracks" created by the cars in front.

We stopped in front of the former MV Sygna wreckage, where unfortunately the remaining visible shipwreck is nowhere to be found after being washed away by recent storms. But even so, it didn't stop most of us from taking out our smart phones and cameras to take pictures of our cars as well as some memorable selfies that will eventually be uploaded onto our Facebook or Instagram.

I could feel the adrenaline rush when my tyres hit the soft sand.

The real fun began as we all lined up to take turns in going up and down the sand dunes. Upon setting up my action camera on the windshield, I put my stick shift to the **manual setting, revved to 4000 RPM, and paddle shifted to 2nd gear**. I climbed smoothly on my first attempt and can't help but be amazed of the Forester's capability. Feeling delighted at what I had accomplished, I decided to give it another run. Using my X-Mode, I descended the hill and queued to the starting point to wait for another turn. My second attempt ran smoothly and I completed two more dune climbs before stopping to watch other cars. We were lucky to be given a demo on how to properly recover a vehicle stuck in sand.

After lunch at the top of the dunes, we went for a leisurely drive along the beach, enjoying the beautiful waves of the ocean while our cars

ploughed their way to Tin City. Further along, we stopped for Maxx Trax recovery demo. Stephen Mockford gladly volunteered his white Forester to be buried in the sand while we listened to Brett and Brian instruct on how to properly use the Maxx Trax.

After the demo, we proceeded down to exit the beach to Anna Bay. We bid adieu to each other through our two-way radios. Everybody left with smiles on their faces from the fun and adventure we had on the beach, with our beloved cars and most of all, with our fellow club members. ♦

TRIP REPORTS: STOCKTON BEACH - DEMO RECOVERY



1



2

1. Locate a vehicle bogged in the sand
2. Jeep owners will typically carry recovery gear as shown
3. Find willing volunteers to attach straps and shackles



4



3

4. If required, lengthen strap by connecting another one
5. Re-do connection using the correct technique
6. Attach the strap to the recovery vehicle



- 7. If required, try another recovery vehicle
- 8. Ready - set - GO. Did it work?
- 9. No? Ask a small child with sandpit toys to dig the Jeep out ♦

Information provided in this article is not necessarily the correct recovery procedure for all makes and models of vehicles. Please consult your vehicle's handbook and the Driver Awareness Officers for the correct technique to complete a safe and successful recovery on your vehicle.



TRIP REPORTS:

COXS RIVER TWILIGHT DRIVE & BBQ



Coxs River Campground
Ganbenang NSW 2790

Saturday 18 February 2017

Led by Troy and Sandi Strickland

Attendees:

- Dave Cook
- David Kirkby
- James and Meaghan Simmons
- John Hocking
- Mark and Karolyn Honor
- Lyndon Skeggs
- Michael Hamilton
- Michael Pears
- Wendy Mavros with Roslyn

Report by
James and Meaghan Simmons

The trip from Sydney up the Great Western Highway to Hartley Historic Village was relatively painless, well, once we got past Parramatta Road and the M4. With our schedule slightly blown out Meaghan and I thought we were going to be the last to arrive, and in the tradition of the club, thought we would have to write the trip report. We weren't last, but here we are writing the trip report... (Our President got me on a technicality during the drive – he is quick!) It was good to see **Subaru numbers finally with equal numbers to other makes**; 4 Outbacks and 1 Forester.

After leaving the beautiful Hartley Historic Village on quite a warm afternoon we headed down the

highway again, turning off onto Jenolan Caves Road. The plan from there was to take the turn off for a brief drive on tarmac before hitting the dirt (**David Kirkby in his new Landcruiser was very excited**, and new members Wendy and Roslyn in their 4 week old Outback, maybe not as much). There was chatter on the radio after around 15 minutes on tarmac and a couple of minutes on some dirt ("finally" said David) wondering if we had taken the right road. Apparently, we hadn't, so **at a fork in the road we stopped** while Troy and Sandi went on and checked out the road ahead. The decision was made to turn around and go back to Jenolan Caves Road.



Braving Bowtells Swing Bridge



Dinner time at the campsite

We headed back up to the main road, turned left, and found the road Troy had been looking for, which was mostly dirt from the start. We had found it.... Remember **the fork in the road** I mentioned earlier; well turns out the tarmac section and the new road we had taken met there. Not sure I need to go on....

We headed through undulating farm and bushland, through farming areas with cattle and sheep scattered through the paddocks, eventually joining the historic 6-Foot Track for the final few kilometres. After squeezing into the Coxs River campsite parking area at the end of the road, we all headed down to Bowtells Swing Bridge about a 30 minute walk from the campsite. I didn't quite realise how 'swingly' a swing bridge could be, especially so high above the river and in the occasional gust of wind. **Michael Pears, who absolutely hates heights, made it across.** Going back though, he decided that once was definitely enough and crossed the river by foot to walk back up the hill. John

I didn't quite realise how 'swingly' a swing bridge could be.

Hocking also decided that **once was enough** and with Sandi walked back down the other side of the river before crossing back near the camp.

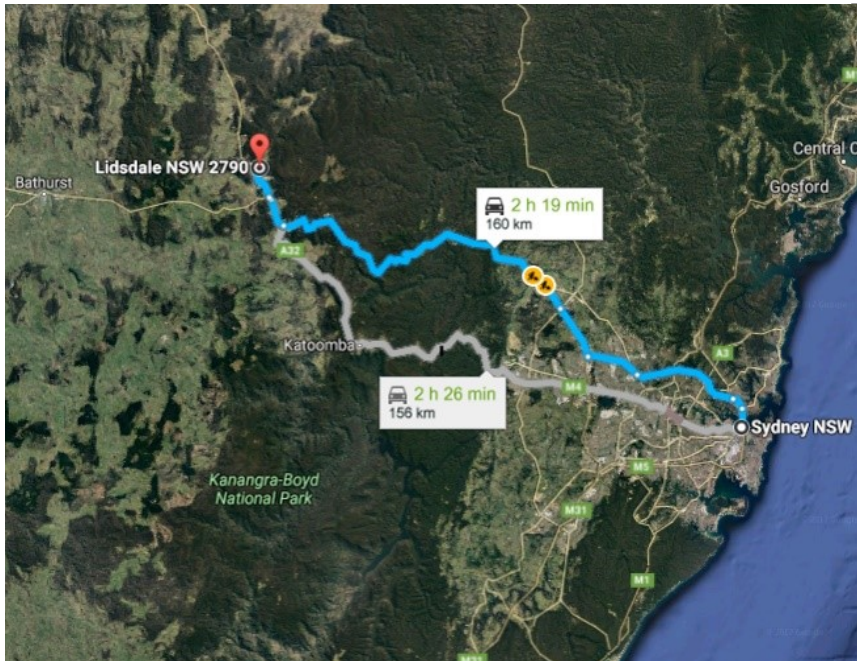
Mark and Karolyn kindly brought the BBQ for us to cook up our dinner for the night. After dinner, just as twilight was falling, we hit the dirt again and started back up towards Jenolan Caves Road. We took a different route back, **travelling through beautiful bushland** along more of the 6-Foot Track, crossing little rocky creeks and enjoying the bush environment after dark. The wildlife was out and about so we all needed to be vigilant while travelling back. It was a wonderful drive in the dark and being close to the front it was awesome to see the vehicle lights behind us through the trees weaving through the bush.

Thanks to Troy and Sandi for organising a great drive, and **Mark and Karolyn** for bringing the BBQ, and **everyone else** for an enjoyable trip. ♦



Our trip leaders on Bowtells Swing Bridge

TRIP REPORTS: LIDSDALE



Driver development - Lidsdale

Meeting point:
Shell Service Station, Lithgow

Saturday 18 March 2017

Led by Brian Flood and Brett Atkins

Attendees:

- Kim Nolan - Ford Ranger
- Michael Hamilton- Toyota Fortuner
- Jeff Cairns - Toyota Prado
- Angelo Atlas - Toyota Landcruiser
- Troy Strickland - Subaru Forester
- Stephen Mockford - Subaru Forester
- Roy Meuronen - Ford Territory
- Andrew Wise - Nissan Patrol
- 2x Jeep Club Guests - 2x Jeep Wrangler

Report by Brian Flood and Brett Atkins

It was a wet and gloomy Saturday morning as we headed out early to our usual meeting point at the Shell Service Station Lithgow. An eager group of members was ready to hit the tracks for a full day of driver development.

The group convoyed to Rydal Showground for an introductory briefing by Brett and Brian, and then headed to a nearby **shale quarry for some uphill ascents and downhill** descents. The rain continued to fall lightly and here all drivers could test their skills and vehicles by driving slopes in the wet.

Brian also conducted a demonstration on how to

recover a vehicle that had slipped sideways on one of the uphill ascents. After all drivers had gained some confidence in driving the wet quarry, the group headed off to explore some of the rocky tracks around Lidsdale State Forest and various private properties.

Driving the rocky tracks in the wet was a great experience for all drivers and the importance of selecting the correct tyre pressure and choosing a good line was soon understood by all drivers as we tackled some difficult rocky inclines. After an enjoyable drive, we headed back to Rydal Showground for lunch.



Where's the step ladder?



During lunch the sun finally made an appearance so we decided to try the test track created for the Jeep Jamboree in 2015. Several drivers **tested themselves in the slippery clay** conditions. All cars performed well and the drivers pushed themselves and their vehicles to the limits, resulting in some recoveries – perfect for a development training day!

After playing in the mud, wombat holes, slopes, ditches, and rocks of the purpose built test track, the group split with some

... playing in the mud, wombat holes, slopes, ditches, and rocks ...

taking the tar back home whilst others left to take another off road track through the state forest to the highway. We came to the first difficult section and I

knew we were in for a challenge. The two Jeeps negotiated the obstacle, but the rocky conditions **proved too much for Kim's new Ranger** and it got stuck. The decision was made to back one Jeep down and use a slow tow to navigate the obstacle. Everyone else attempted the obstacle and experienced the same recovery technic from both angles as they also assisted the car behind them. The group negotiated the remaining obstacles and drove out of the forest to air up near the highway.

A **big thank you** to the Subaru and Recreational 4wd Club for allowing Sydney Jeep Club members to attend as part of their driver trainer mentor program. ♦





TRIP PROCEDURES

EQUIPMENT

All vehicles should be in good mechanical condition and carry the following basic equipment on all club trips:

- spare wheel
- jack
- wheel brace
- basic tools
- shovel
- first aid kit
- recovery gear

STAY IN TOUCH
On trips, our club
uses broadcast
channel
15 UHF

The alternate
channel is 16 UHF

CONVOY PROCEDURES

- 1 - Maintain a safe distance from the vehicle ahead, especially when roads are rough or dusty.
- 2 - Maintain position in convoy except in unusual circumstances.
- 3 - Wait at intersections to ensure that the vehicle behind you knows which way to go. If radio contact has been made, directions may be given over the CB, to allow the convoy to keep moving.
- 4 - When arriving at a hard section, eg creek crossing, steep hill, washout etc, wait for the vehicle ahead to clear, or to be called through on the CB.
- 5 - Stay on the track; don't stray into the bush!
- 6 - If you want to leave the convoy, tell the trip leader. Don't just wander off!
- 7 - If using the CB, allow time between transmissions for others to call. Keep transmissions short to allow for emergency transmissions.
- 8 - When there is an emergency call, the trip leader should be the ONLY person to reply. If the trip leader is not contactable, an appointed person will relay the message. Cease all other transmissions until the trip leader advises that the emergency is over. Radio silence may be broken for another emergency.
- 9 - Only people nominated by the trip leader should help others through obstacles ("Too many cooks ...")
- 10 - The position of "tail-end Charlie" will be allotted by the trip leader. This person will be required to advise the Trip Leader of various events during the trip, and stay with his/her vehicle and operate the CB should an emergency situation arise.
- 11 - Take only photos and video; leave only foot prints and tyre tracks.



COMMITTEE REPORTS

VICE PRESIDENT / SOCIAL CONVENER

Hi all,

Not a lot to report from the Vice Pres and Social Convener. We are having a social

meeting this coming Friday at Lidcombe Ten Pin Bowling and then we will be looking forward to Eater. Wishing you all safe travels if you are away over the Easter break and during school holidays.

Christmas in July

I am currently waiting on the availability of Olinda Hall for our Christmas in July night. Hopefully we will still be able to camp around the hall.

Christmas Party

I am checking out a few potential spots for our Christmas Party. One potential location is Wollondilly River Station - we went there several years ago, for a New Year's Eve party and had a great time... except for the fact that it was extremely hot. Unfortunately, it was hot everywhere that year but the river is refreshing and right beside the campsite, and close to Sydney, so if you need to get back home early it is not too far. If you have any other suggestions, please let me know.

Recipe Book

Please don't forget to support Karen Campbell's recipe book idea. If you have a recipe that you use often or has worked whilst out and about camping, jot it down and send it to Karen at fund_raising@subaruclub.com.au.



Next Social Event

Please let me know if you are interested in experiencing the iconic Australian bush like never before. Getting up-close and personal with native Australian wildlife and magnificent gum trees, as you climb, weave, and fly through the tree tops on self-guided rope courses. Flex your adventurous spirit and test yourself, both mentally and physically, with over 100 elevated obstacles including rope ladders, wobbly bridges, tunnels, cargo-nets, and zip lines.

Still reading? Join us at The Tree Tops Adventure Park, Western Sydney Parklands. Cost is around \$48 for adults and \$38 for juniors. 5% discount if we get over 10 participants, I would like to book for either before or after the AGM.

Stay safe out there,

Sandi

While you explore the great outdoors, protect your home with Lance Steel Security



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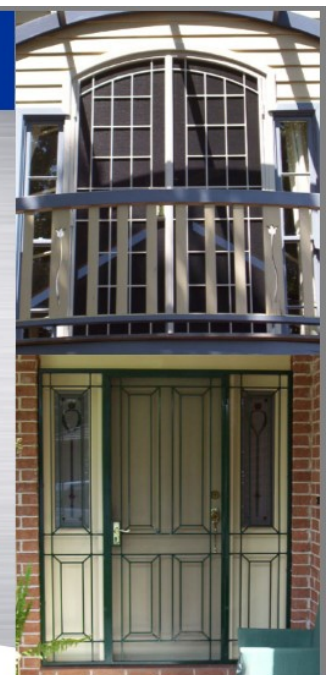
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COMMITTEE REPORTS

TRIP CONVENERS/ WEBMASTER

Hi all again,

Well, I think you might have noticed the weather has turned

slightly cooler, and winter will soon be upon us. It is still a great time to get out and about on the trails and around a campfire with a hot drink and marshmallows.

Although we still have a good number of trips coming up, our calendar of late has a few gaps in it on some weekends. Remember, if you are asking why there are no trips on this weekend, ask yourself "Have I lead a trip this year?"

That's right - we are after members to let us know where they would like to go and discuss options with the trip conveners (Jason or myself). Running your first trip can be a little intimidating but if there is a place you would like to visit or a track you have heard of, with a bit of planning it can be quite easy. If you do not want to run a trip yourself, we can help work out who can organise and lead the trip with you. If we get the trips into the calendar early, others can plan for it and register.

It is great to see other members put their hand up and lead one or two trips a year. Thank you to those who have done so recently: Craig, Ross, Kevin, Grant and Alison, Chris and Kelly, and any others I may have forgotten.

It is never too early to start thinking about when and where you would like to go in the future, so please have a think and talk to us at a meeting.

Check out what is on in the next few months and we look forward to seeing you out there.

Cheers,

Troy and Jason



Oh, and on the webmaster side, there are small enhancements being made all the time so keep logging in to check things out. If you have any suggestions, or photos you think would be good or anything you see that is not quite right, please let me know webmaster@subaruclub.com.au.

Heading to the ski fields this winter in your diesel vehicle?

If you drive a diesel powered vehicle, fill your fuel tank with **alpine mix diesel** from a service station close to the snow fields to avoid freezing of fuel. Dual fuel vehicles (LPG/petrol) should switch to petrol before entering alpine areas.

Regular diesel sold across Australia is rated to work across a variety of vehicles and operating temperatures. At lower temperatures, diesel reaches a 'cloud point' where wax begins to form and causes the fuel to become thicker.

The thickening effect can cause the fuel to clog filters and affect the vehicle's performance — in some instances, it will prevent the vehicle from starting.

Alpine Diesel is a diesel fuel blend that is manufactured with a cloud point that sits 4 degrees Celsius below the regular diesel cloud point.

Some areas also sell Highland Diesel, which is similar to Alpine Diesel, except it increases the operating cloud point range by 2 degrees Celsius instead.

Drivers travelling into even colder climates can use an additive in addition to Alpine Diesel to further increase operating range.



Source: caradvice.com.au

4WD DELEGATES

G'Day from James and David, your dynamic duo,

We have been your Club Delegates to Four Wheel Drive NSW & ACT over 6

months. This reminds us of something about fun, time, and flying. We are now fully in the swing of meetings and learning quickly the benefits of the Association and areas in which it could improve. Since our previous report, we have been everywhere, man – well maybe not everywhere but at least to Rouse Hill, Wagga, Wagga, or was that Wagga Wagga, Greystanes, to Ermington three times and twice to Granville; next month we go to Bathurst and again to Ermington and Granville.

The Association sends out a newsletter every month to clubs and anyone that is registered on their website. There is a lot of information from these trips/meetings/newsletters to give you and so in our Delegate report, we have consolidated the information.

Summary from February Quarterly Meeting – 18 February 2017 at Wagga Wagga

We both attended this meeting. James went with Gill on Friday and stayed till Sunday, David travelled on his own late Friday afternoon and went home after the meeting on Saturday. A number of funny stories from this trip to tell later and we both visited the old F1-11 outside the Air Force base – what a machine! This meeting was not as long as the previous one, but still could have been much shorter – and no free lunch this time so we had to buy our own from the RSL Club - Chinese. Great to hear talk of improving meetings and using run sheets in future.

Summary from February Greater Sydney Region Meeting – 27 February 2017 at Granville | March Greater Sydney Region Meeting – 27 March 2017 at Granville | February and March Newsletters

Association news

- Clean up Australia Day 5 March in Zig Zag area – members from 8 clubs and other associations attended, almost 60 people, a huge amount of rubbish was removed including 4 cars in areas from Clarence to Newnes Roads.

- Australia's Biggest Morning Tea 2 April 2017 at 4WD Test Track at Eastern Creek, 3 from our club attended and had a good time driving around the track.
- Glove Box Guide and Rewards Card – Annual edition each December with updates from AGM. The guide includes; Contacts, Website details, Member benefits, Club visitor procedures, Exclusive areas access, Insurance details, NPWS & Forests reporting, Codes of Conduct, Upcoming dates and Calendar, Advertisements and Rewards card.
- Membership for the Association is currently 73 clubs with 3193 members. 2 proposed new clubs were approved for association membership.
- The new insurance scheme has been chosen and approved from the 3 proposals. This is now a single policy held by the National Council and covers all clubs that are have paid membership. The new policy is from 1 June 2017 to 30 June 2018 and the association is covering the cost of cover for June 2017. The new policy is just over half the cost of the existing policy, with better coverage including no minimum numbers. The policy has limited personal accident cover for members and additional 'events' cover that will include most Club activities instead of the volunteer workers' cover that required prior notification for all events – this is much easier for clubs. The insurance cost will be paid with the annual fees, so only one invoice and payment to handle each year. Details of this insurance update will be received over the next few weeks.
- Association website major update/upgrade did not go smoothly so fixes are occurring slowly to ensure that they are correct, our club information is now up to date. We can also stay connected with the Association via their Facebook page – NSW & ACT 4WD Association.
- Financially the Association is currently in a good position, with \$155K in the bank. Some committee members have not been claiming for allowable costs but will in future.

COMMITTEE REPORTS

4WD DELEGATES

Continued

- Driver Training Unit – The external audit occurred during March and all issues have been resolved so the outcome is a solid PASS. Training will now be rolled over to the training company Get About. We could use our awareness officers to do the training with the course materials and then do a session with an approved assessor so that our drivers have the national qualification. Our awareness officers would need to attend a Personal Development day and then they could be classified as 'Trainers' again.
- Working groups regarding vehicle standards: "After-Market lighting", a plain English document encompassing all aftermarket lighting (not just LED bars) has been drafted.
- Possible change to 'statutory written off vehicle' regulation – in the future you might be able to re-register written off vehicles. This will assist owners of low money value but high intrinsic value vehicles, which have been in an accident and require repair.
- Association can assist with Classic Car Club Registration for 30+ year old vehicles that are driven up to 60 days per year using a log book. Classic Car registration has huge savings on registration and insurance.
- Proposed Association meetings format; May and November meetings will be the usual full report meetings with the AGM in November. February and August meetings will have limited short reports and then an Open Forum on a topic. First topic suggested is 'Sustainable 4 Wheel Driving', with future topics to be confirmed.
- Association Committee Election nomination details and forms will be sent to all clubs as cut-off date for nominations will be in early September.

Tracks and Parks

- Track Classification – Abercrombie area pilot to be finalised in near future.
- NPWS Memorandum of Understanding with Association has been completed and we can start using, Local staff have more control rather than requiring central approvals.
- NPWS are in the process of a restructure – Regions, Areas and Managers will change.
- Department of Primary Industries Meeting – DPI can assist with genuine user access to areas that have been locked illegally by land owners i.e. access to creeks/ivers for fishing, suggested we get a fishing licence and rods.
- Eastern Creek 4WD Test Track – Association is looking at MOU with Owners.
- Lithgow project – copy for signage on main tracks in this area to be agreed with Forests and then installed. A tourist map which is downloadable from a website will be built. There has been some damage done in this area by unknown people including defacing artworks and driving off existing tracks. Land owners are installing more barriers and some groups are calling for this area to be closed off. Ensuring continued access to this area could be a huge fight in future as this is an important location for our recreation.
- The Glen at Abercrombie (Oberon) – A toilet will be installed. NPWS will sink the toilet hole and install tank, and clubs will install cabinet and infrastructure. Also considering weather proofing on the woolshed. In August, there will be a weekend to plant 1000 trees.
- Mt Airly (Capertee) rain has damaged tracks, and trial controlled access will be in place soon.



4WD DELEGATES*Continued*

- Mt Airly (Capertee) rain has damaged tracks, and trial controlled access will be in place soon.
- Daniels Point Road (Watagans) closed for the foreseeable future.
- Slippery Rock Road (Watagans) the clean-up is completed. Rural Fire Service used the track recently and were able to access and extinguish a fire before it threatened property.
- Bridle Track (Bathurst) closed to through traffic and the alternative Root Hog fire trail is still closed at the river crossing so access to Hill End is around these areas.
- Yalwal (Nowra) managed by local water authority. They wanted to close access and camping, instead there is a no-cost permit system in place via council website, with no access before permit, no unregistered vehicles even on trailers.
- Association has a booking system on website for Dingo Dell and The Glen, possibly adding Mt Airly and Baal Bone Gap Crown Creek trails in future.

Association Quarterly Meetings 2017

At these meetings the Executive and various sub committees provide updates on issues of interest to us, as Four Wheel Drivers, and people that enjoy the great outdoors in our wonderful country.

- 20 May in Bathurst. I wonder what our lap time will be!!
- 19 August, venue TBA
- 18 November + AGM, venue TBA

Dates for your 2017 diary and early advice for Easter 2018

- 27 May - inter-club bowling night, 4pm at BBQ Galore Leumeah for sausage sizzle and product discounts, 6pm at Campbelltown City Bowl – Cost \$20 (Hosts: Macarthur).
- 13 to 15 October - 4WD and Adventure Show at Eastern creek. Planning meetings on second Monday of April, June, August, September, October and November at 7.30pm in Liverpool.
- Easter 2018 – Inter club Jamboree in Batemans Bay area. More details to come in mid-2017.

Our aim is to be as involved with the Association and projects as time allows us, and to try to get you, the members, involved in some way as well. We will keep you informed of what Four Wheel Drive NSW & ACT is doing for our club, and of any activities that you might like to assist with to promote our recreation.

“Stay safe on the tracks” from him and “happy travels” from me.

James Wall and David Wellham

Four Wheel Drive NSW & ACT is the Association to which our great club is a member.

Four Wheel Drive NSW & ACT is the peak body for Four Wheel Drivers in NSW and the ACT, and represents us to Government and Land Managers (National Parks, State Forests, Crown Lands, Department of Primary Industries) on issues like track access, track closures, vehicle standards. The Association also provide accredited driver training, access to a number of locked areas, and have started a track classification program. The Association provides us with access to cost effective insurance and a link to 'Four Wheel Drive Australia' – the National body representing the 4WD community Australia wide. Have a look and register on the Association's website – www.4wdnow.com

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Coming up in the next issue of Drive Torque:

- **Ten-Pin Bowling**
- **Barrington Tops Easter camp**
- **Victorian High Country**



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