

PATROLLING



***Volume 36 Number 3
June 2014***



Invest in tyres that last.

Your new 4WD tyres should be built to last so they're more puncture resistant, longer wearing and offer more protection in the sidewall of the tyre all while delivering the right amount of traction no matter where you drive.

Invest in tyres made to last

It's Cooper's ongoing commitment to developing new technology and making 4WD tyres that last, while other original equipment brands are being made with lighter construction and less tread. Cooper continues to develop and produce 4WD tyres incorporating modern technology, compounding and design to produce a range of tyres that suit every kind of application.

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70% Road and Sand, 30% Dirt & Mud
With a round edge shoulder design, the A/T³ is great for off-road trails and tracks as well as sand driving as it won't dig down as much allowing the vehicle to get across the top of loose terrain making this the ideal all-terrain tyre that you

can take just about anywhere without sacrificing highway performance.

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The STT is designed for the 4WD driver who wants a tyre with the grip and puncture resistance to drive the most serious of off-road applications. With Armor-Tek³, the STT now boasts even more strength than before.

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Cooper Tyres are only available from authorised Cooper Tyres dealers. For your closest authorised dealer, a free tyre guide and information on different tread patterns find us on Facebook call 1300 COOPER or visit us at:

www.coopertires.com.au



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What people are saying about Cooper Tyres?



"I wasn't overly happy with my previous tyres, not getting the mileage and wear that I had expected. I put Cooper A/T³'s on and haven't looked back" - John Haenke - DVD Producer

"Out in the scrub, you don't experiment with tyres - unless of course you get a kick out of bush survival! And that's why I chose Cooper's S/T^{MAXX}" - Pat Callinan Mr 4x4

"The Cooper STT is still saving me dollars because it's the toughest off-road radial I've ever driven on... bar none" - Ron Moon - 4WD Journalist and Adventurer

Nissan Patrol Club of South Australia Inc Established 1979



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CLUB MEETINGS are held at the Challa Gardens Primary School, Humphries Terrace (off Torrens Road), Kilkenny on the first Thursday of every month except January. Meetings commence at 7.30 pm.

The Nissan Patrol Club is a member of Four Wheel Drive SA Inc (FWDSA), which is a member of Four Wheel Drive Australia Pty Ltd (formerly the Australian National Four Wheel Drive Council Inc (ANFWDC)).

UHF Channel 21 is recognised as the official Club radio channel.

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Patrolling the Editor's Desk

We have an avalanche of articles for this month—Many thanks to all who have contributed. Please look at the advert for the Theatre Night in October—"My Fair Lady"—it will be a wonderful evening. Looking forward to our 35th Anniversary Dinner at the Belair County Club next month? The menu and venue look very impressive and I along with all of our members, would like to thank the "Working Party" for all of their work towards what will be a very successful event.



Kate

*Be sure to check out Electric Bug's new Advert—Page 23.

30 YEARS AGO - 1984

BIG DESERT TRIP-JUNE LONG WEEKEND

LEADERS: Jeanene & Jeff Schapel

At 8.00am at Eagle on the Hill, on a cold and wet morning we met. After a quick 'sticky beak' around the new hotel, we set off for Keith. On the way down, we passed the 'Austin 7 Club', off to a Vintage Rally, probably at the Mount. Those members must be true enthusiasts, as many were in open cars. On arriving at Keith, the Beythiens soon found the pasties and cream buns. An uneventful run to the border was followed by lunch and the Subaru Club spent some time with us before they left on their border run. After a leisurely break, we put out a call to Kevin and Leonie Osborn. We were hopeful that they may have left Adelaide earlier than planned. Near Wallowa Downs we left directions for Kevin near a Telecom building. Along the way we collected some wood for our camp fire. The rain which had cleared to bright sunshine, lightly began to fall when we arrived at Broken Bucket, where we had a walk around the historic stock watering hole. We headed North again for 1km then right into what must have been a 'sweet' place as there were numerous beehives and a lot of native flora – desert banksias, correa and thryptomene. We made camp at 4.30pm on open ground. Camp was soon set and cooking underway. Alan and his apprentice, Trevor, kept our toes warm for the night. The children braved the elements and slept out under the stars. Tony 'broke the ice' next morning before he could have his wash. Lorraine's effort on porridge was not appreciated by her family, but provided the morning's entertainment. We headed off at 9.15 and Tail-end Charlie confirmed that the camp site was left spotless. 9.45 and our leader was geographically embarrassed. Jeanene knew where she wanted to go and we back tracked 1/2km and turned right to Chinaman Well, where we had morning tea and examined the large Emu tracks. We passed straight through Chinaman Flat and our 1:250 Ouyen map did not show the left hand turn our leader took. The track degenerated and the Capells said they knew how a Joey felt with its mother on the hop. The photographic stop on a large dune was enjoyed by all. Peter climbed it twice. Lunch was taken off the Murrayville Rd. and we set off again. After a short distance, we came across the Osborns at Big Billy. A quick pack up and they joined the group. Unfortunately Trevor and Lois departed for Murrayville with a malfunctioning clutch slave cylinder.

The Mallee became more dense and the track less used, as we again headed East towards Major Lock Soak. The camp site was chosen and all began setting up tents and getting the cooking fire underway. The children set up their own camp fire and bed rolls ready for another sleep out and the cloud cover ensured a warmer night. The yarns and refreshments around the fire were most relaxing, particularly when followed by a sleep-in. Next morning Jeff and a small group ventured off to sight-see and others went to climb another dune or two and John gave us the benefit of his experience. Back to camp for lunch and pack for home. Home through Pinnaroo, Lameroo and town by 7.00pm. Those who were reluctant to leave and were hungry, headed for a Burger. - Thanks Jeff for a well organized trip which we all enjoyed. "Mc's" No.77

Patrolling Magazine

Trip Reports, photos, and any items of interest are all welcome. Please forward to the Editor. Contact details on page 3.

THE DEADLINE FOR AUGUST ISSUE IS 25 JULY 2014

Views and opinions expressed in this magazine are not those of the Nissan Patrol Club of SA, unless specific reference is made to the article

Front cover is a February 2011 adaptation from Marie Schultz's 2003 original concept.

COMING EVENTS

Dates	Details	Leader	Confirmation Date
21 - 22 June	Peake	Dave Richards	
5 Jul 2014	35th Anniversary Celebration Dinner - 6:30 pm at the Belair Park Country Club - see advert P16	Sub-committee	4 May 2014
27 Jul - 3 Oct	WA Wildflower Trail	Pat & Des Trowbridge	Closed
26 -28 Sept	Bushy's Sand Driving	Tony & Chris Moran	
4 - 6 Oct 2014	Weekend in Whyalla - will require registration with Whyalla Club - details yet to be announced.	President	Registration date
3 - 12 Oct 2014	Pooncarie Races and Mungo National Park - Tentative proposal - easy 4wding, optional canoeing on the Darling River, caravans OK. Register your potential interest on trip sheet.	Kathy Grigg	??
17 Oct. 2014	<i>My Fair Lady</i> - Arts Theatre - 53 Angas St. Adelaide. Advert Page 20.	Jeffrey Schapel	Sept Gen. Mtg
23 Nov. 2014	Family Picnic	President	
21 December.	Christmas Breakfast in the Park- Hazelwood Park	President	

All participants must register their name and vehicle registration on the trip sheet, or advise the trip leader of their participation. Registration is required to comply with the Club's public liability insurance policy. Visitors are welcome to join most trips and social events; simply register your name on the sheet in the trip folder or see the Trips Officer. Visitors must also sign the Club "Warning" forms if participating on a trip.

All participants must confirm with the designated Trip Leader by the Confirmation Date that they still wish to attend the event or trip. Failure to do so will indicate to the Trip Leader that you do NOT wish to participate.

If at the last minute you are unable to join a trip for which you have registered, please make every endeavour to advise either the trip leader or someone else joining the trip. This will ensure the group is not held up waiting for a non-arrival.

(Remember to complete your ICE form prior to commencing on your Trip.)

The Club recommends that members have RAA membership to cover mechanical breakdowns on Club trips, and ambulance cover from the SA Ambulance Service or your private health insurer to cover medical emergencies.

The President's Points



Hi Patrollers,
 Well we are 1/2 way into 2014. This year is proving to be a great year for the Nissan Patrol Club. It is our 35th Anniversary and our midyear dinner preparations are well under way for Saturday the 5th July, which will be held at the Belair Country Club. This will be a great night for Nissan members to celebrate and reconnect with past members as well. We have enjoyed a few trips over the past month. The Otways/ High Country trips were very successful and you will hear and read about them in the near future. Some of our members also made their annual journey to Venus bay for a month to enjoy the fishing, relaxing & venture around the area. The theatre night "The Boy from Oz" was enjoyed by members & friends. The coffee at Café Milano finished off a lovely evening. We have a few trips coming up. Sand Driving & Social weekend at Peake on the 21/22 June. The Morgan trip with the Mitsubishi Club is to be held on the 26/27 July. This weekend also is a social as well as a training weekend. A mystery drive is being organised and dinner at the local pub on Saturday night. The next 6 months also look exciting and I am looking at them with great anticipation. Remember....."The language of friendship is not words but meanings."

Happy travels,



Your club president
 Helen Richards (364)

Nissan Outstanding Achievement (NOA) Award
Outstanding Achievers:
 Awarded to:

Dave Richards– For receiving 3 Annual Trophies in **One** year –Golden spike, Burnt valve & Bogger awards

Brian Cook – Assisting the Dalitz's at the Willangi weekend repairing their Caravan Door.



**NISSAN PATROL CLUB
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Congratulations go to -
Geoff Webber!



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SILVER STREAK HYDROPLANE

The Silver Streak Hydroplane was purchased in the mid 1970's fitted with the existing Meadows engine. The boat was complete with no missing parts which was a main concern. Restoration started immediately but with business commitments, restoration stopped and it remained idle for many years. There are two owners of this boat – it was stripped down and the work began.

The engine is a Meadows 100hp Cormorant Marine engine. Its capacity 272.5 cubic inches Max. hp. at 3000rpm., 95 compression ratio 6.1. The ignition system Magneto and crank start. The owners could not crank it over fast enough to start so a genuine ring gear and starter motor were fitted. It is a direct drive through a V drive with no clutch. The engine is from Henry Meadows Ltd. - Engine and Gear Box specialists, Wolverhampton, England. This engine has only been started twice. Restoration was completed in late 2006 – early 2007.



Only by chance, the original engine was found in a coastal town in South Australia and had been in storage for over 30 years. This engine was also complete. This boat was imported from America in 1924 with the Pierce Budd 25hp, 3 cylinder motor with the name "Miss Broadway". Not being fast enough, the Meadows engine was fitted and renamed "Silver Streak".

To launch these hydro's at Outer Harbour, a sling was placed underneath and lifted using a manually operated crane. Silver Streak raced in the restricted Class at Outer Harbour and in one event in 1926, she capsized while rounding No.1 Green Beacon throwing her two crewmen overboard. The men were rescued and the submerged boat was towed back to the Royal Yacht Squadron's shed.

**This Vintage Hydro is For Sale –
For more information – Google
"silver streak hydroplane"**

NPC: 272



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Welcome to Willangi Bush Escapes

Willangi is a working 9500 acre grazing and cropping property in the picturesque Southern Flinders Ranges just 2 hours from Gawler. Willangi offers bush camping, a 3 bedroom, self-contained farmhouse, self-drive 4WD tracks, and walking, horse and mountain bike trails.

Bush Camping

Our campsites are situated in secluded bush and mallee areas overlooking beautiful rolling hills. Most have a sandy creek within walking distance of your camp for the children to play in or for you to take a leisurely stroll along. Each campsite has its own environmentally friendly bush long drop loo. There is also a fire ring and firewood for you to enjoy your evening by the campfire. All campsites can hold up to 10-12 campers so groups are most welcome.



4WD Tracks

Firstly and foremost Willangi has a number of medium to high skill self-driving 4WD tracks over rolling hills, with rocky outcrops to add to the challenge. From the hilltops you get 360 degrees views of the local district.

We also accommodate the good old 2WD family car, with some 2wd accessible tracks to experience the beautiful mallee scrub and rolling hill scenery that Willangi has to offer.

Enquiries and Bookings

Willangi Bush Escapes are run by Neil and Antoinette Sleep.

PO Box 73, Peterborough SA 5422

Mobile: 0427 014 215, Office: (08) 86512410. If no answer, ring Phil 0438 247 365.

Email: info@willangibushescapes.com

Website: <http://www.willangibushescapes.com/>

Bookings are essential and everyone **MUST** report to Office on arrival to pick up a key and pay. The office is in Peterborough on Hurlstone St. Extension, past the Hospital. About 200mtrs on the dirt on your left, look for the signs on the gate "Sleep's" and "Willangi Bush Escapes".



Background

Out of the ashes of Black Saturday 2009 in Victoria came an urgent need for fences to be rebuilt.

Kilmore East farmers, Kevin and Rhonda Butler, were among those whose fences were burnt. Needing to quickly secure their 1,500 sheep, they sought assistance from family, friends and local volunteers to help rebuild their fences.

Within a week, the fences were completed – a task that would have taken them months to do on their own. Grateful for the assistance they received, Rhonda and Kevin decided to try to help a few others with their fencing.

Since then volunteers have assisted in community restoration efforts with fires, floods, and tornadoes across Australia. More recently they have assisted in the Eden valley – Rocklea and Wirrabara fires.

In **2013 BlazeAid** provided

Total volunteers	3,506
Volunteer days	29,696
Properties	810
km fences cleared	1,349 km
km fences rebuilt	1,460 km

BlazeAid is a volunteer-based organisation that works with families and individuals in rural Australia after natural disasters such as fires and floods. Working alongside the rural families, our volunteers help to rebuild fences that have been damaged or destroyed.

Equally important, volunteers also help to lift the spirits of people who are often facing their second or third flood event after years of drought, or devastating losses through bushfires. BlazeAid volunteers work in a disaster-affected area for many months, not only helping individuals and families, but also helping rebuild the local communities.

We had heard of BlazeAid through the media and thought we would volunteer for a few days. Neither Michael nor I had any previous fencing or farming experience and it was with some trepidation we set off to Palmer. The campground was well signed and easy to find on the local football oval. Once we had introduced ourselves we were directed to set up camp wherever we thought we would fit around the sportsground. The camping was free and toilets and hot showers were available. At dinner that night we met the volunteers from the returning work teams. We found them to be a very friendly and interesting bunch of people from varied backgrounds. There were grey nomads, retired



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farmers, itinerant workers, and employed people on their day off, young people and unemployed. Some were there for a few days and others had been volunteering their time for weeks. People came from the local area, others from various parts of the state and some from interstate. We were all united in a common purpose of helping others in need and we found talking to fellow volunteers and swapping stories to be one of the most enjoyable aspects of our time with BlazeAid.



The evening meal on the first night was provided by the Lions Club of Mannum. Subsequently Lions Clubs from Murray Bridge and Mannum provided meals twice a week. Normally food was prepared by BlazeAid volunteers from supplies or funds donated by individuals and companies.

A TYPICAL DAY

Breakfast was at 6:30 followed by morning Muster where we were allocated to work teams. Lunches were prepared if necessary or provided by the farmers we were assisting. Next, tools were collected and equipment gathered for the day before we set off to various locations. We car-pooled with 4x4 vehicles being essential. If receipts were provided, fuel cost could be reimbursed. We quickly learnt to take plenty of liquid and to ensure we were wearing protective clothing, long sleeve shirts, trousers and boots were essential to avoid cuts and scratches from rusty barbed wire and brittle fence remains.

We were allocated to a number of different farms over the time we spent with BlazeAid that showed the massive and variable damage that the fire had caused. There were many kilometres of burnt fences, sheds containing all the farm machinery, lost livestock and the destruction of the environment. To see the burnt remains of hundred plus year old Red gums was particularly distressing. Much of the wildlife had not been able to outrun the fire front which at one point was travelling at 80kms/hr.

The farmers had negotiated with the Co-ordinator the work they needed doing and directed the teams on the day. We were there to support them, we were told several times by the coordinator that "what the farmer wants, the farmer gets". Generally, the first task was to clear the burnt fences which involved; cutting and rolling wire, pulling burnt posts and droppers and clearing burnt vegetation. Then, providing new fencing supplies were available to the farmer, we rebuilt the fence. This included drilling or digging post holes, erecting posts, banging in star droppers, re-stringing wire

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and tensioning the fence and installing spacers. It was hard work and lots and lots of walking required.

Smokos and lunches provided the opportunity to talk with the farmers (and families) to hear their experiences of fighting the fires, coping with their losses and confronting the enormity of the repairs.

All expressed their thanks for the assistance provided and the efforts of the volunteers. We certainly had not understood until then that the fires had travelled at over 80kms an

hour and had left such a level of destruction that some farms could not restock for two years to enable the vegetation the opportunity to recover. An additional concern was that the fire had burnt out many natural grasses and there was now a proliferation of weeds appearing.



Teams generally returned to camp anywhere between 4 - 5 p.m. with time for a rest and clean up before dinner at 6.30. The day's activities were reported by the various team leaders and teams allocated for the coming day.

We had no previous idea of what was involved in farm fences and now have a far greater appreciation of the time and physical effort required to secure stock and property. When you consider that some farmers had lost over 30 kilometres of fencing the physical and emotional effort must be very daunting and we could not contemplate having to face such an enormous task alone.



Talking with the farmers made us realise that most could not afford to insure stock, fences, homes and equipment and many had suffered significant losses, particularly with fencing costing between \$10,000 and \$15,000 per kilometre!

We thoroughly enjoyed our time with BlazeAid and will return at some point. We would encourage anyone to consider this experience and to spend some time helping.

Brenda & Michael Colin **NPC 394**

EASTER 2014 IN THE OTWAYS

On Thursday 17 April we left home in great anticipation of our week, Easter to Anzac day, in the Otway Ranges. The week was a combined Nissan Patrol Club and Otway 4WD Club trip. Most Nissan Club members made the trip over in two stages, some free camping and others stopping at Wannon Falls or Ballarat overnight.



On Good Friday we were given a warm greeting at the gate of the Carlisle River oval by Ian from the Otway 4WD Club and told we could set up anywhere on the oval. This would be home base for the next 7 nights and the facilities were a large communal building with the football players' showers along one side and excellent toilets. The Otway Club had organised two fire bowls and a huge pile of wood to burn over the week. After setting up camp we ate lunch and welcomed others as they arrived during the afternoon. At 7 pm we gathered around the two very warm camp fires for a briefing. Helen introduced us to Wayne and handed over to him as trip leader for the week.



Next morning we were up at 7 am as departure time for the tracks today was 8:30 am. With 24 members and 13 cars from Nissan Patrol Club and 9 members plus children and 7 cars from the Otway 4WD Club we were split into two groups.

Group A was led by Wayne with Ed as tail end and Group B was led by Kevin with Ian as tail end. Group A consisted of six NPC cars plus three from the Otway Club. We were allocated to Group B with six other NPC cars plus five from the Otway Club. After a group photo the two groups set off in opposite directions to drive different tracks. Our group commenced on a sandy/dirt track with Kevin introducing us to marking and leap-frogging at corners. This worked very well and gave everyone a chance to be at the front behind the leader. There did not seem to be a lot of wildlife about, just the odd kangaroo and fox. As the morning progressed the tracks became very slippery due to the rain yesterday. We had a few dramas requiring retrieval by towing, snatching and even a winch out! The track was a little overgrown with Dogwood and the Otway club members said it did not look like it had been used for a while. We came to a very slippery slope on this track so



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all dropped tyre pressures further, but the slope still provided some very tense moments for the leaders and drivers. Eventually all vehicles successfully and safely slid/drove to the bottom of the slope and through the mud hole at the bottom with the help of more towing and snatching! After all the dramas this track provided, we stopped for lunch at



2 pm. The afternoon was spent driving through beautiful tall gums and tree ferns on much firmer dirt roads until we reached Beech Forest Information and Historical Centre. Here we viewed the displays and aired up the tyres for the trip back to camp via the Otway Forest Park, sighting wallaby, echidna and foxes. The trip today covered an exciting 99.6km with sometimes challenging slippery clay conditions.

Easter Sunday we headed out of camp on a food and wine tour. The first stop was the Birregurra Markets and then Gentle Annes Berry Farm where we picked a basket of strawberries for happy hour. Next stop was the Gosling Creek Winery where we ate lunch and



then it was onto the Forrest Brewery and Otway Estate Winery. As we finished the tour a little ahead of schedule we headed to Red Rock Lookout 5km out of Colac to admire the views before heading back to camp. Tonight we again gathered around the lovely warm camp fires to chat and discuss the day.



We woke on Monday morning to the singing of Magpies, Kookaburras and other birds and also wet grass due to a little overnight drizzle. We swapped tracks today and headed along the Gellibrand road to Old Carlisle Track, Rapier Ridge Track and along the Beech Forest/Colac road where we admired magnificent views from the ridge tops. Once off the main roads we took a very muddy track with pot holes full of smelly water. The clearance needed on this section of track was more than several cars had, so there was more snatch strap work needed to get the vehicles through. Wayne and Dallas were not able to get through at all and were pulled to the side of the track so they could retreat and meet us via an alternate route. During all the

excitement at this spot Allan lost his phone but thankfully as he retraced his footsteps it was found.

After morning tea we followed dirt roads through the Great Otway National Park admiring the tall gums and wonderful tree ferns. These roads were dry and dusty, quite a contrast from the bog we had managed to negotiate earlier in the day. We dropped out of the ranges to arrive at the sea at Kennett River where we spotted koalas in the trees

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and also kookaburras. We ate our picnic lunches on the beach watching the life savers on duty, the board riders, and also one young couple brave the water for a swim but it



was a very short dip! The dark clouds threatened but the rain held off. The only moisture we felt was from Allan using a water spray bottle to trick us into thinking it was starting to rain.

After lunch we drove a short distance along the Ocean Road watching the surf roll in before turning off at Birds Track, a rough steep climb from the ocean back



up into the mountains. We turned into Kennett-Why Jeep Track and let five oncoming cars pass before continuing on this very steep ascent, quite a contrast to the gradual descent we had taken earlier. We continued to find a little mud and in some places narrow access through the trees. The lead cars spotted a couple of deer. Further along we came to an area of burnt trees and blackened undergrowth as a result of a bushfire 4-5 weeks earlier. We returned to the bitumen and through Forrest where we stopped at the West Barwon Reservoir for afternoon tea. After a total of 152 km we returned to camp and gathered for happy hour enjoying the strawberries we picked on Sunday. After tea Aaron set up a TV and showed a CD slideshow of previous joint Nissan/Otway Club trips to the Otways and Pyrenees. It was very interesting to reminisce and watch these.



At about 2 am the camp was awoken by a horrendous clap of thunder followed by heavy showers. The wonderful chorus of singing birds again woke us this morning. Several of the Otway Club members had to return to work after the Easter break so today we travelled as one group of ten vehicles with Wayne as leader and Kevin as TC. Today our first stop was morning tea at Kawarren on the Old Beechy Rail Trail. While here some of us took a short walk through the beautiful rain forest along the Love Track loop. From here we headed to

Stevensons Falls along a downhill winding road and the Barramunga Creek Track. We walked to the falls and snapped some very nice photos before eating lunch at the day visitors area. Following lunch we drove quite a few different tracks before reaching Gellibrand for afternoon tea. It was then onto some sandy tracks through scrubby bush and yakka country until we returned to camp at Carlisle River having travelling 134 km. This evening Aaron set up his TV again and showed Wolf Creek 1.

There was heavy dew overnight but we enjoyed the lovely hot showers in the morning before setting off through the fog. The fog gave us a different vision and experience of

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this beautiful countryside. We stopped at Barwon Downs for morning tea before travelling over a muddy dirt track to Erskine Falls. We walked to the bottom of the falls and



then climbed the 241 steps back up to the car park. Our next stop was the Big Hill campground for lunch. Here we found a disgusting mess had been left by overnight camping tourists so we collected all into a garbage bag and took it with us for disposal in a bin on the Great Ocean Road. We exited the Great Otway National Park and dropped to the coast halfway between Lorne and Fairhaven before continuing along the Ocean Road towards Anglesea, past Cinema Point and Devils Elbow to the

Memorial Arch where we stopped for photos.

The Memorial Archway was built across the Ocean Road to commemorate the 3000 returned soldiers from the First World War who built the Great Ocean Road between 1918 and 1932. The Ocean Road itself was built as a memorial to those killed in the war and is the largest war memorial in the world.

After a walk to the beach, where the sea was very calm, we headed further along the Ocean Road to Moggs Creek Picnic Ground. Here a few enjoyed a half hour nature walk while others had a cup of afternoon tea. From here we took the Gentle Annie track which was wet and slippery in places through Deans Marsh and across the ridge back to camp. There were lovely views from the ridge road over Colac, Lake Colac and Red Rock in the distance. Today we travelled 160 km and enjoyed happy hour around two large warm fires.



We had more heavy rain overnight but woke to a beautiful sunny morning on Thursday. Our start was a little later today as we did not have to be in Colac until 10 am to view the vehicles at the M & F Brunt Vintage Truck Museum in Clark Street. We were very fortunate to have an informative tour around the vehicles by Mr Merv Brunt who had personally restored the many trucks on display. We then had a free afternoon to explore Colac and to catch up with shopping and washing ready for the next week in the high country.

At 6 pm we met at the Central Hotel Colac for a meal and to say a very big thank you to Wayne, Kevin, Colin, Ian and Ed of the Otway 4WD Club for the time and effort they put into organising the week. We all agreed it had been a wonderful week with new mud driving experiences and many fantastic memories to take home.

Aileen & Rod Kitto (NPC 388)

VENUS BAY 2014

Attendees: Bob & Janice Lamkin, David & Lynne Alyward, John & Kate Church, David & Gloria Foster, Colin & Tricia Goodrich, Des & Pat Trowbridge and Heather Woods & Doug Smith (who had to leave early due to a death in the family).

Non Attendees: Frank & Roz Foster, who were sorely missed, but who should be back by next year.

This year's trip will be best remembered for its awful weather. The strong winds and pelting rain went on for days on end. Structural faults, causing leaks were quickly identified and fixed as far as possible and, for the most part, we all remained warm and happy. John & Kate, on the other hand, discovered several problems with their van.

Venus Bay was, of course, as beautiful as ever with the prawn boats coming and going every few days. We fished from the jetty, from Mt. Camel Beach and from boats in the Bay, itself with varied results.

One interesting difference in jetty fishing was the use of lures by a few individuals. They were hauling in Trevally and Salmon one after the other while more traditional fishermen on either side of them remained unlucky. I tried it, unsuccessfully, probably due to using the wrong lure and my lack of expertise. I was also very conscious of the huge amount of dehydrated cockles we had prepared and brought with us. The cockles worked a lot better at Mt. Camel Beach where Mullet, Salmon and the odd Tommy Ruff were caught. Colin did well.



The jetty yielded Trevally, a few Tommies and the rare Squid. Kate even scored a beautiful big Whiting, but on the whole it was a little disappointing. Boat fishers either did well (Bob and Janice scored 12 or 13 lovely Whiting on one day) or returned with empty buckets. Nevertheless and despite the overcast skies, simply messing about in boats remained a most pleasurable activity.



We remained determined to enjoy ourselves so, using Janice's excellent organizational skills, we experienced a solid social calendar. We went to the Port Kenny Pub each Thursday night for its \$12 Schnitzel special, had a communal BBQ to celebrate Janice's Birthday in the newly decorated Camp Kitchen and

commemorated Mother's Day at the Local Community Club. Tricia made a cake to celebrate Pat & Des's Wedding Anniversary and we shared it at our Happy Hour.



Fortunately, this was the day before the swarm of flying ants disrupted our Happy Hour. By the Thousands they flew or crawled into hair and clothing, up legs and into ears; they clung to Annex walls and collected in rafts in pools of water. The surface of the Bay was alive with small fish leaping up to eat them as they fell into the water, and catches were well down the next day.

This year also featured a mouse plague. Whilst not as bad as we have experienced in the past, it was enough to promote more vigorous sweepings out of annexes and more careful storage of Burley and Bait supplies.

Des went out with Bob fishing one morning and managed to lose a thong whilst getting into the boat— this meant having to purchase an expensive new pair from the kiosk on his return— however when returning several hours later, Dave "A" - mentioned having seen a thong floating off towards either Streaky Bay or Elliston and after seeing Des's reaction—Dave went back out and rescued the wayward thong before returning it to a very grateful Des!



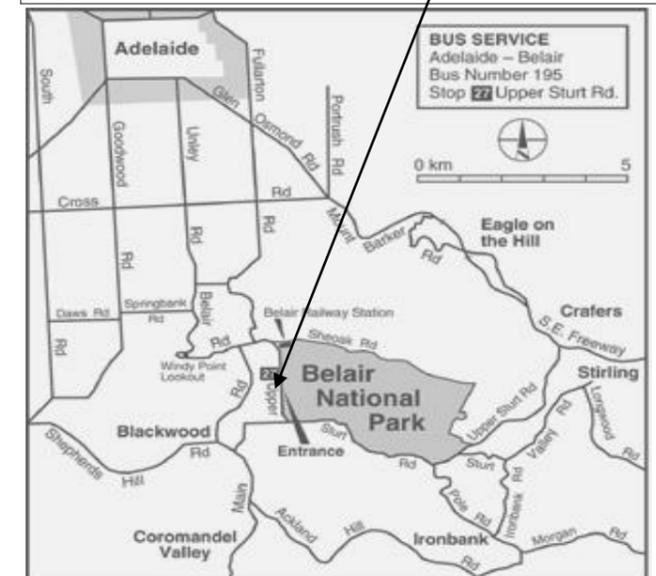
Due to the almost constant cloud cover, photo's lacked their usual sparkle, but hikes around the Headland remained a popular past-time and Dave and Lynne bicycled all over the place. Tricia brought her Spinning Wheel to use Industriously at every opportunity and, of course, we all tried to catch fish.

In all, I would have to describe this year's foray to Venus Bay as one of the more varied and interesting ones.

NPC - 219

DIRECTIONS TO BELAIR COUNTRY CLUB 35TH ANNIVERSARY DINNER -

The entrance to the Belair Park Country Club is 100m past the Main entrance to the Belair National Park when travelling South from the Belair Railway Station on the Upper Sturt Road. It is the same entrance as that for the Caravan park.



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My Fair Lady -

The Club has a group booking for **Friday 17th Oct. 2014** at 7.30pm.
Tickets are \$24.50 each and must be paid for by the Sept. Gen. Meeting.
The Venue is: Arts Theatre-53 Angas St. Adelaide.
If interested in attending - Please see Jeff Schapel

Victorian High Country Trip April 25th to May 4th

This trip, ably organised by Wayne and Dallas followed on from the successful venture with the Otway Four Wheel Drive Club in the Otway's.

We commenced at the Mansfield Caravan Park, or the Howqua, Sheeppark Flat Camp, depending on whether you were free camping or not. Four parties undertook free camping and the remainder went to the park.

On Saturday both parties joined up and travelled a number of tracks; Saddle, Sappers and others to Woods Point and then back to their respective camps. It was a full day of exploring in a delightful area. The tracks were good, offering some challenges, mud, rocks and unusually designed speed humps.

Some of us new to mountain tracks, gained some memorable experiences and knowledge. We also adopted the leap frog convoy practice used by the Otway Club and found it to be a more effective and egalitarian process for monitoring changes in travel and giving everyone a chance to move up and down in the convoy position.

On Sunday we had perfect weather and travelled to Craig's Hut via the Weston Track. This iconic hut, originally built for the film the "Man from Snowy River," and subsequently rebuilt two more times following bushfires, was photographed by everyone. It ought to have its own section in the 2014 Club Photo Competition.

In the afternoon we travelled to Mt Sterling, another freezing photo opportunity, and then on to Mt Buller and camp.



We encountered some episodes of mud on these trips but given our experiences in the Otways felt no fear. Sliding sideways down mountains without traction with a demon possessed vehicle that had taken on its own life form were mere trifling issues. The action of sliding whilst supposedly stopped and braking was a new experience for many but in hindsight was fun.

Throughout the days the weather remained clear and cold, providing great clarity for spectacular views of the mountain and forest. The evidence of the bushfire that ravaged the Alps was everywhere with kilometres of dead trees and prolific regrowth.

We then moved our campsites to Porepunkah Caravan Park and the Smoko Campground.

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It was at this stage of the trip Wayne revealed his uncanny weather predicting ability, with the aid of RADAR weather maps, and changes to the itinerary were made to deal with the expected rain.

We visited Beechworth and Milawa Gourmet Region. The Historic tour was entertaining and Informative whilst the range of food and wines provided tasty treats and boosted the provisions for "Happy Hour".

The main excursion was the legendary "Blue Rag Ridge Track". This remains a magnificent track with breathtaking views, incredible climbs and descents and a real experience. The track had been bulldozed following the bushfires to improve its use as a fire track and the old hands rued that some of the rockier areas had been mitigated. For those of us new to the area our clacker meters told us it was still thrilling.



Lunch at the Trig Point again provided spectacular views and brought home once again the ravages of the fires. As far as we could see white dead trees stood rampant above the eucalyptus regrowth understory; although it will be many decades before the damage is less conspicuous.

We also visited Mt Buffalo and local areas. Some group Members went on further track drives in the high country. These more hardy souls have reportedly developed advance winching skills, and an intense relationship with the various varieties of mud.

The Bright area was in the middle of its Autumn Festival and there were a number of activities taken up by the group on the last day. Bright itself was resplendent in Autumnal colours that defied description and thwarted photography. Throughout this time the weather was perfect for touring but the nights could be described as a tad crisp.

We celebrated our last night at the Porepunkah Hotel with many group members heading home the next day and a number going on further.

All-in-all the trip was fantastic and well organised by our intrepid weather man, Wayne, and his wife Dallas.

NPC 394



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Contact Jeanene

REMEMBER - when disposing of your old vehicle, please remove your club stickers, as the person you sell it to may not be as concerned with the do's and don'ts of four wheel driving as you are and therefore will give the Club a bad name.



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