



# JACKAROO 4WD CLUB

VICTORIA'S PREMIER ALL MAKE 4WD TOURING CLUB

SEPTEMBER 2019



# Club Calendar

Month	Date	Event Details
September	15 18 18	Redcastle Clean Up Committee meeting General Meeting
October	4 - 7 6 9 - 12 16 16	Little Desert weekend Deadline for Newsletter items Proficiency Driver Training Committee Meeting General Meeting
November	10 20 20 29 - 1/12	Deadline for Newsletter items Committee Meeting General Meeting - last for the year Christmas Party
December	15	Deadline for Newsletter items

# Next Meeting

## September Meeting

Our September meeting on Wednesday 16th September will be at 7.30pm at our normal venue, the Fairfield Bowling Club.

We have been unable to organise a speaker for the evening, so it will be a social get together with fellow members.

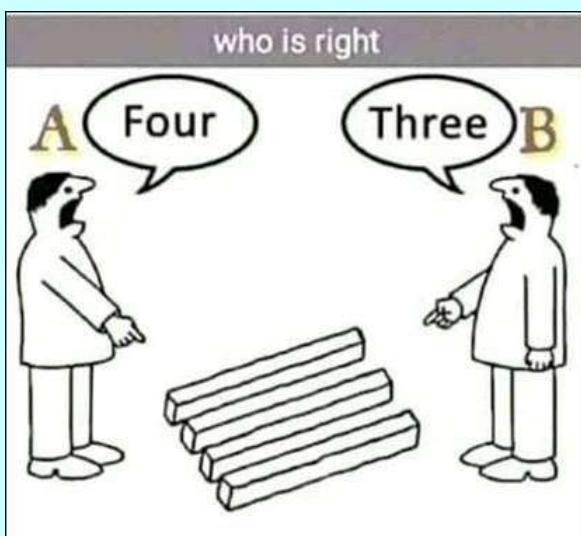
With regard to speakers, Ian Blainey is always keen to hear of potential candidates for our meetings. If you know of someone, or some organisation, who would be of interest to members, please contact Ian.

At this stage, no speaker has been arranged for our last two meetings of the year, so there is some urgency with this matter. Please give it some thought.

## Front Cover

What is Alan Dash looking for? His lost youth perhaps?

No. He is looking through the ruins of Farina in outback South Australia. It was during the Googs Track trip organised by Graeme Mitchell, the report of which begins on page 4.



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Box 297, Fairfield 3078**

[www.jackaroo4wdclub.org.au](http://www.jackaroo4wdclub.org.au)

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Barry McElhenny 0427 330 676

# Googs Track

3rd - 15th August



#### **Participants:**

Gayle & Graeme Mitchell (Trip Leaders)  
Anne & Ian Blainey  
Betty & Alan Dash

#### **Graeme Mitchell reports:**

Originally, we arranged to travel our separate ways and meet up at Ceduna on Saturday.

When Gayle and I arrived at Port Augusta, I gave Alan a call and found they were also in Port Augusta, but at a different caravan park. So we arranged to meet up the next morning and travel together to Ceduna.

Saturday, we arrived at Ceduna where we were to stay two nights. This would give us time to restock and have a look around. Gayle and I stayed at a caravan park, while the others were in a motel.



Sunday morning we went shopping, then met up with the others and decided to go for a drive to Laura Bay, south of Ceduna.

This is an easy drive with some lovely views of

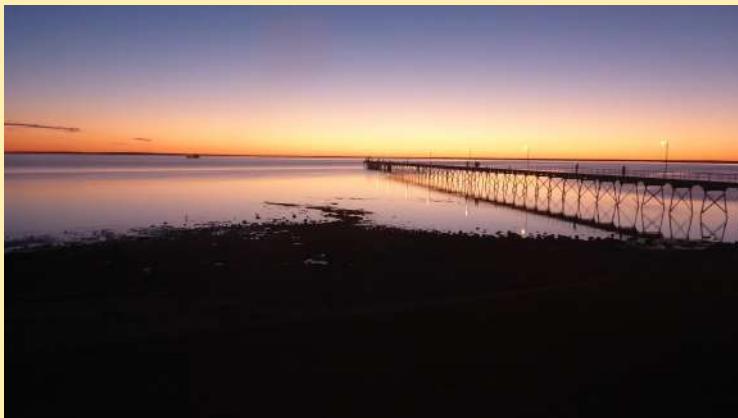
the shoreline. Along the way, we came across three stump tail lizards, a sign the weather was warming up.



At Laura Bay, we saw an old rock tank that had been restored. It was at the bottom of a hill and the water runoff was diverted into two stone gutters running around either side of the hill. They channelled the water into the tank.



Sunday night we booked into the pub for a meal. Very good value at three courses for \$25 and a lovely place to watch the sun go down over the bay.



Next morning we met at the bakery and went to pick up our camp permits. This proved to be very interesting.

I had rung a few weeks before and made enquiries. I was told camping permits were \$5 per night, per person. There would be no problem, just drop in and pick them up at the office in Ceduna.

The caravan park manager gave me directions to the office, but suggested we wait until after 9.30 am.

When we got there, they did not know anything about permits. So we went to the address on the Hema map, where the girl there directed us to the correct office.

At the right office, we were stunned to be told all permit applications had to be made online. The man behind the counter helped us out and completed the application online for us. Problem solved and we were on our way.

A short drive north of Ceduna, you turn off the highway and head to Lone Oak Homestead. In the past, this was where you registered to travel on the track, but that no longer applies.



This is the start of the Googs Track. We stopped and let our tyres down. For me, 22lb in the Prado and 25lb in the Tvan. Later that day, I dropped down to 18lb.

Before we left, we had a safety talk. First off, a lesson on how the Sat phone worked and where it was stored. Alan then gave a demo on his EPIRB.

The convoy order was settled - Ian & Anne would lead, Gayle and I in the middle and Alan and Betty

would be tail end. The reason was, because I was towing, there would be someone front and another at the back should I get stuck.

At the start of the sand dunes, the base was damp and firm, with some ruts and scalloped areas. It could be driven easily though, in High Second, with an occasional change to First.

For the first hour, all was good, but as the track turned to sand, it was time to go to Low Range and pick up speed as we approached the dunes. The faster speed gave a better ride.



On several of the dunes, I had to back off and have a second go. However, near the Googs Memorial site, I got myself bogged near the top of a steep dune.



Time for the first recovery. Out came the long handle shovel to clear away some sand, then we attached Alan's extra long recovery strap to Ian's Ranger and in no time we were on our way again.

Shortly afterwards, we arrived at the memorial site. After we all had a look around and



dropped some donations at the money tree, we headed off to the lake which was to be our camp site for the next two nights.



At Googs Lake, we set up camp at the main area, as this is the only spot that has a toilet. Once all set up, we walked down to the lake.



The lake is 15kms long and 1km wide. Quite an impressive sight. There was a few small pools of water remaining from recent rain.

Back at camp, we soon had a camp fire going and prepared for an early tea. No firewood can be collected in this area, so it is BYO. Ian and Alan were keen to donate their wood so as to lighten their load.

Tuesday morning was a cool start, but the sun was soon up and the temperature rose for another lovely day.

Today we headed around the north side of the lake to visit the Naraka and Chidara Rock Holes. The track winds around the lake through various camp areas and there are several vantage points where you can see the lake.

The track joins the main track east to the waterholes. There was not much wildlife to be seen, but just up the track we saw something in the middle of the road.

We approached slowly and found it was an emu chick. The chick was small and only a couple of days old. It appeared to have hurt itself as it crossed the track.



It had dug itself a depression in the soft sand, but as we got out to have a look, it became spooked and managed to move off the track and into the shelter of a tree. We hope Dad came back to look after the chick.

Next stop was the Naraka Rock Hole, a short drive south of the main track. This is a large area of rock with various natural holes in which rainwater run-off is collected.

Some of these rock holes have been enlarged by the First Nation people. They light fires in the holes and the heat causes the rock to shatter. Over time, this process is repeated and the water capacity is enlarged. One of the holes is shaped like a large bath with smooth edges.



Alan showed us areas around the edge of these holes that were used as native camp sites. We found rock fragments which were not from the area. These were rocks used to make weapons and tools.

Next was the Chidara Rock Hole. This is a few kilometres down the track on private property. I had spoken to the manager at Lake Everade Station and received permission to visit.



The entrance to the property is located on the Dog Fence. A local dogger came along and wanted to know what we were doing on the Dog Fence Track, because it is restricted entry.

After we explained that we were heading to the rock hole and had permission from the station manager, all was good.

He told us a lot of travellers are using the Dog Fence Track which is illegal. He then explained that most of the wild dogs are poisoned and camels do a lot of damage to the fence.

That morning, he had shot three camels. In his trailer, he had a camel leg and several buckets of camel meat that would be used as poison baits.



The Childara Rock Hole is located a few kms beyond the gate. It is a very impressive sight. The rock hole consists of a section of low lying granite, which has had a low height rock wall built around it. This wall directs the rainwater runoff into a larger rock lined drain and then into a large stone tank. Any overflow goes into a dam.



The return to camp was uneventful, except for



the corrugations.

Wednesday we packed up and headed for Mt. Finke for the night. Most of the sand hills were easy to drive, although with some bad ruts and large holes.

A few kilometres before the Mt Finke turnoff, the rain started as a drizzle, but soon picked up with the rain coming down at 45 degrees. Not looking good.



It was still raining when we reached our campsite. Ian and Anne decided to take the safe option and continue on to Kingoonya for the night. They had already planned to leave and travel back to Adelaide the next day, so they had a head start.

We set up camp in the rain and the ground was becoming muddy. The night was looking like being a very wet one.

Ian and Anne were letting us know on the radio of their progress. They seemed to be doing OK. Their reception became weaker and eventually they were out of range.

They later sent a message to the Sat phone with the news they had reached the rail line and that we had a few hard dunes ahead of us.

The rain clouds started to clear, but the wind kept blowing. We decided to walk up Mt Finke.

While on this walk, we came across another campsite which was a little more protected. On we went, but the wind and rain beat us and we returned to camp.

The weather started to clear, so we lit a fire. The wind had dropped and, with the ground drying out, the night was looking better.

Thursday morning was another cold start, but as the sun rose, so did the temperature. Another lovely day was indicated.

We headed out of camp, past the second campsite, then came to the third site. This was more protected from the wind and we wished we had known of it before.



After a traverse of the salt pan, we came to the last of the dunes. Our experience of the last few days made easy work of most of the sand hills.

That is, until we came to a large, chopped up dune that Ian had warned us about. Alan and Betty went first and managed to get over. Then it was my turn.

I put the Prado into Low 3 and took a good run up. As I started losing momentum, I did a quick change to Low 2. With ten metres to go, I was still going strong, but hit the soft dry sand near the top and ground to a halt, a couple of metres from the top.

And so to Recovery Number 2. The sand was very soft, so we cleared the sand away from the wheels and placed a Maxtrax under each wheel. With Alan's long recovery strap once more employed, I was soon out.

There was no need to put Maxtrax under the Tvan wheels, as they were sitting on top of the sand. Their tyre pressures were only 20 p.s.i.

As there were a few more sand hills to come, I wrapped the recovery gear around the nudge bar for easy access if needed.



The rest of the sand hills were no problem and we were soon over the rail line and headed to Kingoonya.

On our way, we stopped at the old Tarcoola Gold Mine for lunch and had a good look around. While there, I found some railway spikes from the gold mine rail siding.

We had a short stop at Tarcoola railway station, now left to the elements. The only sign of life is a site camp for the mine operations.

At Kingoonya, we set up camp in the campground behind the pub. This is a ripper place to stay. Out of the wind and dust and with a lovely toilet and shower block.

Powered sites were \$15/night and non-powered \$10/night.

After we had set up. We went to the pub for a drink and a chat. Later, we went back for tea and found the pub very busy. We wondered where all the people had come from.

Next day, we headed north to Coober Pedy. It was easy going and we arrived at lunchtime. We had plenty of time to restock and do some domestic chores before heading down the Oodnadatta Track.

Saturday, we headed off to William Creek and, on arrival, proceeded to the pub for a drink and a look around. The pub has changed since we were last there. It is a little bit more upmarket.

The dining room was busy, with guests from a tour bus and a lot of other travellers. We elected to have lunch outside under the trees and watch the world go by.

Off then down the Oodnadatta Track to Warrina Creek. Alan had told me I would be able to pick up some special spikes I had been seeking.



We parked off the track near the bridge and went looking. None were found on the ground. However, there were still a few sleepers in the middle of the bridge. I climbed the steel structure and managed to score five spikes.

Job done, it was time to head off to our campsite. One small problem - Alan got bogged and could not get out. I backed my car and van around to snatch him out, but I also got bogged!

A dual recovery was planned. Alan cleared sand away so he could use two sets of Maxtrax. I unhooked my van, let the tyres down and got ready



to snatch Alan out if needed. Fortunately, he was able to drive out.

Next, my turn. I cleared sand away, filled holes, then placed two sets of Maxtrax where my wheels were to go. I backed up and hooked up the van. I then placed the third set of Maxtrax between the front and rear wheels and drove out.

On our way at last. But the dramas were not over yet. About a kilometre down the track, my back window shattered. We decided to continue on and stop at the Beresford Siding for the night.



After our camp was set up, it was time to make temporary repairs to the window. For many years, I have carried a roll of so called "super tape" with me. It was time to put it to the test.

I applied it to both the outside and inside of the window and it managed to hold it together until I got back home. Must find another roll before my next trip.

Sunday, headed off to Maree for lunch, then on to Farina (Government Gums) to camp for the night.

This is one of my favourite campgrounds, with hot showers, good toilets and it's quiet in the off season. We arrived there early afternoon and had time to have a good look around.



Monday, we headed off to Peterborough, with a stop at Hawker for morning tea and a walk around (shopping).



At Peterborough, we went to the sound and light show. Highly recommended.

Alan and Betty had selected our campsite for Tuesday night at Paruna, north of Pinnaroo. This is another excellent site, with good showers and toilets and very quiet.



Wednesday, we headed off to Pinnaroo for morning tea at the bakery.

Then it was time to say goodbye to Alan and Betty. They were heading south to check out the sites for his wildflowers trip, while we were headed east to Swan Hill, Echuca and then home.

# Jackaroo Club Equipment List

This equipment is available for loan to members for trips they may be undertaking, although participants in official club trips will have precedence if any items are required there.

Initial requests for borrowing should be made to the Property Officer.  
Mark Eames on 0401998172 or email [eamesm@tpg.com.au](mailto:eamesm@tpg.com.au)

## Communications

<b>Sat phone "Thuraya"</b>	Phone 0405470020	Include log book and compass
Calls made to the Sat Phone will be charged to the caller at international Rates.		
<b>TX4200 in car SB (40 Channels)</b>		Serial# 90557626
The unit power via the car 12Volt cigarette plug. The antenna has a magnetic base which can be place on the car metal surfaces.		
<b>2 x Handheld ICOM IC40Jr (40 Channels)</b>		Serial# 02482, 02483
Take 3 AAA's batteries which are not supplied		
<b>2 x handheld Uniden 0.5 watt (40 Channels)</b>		Serial# 26055023, 26055030

## Recovery Equipment

<b>Recovery Kit No.1</b>	Snatch strap, winch strap, snatch block, 2 Shackles and gloves
<b>Recovery Kit No.2</b>	as above, plus drag chain
<b>Hand winch</b>	Tirfor T516 and cable on reel *
<b>Ground anchor</b>	3 different size anchors, 1 baseplate and 1 handle
<b>Exhaust jack</b>	
<b>Drag chain</b>	
<b>Tyre pliers and rubber mallet</b>	
<b>Blue Tongue air compressor</b>	This unit has twin cylinders
<b>2 sets of 2 Max Trax recovery slides</b>	

## Other Equipment

<b>Club Banner</b>	Rectangular
<b>Marquee</b>	This has a Peters ice-cream logo and the Jackaroo club logo. This comes with poles, ropes and pegs
<b>Display boards</b>	
<b>Jackaroo BBQ and 4.5 Kg gas bottle</b>	
<b>NATMAP 1:2500,000 scale maps of Australia DVD</b>	The DVD is in the Club Library
<b>2 Jackaroo club banner flags (From Clunes)</b>	One of these flags is at the Club rooms.
<b>Hillbilly fire dish</b>	portable camping fire pit.

## Medical Gear

<b>First Aid kit (Large tool box created from the Clunes Tri-state)</b>
<b>Defibtech - Defibrillator</b>

# Driver Training 2019

## **Proficiency:**

A course for the 4WD Vic Driver Proficiency Certificate, which includes 4WD characteristics and handling, pre-departure checks, steep ascents and descents, side slopes, basic navigation, water crossings and correct use of recovery equipment.

Theory night is approximately three hours and the practical sessions is all day.

## **Intermediate:**

An advance 4WD driving course covering more difficult terrain, recovery procedures and convoy protocols. Participants MUST have completed the Proficiency course successfully.

All the above courses are held in conjunction with the Land Rover Owners Club, but with our own instructors.

## **Dates for 2019 are:**

### Proficiency

October: Theory Wednesday 9th and Practical Saturday 12th  
November: Theory Wednesday 13th and Practical Saturday 16th

### Intermediate

December: Saturday 7th

Contact Ian Blainey (0458 444 656) or Graeme Mitchell (0490 119 840) for details of these courses and costs.



# Redcastle Clean Up Day

Sunday 15th September

Annual clean up at Redcastle near Heathcote

**Meeting Place & Time:** Bakery opposite public toilets at Haethcote at 9.30am

**Convoy Limit:** No limit    **Fuel:** Full tank ex Melbourne

**Trip Standard if Dry:** Easy/Social    **If Wet:** Easy/Social

**Trip Leader:** Graeme Mitchell 0490 119 840 or 9467 4759

**Special Requirements:** Bring any, or all of, gloves, whipper snipper, axe, shovel, chain-saw. The Club will supply lunch.

**Currently registered:**



## Little Desert Annual Wildflowers Trip

Friday 4th to Monday 7th October

Alan Dash's annual weekend in the Little Desert. A social weekend including forays into the National Park looking for native orchids and wildflowers.

**Meeting Place & Time:** Anytime from Thursday 3rd Oct at Serviceton Recreation Ground

**Convoy Limit:** 20     **Fuel:** Full tank ex Melbourne. Fuel available at Bordertown

**Trip Standard if Dry:** Medium    **If Wet:** Medium/Hard

**Trip Leader:** Alan Dash 0407 568 700

**Special Requirements:** Suitable for caravans. Some power sites available (\$15 per night). Plenty of non powered sites (\$10 per night). Flushing toilets and hot showers.

**Currently registered:**

## **This page is for your trip.**

**As you can see, the Club is light on for trips in the next six months. We need more.**

**So once again we are asking for members to come forward and run a trip, or suggest an idea for a trip.**

**Don't be concerned if you have not run a trip before. There is plenty of assistance available to guide you.**

**Please contact our Trip Coordinator, Brad Rddington on**

***bradridd@iinet.net.au* or**

**0408 566 677**



## Mallacoota Week

Friday 14th to Sunday 23rd February 2020

A relaxing ten day sojourn at Mallacoota, kayaking, fishing, 4 wheel driving exploring the general area, or relaxing with a good book.

**Meeting Place & Time:** Mallacoota Foreshore Caravan Park anytime

**Convoy Limit:** 10     **Fuel:** Full tank ex Melbourne. Fuel available at Mallacoota

**Trip Standard if Dry:** Easy    **If Wet:** Easy, Moderate if we go off road

**Trip Leader:** Cleve Warring 0432 122 832

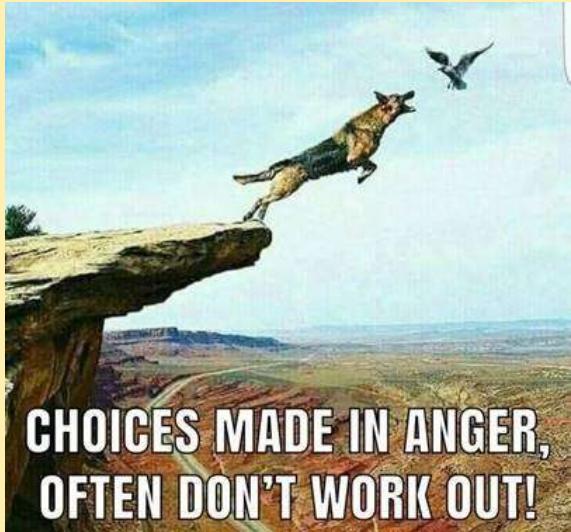
**Special Requirements:** The trip will be much the same as past years. It will be a relaxing holiday and could involve kayaking, fishing, local walks, 4 wheel driving, or doing your own thing. Each night we will coordinate the next day's activities.

The caravan park is large, with plenty of sites available. But it is believed all the powered sites near the area we had last year are already booked. So if you want a good spot within an easy walk to the bakery, book early.

The caravan park can be contacted on (03) 5158 0300.

**Currently registered:**

# Tail End . . .



**CHOICES MADE IN ANGER,  
OFTEN DON'T WORK OUT!**

When you get super drunk and end up with the wrong group.

@SoBasicICantEven



They should put more money in the ATMS. I'm getting really irritated.

This is the 10th ATM I've been to this week that's had "insufficient funds".

Later that day, Sally taught herself to ride her own bike.

