



JACKAROO 4WD CLUB

VICTORIA'S PREMIER ALL MAKE 4WD TOURING CLUB

NOVEMBER 2019



Club Calendar

Month	Date	Event Details
November	20	Committee Meeting
	20	General Meeting - Gary Doyle
	29 - 1/12	Christmas Party
December	15	Deadline for Newsletter items
	NOTE: There is no General Meeting in December	
January	15	Committee Meeting
	15	General Meeting
February	9	Deadline for Newsletter items
	14 - 23	Mallacoota Fun Week
	19	Committee Meeting
	19	General Meeting

Next Meeting

November Meeting

Our next meeting will be on Wednesday 20th November will be at 7.30pm as usual at the Fairfield Bowling Club.

This meeting will feature one of the Club's early members, Gary Doyle. He will speak on the early days of the Club and has a lot of our history to promulgate.

Make a note in your diary.

The November meeting will also be our last for the year. We do not have a meeting in December because many members have other commitments at that time.

Wednesday 15th January will commence our new year.

Front Cover

The Anne Beadell Highway was the start of an Outback adventure by several members a couple of months back.

An extensive report on that adventure starts on page 5.



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How well do you know our icon?

Take the kangaroo quiz and find out.

1. What type of kangaroo is on Australia's coat of arms?



- A A grey kangaroo
- B A wallaby
- C A red kangaroo
- D A procoptodon

2. If you come face to face with a kangaroo, what is the best thing to do?

- A Hold your hand out with some food
- B Stand up tall and walk directly towards it
- C Look it straight in the eye
- D Back away

3. What is this creature called?

- A A rock wallaby
- B A musky rat kangaroo
- C A bettong
- D A banded hare wallaby



4. In what activity does a kangaroo move its back legs independently in an alternate pattern

- A Swimming
- B Walking
- C Hopping
- D Fighting

5. Where is this animal found?

- A Fraser Island
- B Northern Queensland
- C Rottnest Island
- D Tasmania



6. How long before a joey leaves its mother's pouch?

- A 1 - 3 months
- B 4 - 11 months
- C 12 - 17 months
- D 18 - 24 months

7. What is the fastest speed ever recorded for a kangaroo?

- A 100 kilometres per hour
- B 64kmh
- C 38kmh
- D 25kmh



8. What is the biggest member of the kangaroo family alive today?

- A The red kangaroo
- B The procoptodon goliah
- C The eastern grey kangaroo
- D The black wallaroo

9. The tree kangaroo is the oldest living species of the kangaroo family

- A True
- B False

10. There are so many kangaroos in Australia that everyone could switch to eating kangaroo steaks and sausages today

- A True
- B False

Canning Stock Route and Anne Beadell Highway

10th July to 14th August



Participants:

Barry & Linda McElhenny (Trip Leaders)
Ian & Ann Marr
Greg & Noelene Moore
Cleve Warring & Jenny
Peter (friend of Barry's)

Ann Marr reports:

Ian and I jumped at the chance to be part of this fabulous trip. We had travelled the Anne Beadell Highway once before, but looked forward to revisiting this spectacular area. The Canning Stock Route had been on our bucket list as well.

The Anne Beadell Highway is a rough out-back, unsealed bush track which links Coober Pedy in South Australia to Laverton in Western Australia, over 1300kms away.

The track was surveyed by Len Beadell in 1925 and he named it after his wife.

Our plan was to meet Barry and Linda at Walpeup and travel with them to Coober Pedy via Lake Eyre, which reportedly had water in it.

We left home on 8th July and stayed at Walpeup. Next day we continued on to Hallett where we camped for the night.

10th July Hallett to Copley

After making our donation in the honesty box, we were on the road by 9.20am. We stopped at the creek opposite the turnoff to Merna Mora for lunch. Wilpena Pound loomed above us.



The very familiar craggy peaks of the Pound kept changing colours, in contrast to the otherwise brown flat land.

As Leigh Creek was busy, we drove on to the Copley Caravan Park. A funny fellow there recommended good beers and grub at the hotel and the café had coffee. He cooked breakfast for miners at 5.30 in the morning.

After we'd set up, it was off to the pub for a cleansing ale, then back to camp for dinner and an early night.

11th July Copley to Coward Springs

The bitumen took us past Farina and on to Marree. Marree was busy with cars, campers and trailers everywhere. We took some photos and decide to press on. We aired down just out of Marree, as we were now on dusty dirt roads.

Lucky for us, the wind was blowing the dust across the road, so following wasn't too bad.

Lunch was at the sunny, but windy Lake Eyre South viewing point. Busy with cars, but alas, no water in sight.

Lots more terrible road on the way to Coward Springs. Not only was Coward Springs busy with people, the mozzies were really bad.

12th July Coward Springs to Coober Pedy



We enjoy staying at Coward Springs. The showers are heated by a donkey boiler, a water filled cylinder with a small fire under it. When your hand is hot when placed on the designated spot on the cylinder, the water is hot enough for a shower.

The shower and drop toilet are made from old Ghan railway sleepers and the hooks and door handles are made from old insulators. The effect is a marvellous, effective structure which works well.

On the road, we noticed lots of traffic. Perhaps it was because people were no longer going to

be allowed to climb Uluru and tourists were rushing to get a climb in before it closed.

There was also a big music gig at Birdsville.

The road was dusty and corrugated. Barry stopped to let more air out of his tyres and removed the Maxi Trax, which were noisy.

Further on, we needed to stop to fix the rear camera on our vehicle, which was on an odd angle.

We stopped at ABC Bay, hoping to see water in Lake Eyre. No water, but we did see a 4 X 4 bogged way beyond the "no vehicles" sign.

It is a weird landscape with brown gibber, mostly flat and very limited vegetation. There were also flat mounds like moon craters.



On the way to Halligan Bay, we stopped at a monument to mark the death of Gabriele Grossmueller, a tourist who perished from exposure and dehydration when she decided to walk for help after bogging her vehicle on 7th December 1998.

Apparently, they found her companion at the vehicle alive and well. The rescuers let some air out of the tyres and drove the vehicle out. A harsh warning in this incident.

At Halligan Bay, we stopped for lunch and a cuppa in very windy conditions. Here, we met a family who had lost their 26 year old son to cancer.



They were here to spread his and his grandfather's ashes over Lake Eyre. The family had walked out for twenty minutes to reach water and returned with sticky mud up to their knees.

We decided we were not up for that and headed off to Coober Pedy, which we reached about 3.15pm.

After a delicious pizza at the caravan park res-

restaurant, we had an early night

13th and 14th July Coober Pedy

A couple of lazy days were enjoyed here while we waited for the others to arrive. There was time to do some washing and check out the town.

There was also time to check our vehicles, secure our loads, refuel and do some grocery shopping.



Peter was first to arrive, followed by Noelene and Greg. When Cleve and Jenny turned up, the gang was complete and we had a meeting to go over future plans.

15th July Coober Pedy to Tallaringa Well

We woke to light drizzle, which locals call "heavy fog". This meant our dusty tent was now a muddy tent.

Eventually, we packed our nearly dry tent and we were off by 10.30am. We didn't get far before our first stop. Just out of town, the Ghan was stationary on its track, so of course, we stopped for photos.



The road was terribly corrugated. In lovely sunshine, we stopped at the Dog Fence for lunch. Here we noticed we had been driving through large, sharp bindy, which we picked out of our tyres and our shoes as well.

After setting up our camp near the well, we walked about and then to the well and back. We made a campfire, cooked dinner and sat around watching the stars and the full moon.

16th July Tallaringa Well to Emu Town

Overnight it got down to 4 degrees. We got up to a cool breeze, but a blue sky with fluffy white clouds.

Our route took us through sandy red soil with corrugations, clumpy grasses, shrubs and trees. Some trees were as tall as 15ft.

By lunch time it was warm and sunny and we stopped at the viewing site of Maralinga. Barry sent up his drone.

Maralinga is part of the Woomera Prohibited Area, a former atomic testing range. The only residents now are two caretakers and a tour guide.



The British Government tested nuclear weapons between 1956 and 1963 and at that time, was home to thousands of servicemen and scientists. Land was taken from the traditional owners, the Maralinga Tjarutja, before an official hand back in 2009.

At Emu (also called Emu Junction), we stopped to look at the bomb launching sites. This is where Operation Totem, a pair of nuclear tests, took place in 1955.

Len Beadell surveyed the site in 1952. A village and airstrip were constructed nearby. There are stone monuments at Ground Zero marking the locations. Evidence of the explosions can be seen about the site.



It is amazing to see huge metal bolts distorted to odd shapes by the powerful blasts.

We drove on to the nearby airfield for a "classic" photo of our vehicles lined up. (See [heading of this article](#)).

On then to find our camp spot for the night. Soon we had a campfire going and we sat around and watched a beautiful sunset and the moon rise above us.

17th July Emu Town to Vokes Hill

Woke to a lovely sunny morning after hearing a weird noise during the night. We established it was a camel walking through the camp. There were a lot of birds about, so we assumed there must have been water nearby.

The track was rough and winding, with flat, white rocky sections and plenty of red corrugations.

Some 2kms from Anne's Corner, we stopped for morning tea. Jenny and Noeline climbed a sand dune for a look at the surrounding countryside.

After our refreshment, we drove along the sand dunes to Anne's Corner, where we stopped for

photos. It was hot and sunny with no breeze.

Eucalypts now appeared among the shrubs, accompanied by the usual camel footprints, as we made our way to our lunch stop. Here we found an amazing sight of spinifex growing in large circles which resembled a doughnut.



Peter was experiencing a loss of power in his Hilux. After releasing pressure to the fuel tank, the boys topped up the vehicle with fuel and got him going.

While this was going on, the girls walked back along the track to see if they could find Peter's missing mirror. We thought we'd seen something back along the track. We found a mirror, but it was not Peter's.

We pressed on and arrived at camp around 4.00pm. Barry spilt diesel all over himself while trying to refuel. He managed to get cleaned up before settling around a camp fire to eat dinner and watch the full moon.

18th July Vokes Hill to an unnamed camp

It was nice to have a dry tent to pack up this morning.

The track was narrow, sandy, rocky and rutted when we met a group coming towards us. They pulled off the track to allow us through.

They were a "CSR" Canning Stock Route group who were tripping about with large magnetic signs on their vehicles raising awareness for Parkinson Disease.

As we drove on we noticed the vegetation was getting greener and there were more wildlife tracks.

Around 3.00pm, we pulled off the track to camp at a spot about 15kms past a "no camping" sign in Unnamed Conservation Park.

Linda takes up the story

19th July On to Ilkurlka Roadhouse

Barry noted that the van was moving/rocking quite dramatically at the rear when we were making camp. He got under the van and found the bottom shocker bushes on both sides had worn very badly. Shreds of rubber had started to peel away.

Cleve came to the rescue with a set of Rodeo bottom shocker bushes to try. The guys all helped Barry replace the bushes. They fitted perfectly.



We set off to Serpentine Lakes and saw two vehicles towing camper trailers on the other side of the lake.

Back on to the Anne Beadell Highway, we found it quite rough. The track was red sand with white clay patches and small stones in some patches. The sand dunes varied in height and depth of sand, with wheel tracks of various depths.

After setting up camp at the Ilkurlka Roadhouse, we learned it was Cleve's birthday. Jenny made pancakes in lieu of a birthday cake.

The wind was blowing quite strongly as we sat around a lovely campfire under a full moon. Strangely, it was still quite warm.

20th July Ilkurlka Roadhouse to Neale Junction

As we continued on our way, it was notable there was a lot of burnt out scrubland on both sides of the road in places. A "wild fire" had gone through the area a couple of years ago, but there were signs of rejuvenation.

About 50kms from the Roadhouse, we stopped for a minute's silence as this was where Ian and Ann did their rear leaf spring in 2015. Ian

kicked the rock he had hit, which was still there waiting for some poor soul to hit.



8.6kms in and nine sand dunes later, we checked out the wreckage of a Goldfields Airlines four seater plane that had made an emergency landing back in 1998.

It was a miracle the pilot was able to land the plane in a spot between all these sand dunes. All on board survived.

The track became very narrow, with deep, sandy, scalloped wheel ruts. A couple of camels were spotted standing in the tree line.



Crossing WA border

That night we camped at the Neale Junction campground, which had male/female toilets and a shelter.

The tracks had been very hard on the vehicles. Barry found that the Anderson plug had come out and dragged along the track. It was very badly eroded with some of the plastic missing.

He also found that a clip on the solar panel had snapped off. He had to put a ratchet strap over it

as we still had a lot of rough track to cover before he could fix it.

Greg's filter light had come on and he suspected water in the fuel when he topped up at Ilkurlka. However, we had all fuelled up there and had no problems, so it must have been something else.

He reset the computer and that seemed to fix it. We kept our fingers crossed.

Greg had a chat to a tanker driver, who was heading to Ilkurlka. He takes fuel there between 5 - 7 times per year, depending on the tourist trade.

Ian found he had a leak in the top part of his fuel tank. He asked the tanker driver where he thought he could get it fixed.

21st July Neale Junction to Yeo Homestead

Our first stop next morning was at the memorial plaque for Anne Beadell, 1941 - 2011, where we had morning tea.

Our next stop was at Bishop Riley's Pulpit, where Greg, Noelene, Jenny, Cleve and Peter walked up to the top. Barry flew his drone around the area and over the group.

On then through the Yeo Lake Reserve to our campsite that night at the Yeo Homestead. We collected some firewood along the way for that night's campfire.



There was a nice new toilet at the homestead, but the quaint old corrugated shower was still there with its overhead bucket.

Some work had been done on what is left of the homestead. A new roof, flooring and water tanks were apparent.

22nd July Yeo Homestead to Kalgoorlie

After leaving Yeo Homestead, the track was

rough and clouds were building up around us.

Some areas close to the track had been heavily cleared, with an access road at the rear. One of these areas had blasting inverted cones set out ready for blasting. Probably another mine.

At Laverton, we fuelled up then set off for Kalgoorlie to pick up the new shocker rubbers Barry had ordered. We intended to stay for two nights.

It was 4.25pm before we arrived, so it meant a lot of running around tomorrow.

23rd July Kalgoorlie

Wasted a few hours today trying to track down Barry's parcel. The Post Office will not accept parcels for personally addressed packages.

So it went to Toll. But which one? We found three depots in Kal. Eventually, we picked up our package.

Kalgoorlie has certainly changed a fair bit. Lots of industrial places, auto and mining mostly and a few new housing estates.

24th July Kalgoorlie to Laverton

After picking up a few things for the others, we returned to Laverton and met up with the others. We heard of their adventures while we were away.

Jenny, Cleve, Noelene and Greg had been out to see the Sons of Gwalia gold mine and museum. Ian and Ann had also visited there on their way back from Leinster where they had tried to get a fix for their fuel tank.

At an area out of town, we investigated an interesting transport arrangement.

There we found two TOLL heavy haulage trucks and three pilots. They were transporting two mining trucks after the company had lost a contract with a mine operator.

They had dollies (13 rows by 8 wheels) attached to the transport and 10 rows by 8 on the transport. The tyres are checked 3 - 4 times each day by hitting each tyre with a length of steel rod.

The transports were eight metres wide and travel between 30 - 37kms per hour.

25th July Laverton to roadside camp

Ian and Ann left us to travel to Kalgoorlie to get their fuel tank fixed. They felt they would have a better chance in a bigger city. All being well, they intend to rejoin us at Georgia Bore

The rest of us set off along the Great Central Road, where we came upon two graders working on the fifty feet wide track. One was going up and the other down. They do about 60kms each day.

The Road was busy with a steady stream of trucks, B Doubles, tankers, caravans, campers and cars.

The weather was threatening with large dark clouds banking up into a stormy landscape. We'd had a lit bit of rain earlier, not enough to settle the dust on the road though.



We got fuel at the Tjukayiria Roadhouse and the rain became more constant.

It had been our intention to stay the night at Warburton, but as we still had 100kms to go at 4.08pm we decided to stop at a site off the road mentioned by Mr Wiki.

On the way, Peter found he was losing power. He was down to around 50kms per hour. All the boys gave Peter assistance, but it was agreed Greg would tow him into Warburton. (Peter's story on this is a separate article, starting on page).

27th July roadside camp to Giles

Next morning the big tow began, Once they got into the swing of things, the tow went very well and we all arrived at Warburton at 11.00am.

Peter met the mechanic and got things sorted with the RACV. The rest of us headed for Warakurna (Giles).

On arrival, we came across a Prado and Tvan being towed by a 70 series Landcruiser. It appeared to be another injector problem with the Prado. The 'cruiser was going to tow them to Uluru.

Cleve and Jenny take up the story

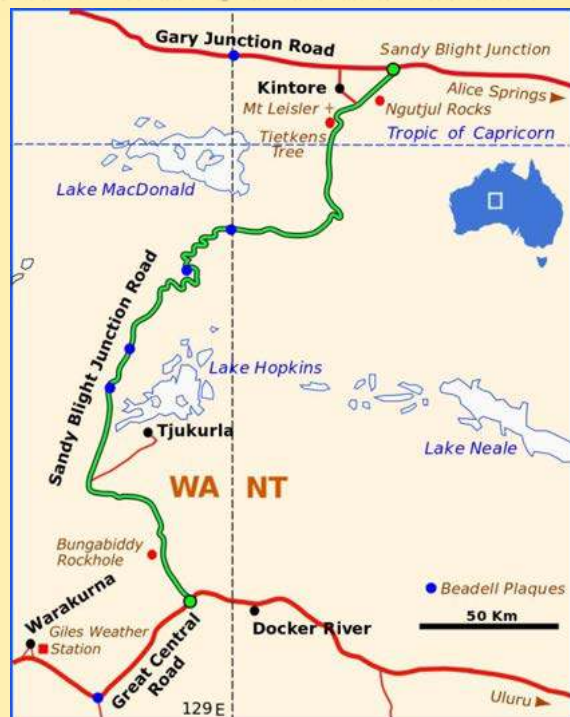
28th July Warakurna to roadside camp

Before packing up, we took a short drive up the road to the Giles Weather Station to see a white weather balloon released at 8.45am Central Standard Time.

The balloon and its little silver prism, was launched right on time and sent skywards with no fanfare whatsoever.



The Gunbarrel Highway Construction Party's bulldozer was located at the weather station. It sat idle behind a cyclone fence under a roof.



After packing up, we began our journey on the Sandy Blight Junction Road, At Bungabiddy (or Pangkupirri) Rock, we stopped for a walk and morning tea.

The rock pool had very steep sides and was in full shade at that time of the day. There was a good amount of water in it, but it did not look very appealing as it had been a long time since any rain had fallen.

We continued on to a lunch spot at a working bore.



After more sand dunes, we stopped at a burnt out bus. It is not known how it got there.

More dunes and open parklands of desert oaks before we arrived at a ruined bore to set up camp.

29th July roadside camp to Tietkens Tree

As we headed north, the sand dunes decreased and there was a number of stunning mountain ranges to view.

We set up camp at Tietkens Tree at the foot of Mt Leisler.

In 1889, explorer William Tietkens led an expedition west of Alice Springs to the vicinity of the Western Australian border.

Len Beadell had spent some time near Mt Leisler looking for a tree which had been blazed by Tietkens. When he discovered the tree, he made the road pass nearby and marked the location with his trademark signpost.



The tree has since succumbed to old age, but lies propped up on bricks as a memorial to Tietkens.

30th July Tietkens tree to Gary Junction Road

We visited Kintore (Wqalungarru) community for fuel (\$2.15 litre) and to stock up from a good selection of fresh food.

Behind the counter was an interesting sign stating "No Humbugging". We made sure we did not engage in that sort of behaviour.

Not far out of Kintore are Len's Remarkable Rocks. The three outcrops of rocks are quite unlike any other rocks in the vicinity, being enormous orange elliptical boulders.

The road passes the northern end of the Kintore Range to a T junction with the Gary Junction Road. Over two days on the Sandy Blight Junction Road, we had not seen any other travellers.



The Gary Junction Road is an easy drive on a well maintained wide road.

The environment was flat and desolate and we found it difficult to locate an overnight camp spot. Late in the day we found a side track and set up camp there.

31st July Gary Junction Road to Jupiter Well

Drove into Kiwirrkurra for fuel (\$2.50 litre) and supplies. There was a nice new roadhouse as the previous one had burned down.

A local said that when the fire happened, the army brought supplies to tide them over, as the nearest supplies were at Kintore more than 8 hours away.

On our way to Jupiter Well, we visited Len Beadell's ration truck, which had been burnt out in 1960.

The Jupiter Well was dug in 1961 and at the time, the planet Jupiter was reflected from the bottom of the well. Hence the name.

The well is located amongst a large stand of desert oaks and proved a good camp site. During the evening, as there was no moon, we were able to do some meteor spotting and, of course, Jupiter viewing.



1st August Jupiter Well

We spent the day at Jupiter Well to rest and catch up with some washing, as there was plenty of water available.

Plenty of flies too. We had experienced more flies as we headed further north.

2nd August Jupiter Well to Kunawarritji

After leaving the Well, we continued along the Gary Junction Road. The environment was more interesting and we had some fantastic views as we came down an escarpment.

There were many burnt out areas along the road as we proceeded to Kunawarritji (Well 33). Fuel here was \$3.40 litre.

The camp is a large, open area with a toilet, windmill and a large water tank.

3rd August Kunawarritji to Well 31



Here was the beginning of the Canning Stock Route for our group, travelling south.

There were some nasty corrugations to begin the trip. Even the chicken tracks were corrugated.

We rattled our way to Well 32, which was a ruin in a wide open space, then on to Well 31, which was also a ruin, but in a lovely stand of shady trees.

At this point, Barry and Linda decided they would not be able to proceed with the trip, as the road conditions were just too harsh for their setup.

It turned out, we think it was a wise decision, as the dunes and track got worse. The Canning became more narrow and sandy.

To continue would most certainly have damaged their van and crossing the dunes would have become more difficult.

While this discussion was going on, a lone motorcyclist arrived. He was attempting a world record crossing of ten deserts without any support. He was looking pretty tired when we met him.

So sadly, Barry and Linda turned back, leaving Greg, Noelene, Cleve and Jenny to carry on the journey. After saying goodbye to Barry and Linda, we decided to camp here for the night.

4th August Well 31 to Well 28

The corrugations lessened, the track narrowed, twisted and turned, then opened out to trees. More dunes followed.

The environment changed constantly.

Wells 30 and 29 were both ruins and we continued to Thring Rock. This is an amazing outcrop in the middle of nowhere and became the venue for lunch.



Of course, we had to climb the rock. Not much to see on the horizon though.

Lunch out of the way, we continued on to Well 28, our camp for the night. The well is a ruin and we shared the campsite with three vehicles from Tasmania. They were the first vehicles we had seen for the day.

5th August Well 28 to Well 26

We had a beautiful drive through sand dunes and constantly changing scenery between the dunes. Lots of stops were made to photograph wildflowers and interesting rock formations.



We passed one vehicle heading north.

Well 27 was a ruin, but Well 26 had been restored and, surprisingly, there was a toilet at this campsite.

There was plenty of water, so we were able to enjoy more washing activities.



We met the occupants of two Queensland vehicles, who we would continue to meet along the way as our journey progressed.

A dingo was seen skulking around the camp, so everything had to be put away at night. Later in the night, howling was heard.

Noelene takes up the story

6th August Well 26 to Wiluna

Continuing south on the Canning Stock Route was an adventure. The weather was mild, both day and night and a few flies were making their

presence felt at times.

The vista from each sand dune provided a variety of vegetation, terrain and upcoming track conditions. The vegetation from Well 28 to Well 26 was more interesting though.

The well sites generally made good camping, whether they were restored, or not.



The tracks made in the sand on the dunes by small creatures were an interesting study and great for photography.



The sand dunes provided a challenge. The secret to crossing the dunes easily was having the correct tyre pressures. We found 18psi hot was the sweet spot for our vehicle and enabled us to negotiate the dunes with ease.

The shade from one solitary tree at the ruins of Well 24, was our morning tea stop. By now the temperature had reached 28C.

The morning had been extremely pleasant, because we spent time photographing and investigating the various flowers and low growing plants.

It wasn't until we took the time to wander amongst the vegetation that we appreciated the wide variety of plants, flower types and colours that existed in the region.

Well 24 was unique in that it was situated at Carura Soak where there was a small pool



which appeared to be spring fed. The surrounding area was flat, open and barren, with rocky mounds creating a border.

Being a restored well, we had anticipated the camp would be busy. But to our surprise, this was not the case. Although there were other campers, there was plenty of space to spread out and not be close to anyone else.



Our next camp was at Georgia Bore, which is not one of Alfred Canning's wells. It is a bore that was put in to provide water for a mineral exploration team in 1990. The bore has been left in place for travellers.

This area provides several choices for secluded camping and even had a toilet. Ian and Ann Marr had planned to meet us here, so we found an area large enough to accommodate three camps.

This was a pretty camp with shade and a lovely vista across to a rocky escarpment. Due to the water supply, a large flock of galahs roosted and squawked in the surrounding trees, entertaining us with their constant noise.

The beautiful night sky and evening campfire experience was a fitting end to each day.

Greg and Cleve set off the next day to make the 82ms trip to the aboriginal community Parrngurr (Cotton Creek) for fuel and supplies.

Jen and I stayed at camp so we wouldn't have to pack up our camp for the day. It was also a lovely warm day, perfect for washing clothes.

Greg and Cleve arrived back around 1.30pm and were able to relax after their adventure.

Around 3.30pm, the announcement went out that the Marrs had arrived. It had been thirteen days since they left us at Laverton to have repairs made to their fuel tank in Kalgoorlie.

Amid the excitement of their arrival, Cleve noticed a fluid pouring out from under the Colorado. Action stations - diesel was leaking at a rapid rate.

The car was quickly repositioned on a slope and with the assistance of a tarp, tools and quick thinking, the problem was located.

A hose had become disconnected. It was connected again and the flow of diesel stopped. The men estimated Ian had lost 20 to 30 litres of fuel.

He too had filled up at Parrngurr and fortunately, he had also filled three 20 litre fuel containers which he had been carrying on his roof rack.

One of these was emptied into the fuel tank and he was ready to go. Well, almost.

During the rush to get to the offending hose, Ian had got himself covered in diesel. Our shower tent was already set up, so some water was heated and Ian was able to clean up.

As Ann said "This wasn't in the plan", but it all turned out well in the end. Now we were back to three vehicles.

Next morning we continued our journey. This was Ian and Ann's first day of driving the Canning Stock Route (CSR) and, just in case the fuel leak came back, Ian travelled in the middle of the convoy. Cleve took the lead and we were tail end.



About ten minutes along the track, Ian stopped. He had heard a knocking noise. Upon investigation, the front driver's side shock absorber had chewed out the top rubber mounts.

As luck would have it, Cleve's mobile workshop just happened to have the necessary replacement parts. Within ten minutes we were mobile again.

Well 22 ruins was our first stop, after which we took a diversion to avoid corrugations. This meant missing Well 21.

The drive was fairly uninteresting on flat, winding terrain. It was narrow, with scratchy vegetation in places.

Morning tea was enjoyed where the diversion track rejoined the CSR.

For the next seven days, the three vehicles continued south on the CSR towards Wiluna. Each day consisted of packing up camp and leaving by 8.30am.

We were blessed with lovely sunny weather which made for pleasant ground tent conditions.

The track conditions continually changed and presented different challenges. Low range was rarely needed, but careful concentration was essential.

The restored wells on this section of the route were Wells 18, 12, 6, 5 and 3. Having access to water along the CSR is a bonus. Well 6 is a beautiful campsite, where large white gums

create shade, beauty and a contrast to the CSR in general.

During this adventure, we experienced almost every terrain known to man - bitumen, gravel, gibber, red rocks, limestone, ruts, sand and dunes.

But luckily, the weather had been in our favour. Well until the last day - it rained, just enough to give us mud.



We all arrived safely in Wiluna on 14th August, fuelled up and headed out of town for the night. The next day we made tracks for home in wet weather. Cleve, Jenny, Ian and Ann headed off for more adventures in W.A.

We thoroughly enjoyed the WA desert experience. The solitude, remoteness, campsites and campfires each night, were a highlight.

We would like to sincerely thank Barry and Linda for organising and leading this adventure and to all the other participants for their companionship and support.



A Hilux Adventure

The Hilux has no forward motion

Barry's friend Peter reports:

After a more, or less, trouble free Anne Beadell crossing, things were looking good for the Hilux.

But, on our way to the Canning, we drove all day on the Great Central Highway and, just as we were ready to pull into a bush camp, the Hilux started losing power and smoke started coming out of the exhaust.

I limped the last 100 metres into the camp and opened the bonnet. It was getting dark at this point and Barry, who had his laptop with him, plugged it into the OBD port.

The Techstream software came up with an injector issue. It suggested the possibility of a cracked piston, potentially needing an engine rebuild.

Later, I was to discover, via Google, that this appears to be a known problem with Hilux and Prado D4D engines.

Unfortunately, we were about 100kms from Warburton, the closest community with Internet access.

After a lot of head scratching, Greg generously offered to tow me to Warburton the next morning.

So next morning we headed off. Fortunately, there wasn't much traffic on the road. My greatest fear was that, without brakes, I would rear end Greg and Noelene in their 200 series. The tow was completed without incident.

Now with mobile coverage, I called the Total Care number of the RACV in Melbourne. This was to be the first of many calls and started a process which happened ever so slowly.

Firstly, RACV required an independent inspection of the Hilux to confirm that the engine was not a goer.

After a day, the assessor, who was a mechanic based in Warburton, rolled up and more, or less, confirmed Barry's assessment. He was then required to report to RACV and the process for recovery got under way.

As mentioned, things move slowly in the Out-back. The first very dodgy idea involved packing the Hilux into a huge refrigerated road train

which just happened to be making its weekly trip to Warburton.

A plan was then approved to send a proper tilt tray for the recovery. This involved an 1800kms round trip for the tilt tray from Kalgoorlie and a five day stay at the Warburton Roadhouse camp ground while I waited for it to arrive.



I should describe the camp ground. It is totally surrounded with a two metre fence with razor wire on top. The entrance is a security gate also topped with razor wire, which is padlocked at night and unlocked at daybreak.

A large number of resident peacocks had a free run of the place. They are the strangest critters. At night, they roost in the high voltage power lines and during the day, scratch around making as much mess as possible.

But I don't want to give a false impression of the place. It had nice hot showers and was kept spotlessly clean by the staff. The camp kitchen was also well fitted out.

Every night there were new people to talk to. The camp ground is used mainly by passing travellers, who usually arrive late afternoon and leave first thing next morning. It is also popular with FIFO workers, who are absent during the day.

There was one semi-permanent resident. She worked at the Shire Office only 100 metres from the camp ground. She turned out to be friendly and drove me to the airport when it

came time to fly out.



The tilt tray arrived and the Hilux was loaded. But, for insurance reasons, I was not allowed to travel as a passenger in the truck.

I had to fly out on a single engine Cessna that did the mail run twice a week. I was a bit apprehensive about travelling on a tiny plane, but it was a great experience.



We flew at 3,000 metres and the views looking down on the Outback landscape were stunning. I enjoyed every minute of it.

My fellow passengers were all aborigines, who laughed and yelled the whole way. It was a great experience.

One thing that had me amused was that the Hema APP on my phone gave me the speed, altitude and POI info.

Back in Kalgoorlie, I hired a small car and booked into a modest motel.

RACV had said they would



cover all these expenses.

I did a bit of sightseeing, but the highlight was catching up with some of my family, who are FIFO doctors in Kalgoorlie.

A potential problem for me was that the following week was to be the biggest yearly event in Kalgoorlie - the Miners and Diggers Expo. There was no accommodation, or hire cars whatsoever available that week.

The Hilux arrived on the tilt tray a few days later and was dropped off at Goldfields Toyota for assessment. But because of the aforementioned event, Toyota were flat out and couldn't look at it until the next working day, in this case, Monday.

RACV have a rule that if a vehicle can't be fixed in three business days, I would have the option of shipping my vehicle back to my home in Melbourne.

The Toyota assessment wasn't positive at all and the decision was taken to invoke the three day clause.

I was booked on a Virgin flight the next day back to Melbourne. The Hilux would follow on a transport and be delivered to my house in two to three weeks.

Although things went pear shaped with the Hilux, I am very grateful to the RACV for the way they handled the recovery.

They picked up the cost of the first 1800km tilt tray, my air fare from Warburton to Kalgoorlie, accommodation and hire car in Kalgoorlie and the air fare from Kalgoorlie back to Melbourne. Even the taxi from Tullamarine to my home.

They were great to deal with and were always helpful. Maybe being an over 50 year member helped.

I would also like to thank the group for their help and support. The trip was a great adventure and you couldn't ask for a nicer bunch to travel with. The CSR will still be there for next time.

As to the Hilux, it is still waiting to be dealt with. The cost of a new engine is more than the vehicle is worth and, at the time of writing this, I am still researching my options.

Answers to Icon Quiz

- | | |
|------|-------|
| 1. C | 6. B |
| 2. D | 7. B |
| 3. B | 8. A |
| 4. A | 9. B |
| 5. C | 10. B |

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

Communications

- Sat phone "Thuraya"** Phone 0405470020 Include log book and compass
Calls made to the Sat Phone will be charged to the caller at international Rates.
- TX4200 in car SB (40 Channels)** 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.
- 2 x Handheld ICOM IC40Jr (40 Channels)** Serial# 02482, 02483
Take 3 AAA's batteries which are not supplied
- 2 x handheld Uniden 0.5 watt (40 Channels)** Serial# 26055023, 26055030

Recovery Equipment

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

Other Equipment

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

Medical Gear

- First Aid kit (Large tool box created from the Clunes Tri-state)**
- Defibtech - Defibrillator**

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

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.



Christmas Party

Friday 29th November to Sunday 1st December 2019

A relaxing weekend get together and chat fest for our Christmas breakup.

Meeting Place & Time: Treetops Scout Camp, 140 Royal Parade, Riddells Creek

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

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

Trip Leader: John Dudley 0412 948 361 or rjdudley@bigpond.com

Special Requirements: Camping is available at a site set aside for us. Cost is \$8.50 per person per night. Sites are not powered. Although not yet finalised, a trip will be arranged for Saturday. On Sunday, the Club will provide a BBQ lunch with meat and salad. BYO plate and cutlery. For those interested, John will book a table at the local hotel for Dinner on Saturday night. Please let John know by 22nd November.

Come for the weekend, or just come on Sunday (\$6.00 visitor fee) for the lunch.

Currently registered:



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:

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

Tail End ...



"I find, these days, that most of my conversations start out with: Did I tell you this already? or What was I going to say?"



You drop something when you were younger, you just pick it up.

When you're older and you drop something, you stare at it for a bit contemplating if you actually need it anymore.

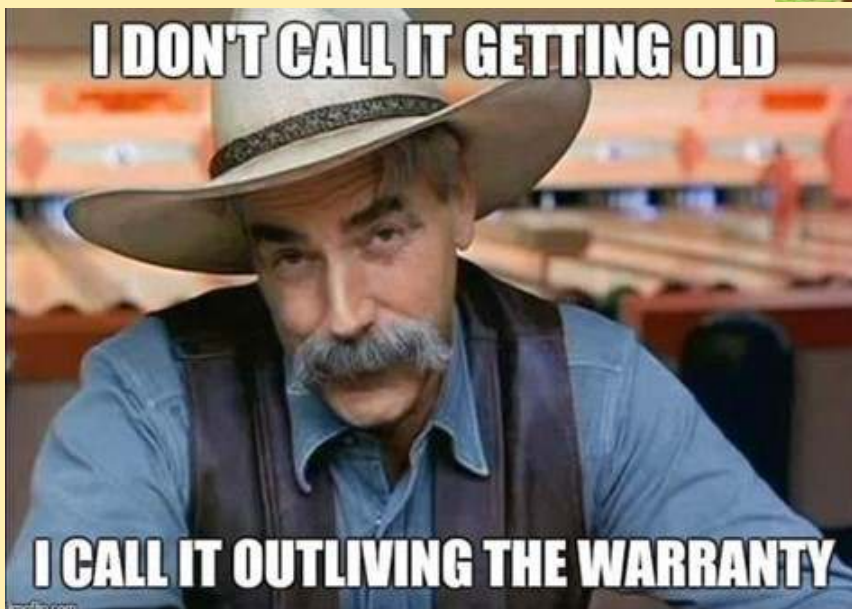
Everything will kill you



so choose something fun



I DON'T CALL IT GETTING OLD



I CALL IT OUTLIVING THE WARRANTY