



JACKAROO 4WD CLUB

VICTORIA'S PREMIER ALL MAKE 4WD TOURING CLUB

JULY 2020



The Newsletter

The restrictions imposed by the current coronavirus pandemic continue and the normal activities of the Club continue to be put on hold for the moment.

Unfortunately, there doesn't seem to be an early end to these restrictions either. It leaves us champing at the bit to get out and about.

Confined as we are to home, we have more time to read. Hopefully, I can fill a few of those minutes with this Newsletter.

I've gone back and found a club trip from nine years ago this month. The trip report for that begins on page 7.

As for the rest of the Newsletter, I've tried to include items you might find humorous, or interesting. I hope you enjoy them.

But I need your help. Can you please send me an item for next month. Anything that may interest your fellow members. Perhaps a trip you may have done in the past couple of years; an interesting fact; an historical event; a camping, caravanning, mechanical tip, or a humorous item.

It doesn't have to emulate Hemingway. Write it as you would tell it to a friend. But please send something in.

THE FIRST WORD YOU SEE IS WHERE YOU ARE GOING IN JULY

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President's Report



Well, here we go again! What looked like a gradual resumption of activities has been overtaken by the latest outbreak of infections.

The Committee was able to meet at Fairfield in June, with Alan Dash providing the appropriate attendance records, masks and temperature scans.

A brief summary of that meeting follows:

President: The President referred the Committee to his report in the Newsletter. He felt the biggest challenge facing us was to motivate members to again get involved in Club activities.

Vice President: As there were no meetings scheduled, he had not tried to organise speakers.

Secretary: Chris said he had been busy. There had been 34 inward and 25 outward pieces of correspondence since March. The necessary insurance activity matrix had been completed and forwarded to Four Wheel Drive Victoria.

Treasurer: The Treasurer tabled a report showing the current bank balance was \$5165.08. In addition there was \$4763.61 in the Hillston Tri-State account and Term Deposits totalling \$7637.00.

It was resolved to move \$4000 from the Tri-State account into Term Deposit.

Prompted by the need to provide Consumer Affairs with the combined value of the Club assets, it was resolved that, given the age of most of the Club's equipment, the book value would be reduced to zero with the exception of the satellite phone, defibrillator, Maxtrax and the fire pit.

Membership: The Membership Officer reported that 40 members had renewed and he would follow up 6 others who had yet to rejoin.

Trip Coordinator: The meeting considered various options to get trips arranged, particularly day trips. Unfortunately, recent developments have once again put those activities on hold.

Editor: The Editor said with the lack of Club activity he desperately needed input from members for the Newsletter.

Future Meetings: It was decided to recommence our General Meetings from July, subject to approval from the Fairfield Bowling Club. The present situation is that the Fairfield Bowling Club is currently no longer available for meetings due to government restrictions. All future club meetings have therefore been cancelled until further notice.

In the meantime, please stay safe and healthy and consider how we can all emerge in the new reality.

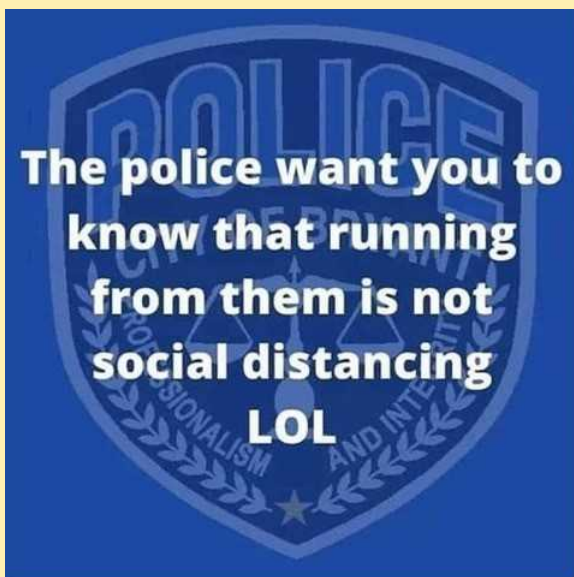
Rod Tamblyn

Coping with Isolation

How are you handling the isolation rules? Particularly, what did you do over Easter for those of you, like me, who would normally have been at a Tri-State event?

Share your activities with the rest of us, with photos if possible, for next month's Newsletter.

Swimming Pools will
reopen on the 4th July.
Due to continuing
Social Distancing rules,
there will be no water in
lanes
1,3 and 5



COVID and Australia is like
the Spice Girls. Everyone is
doing their best but Victoria
is ruining it for everyone.



Brownie Points System in Crisis

The Brownie Points System was an innovation of the "baby boomers". It was introduced in the early 1960s.

The reason was that home ownership was within reach of the larger working class families and with this ownership came a growing pride in homes.

So, a lot more time and money was spent on home maintenance, thereby limiting the time men had with their mates.

This started to have an effect on men being "under the thumb", so the Brownie Points System was introduced.

Basically, points were banked for works done at home, the number being negotiated between the husband and wife. Usually, the wife was the banker of the points.

When the husband wanted to go out with the boys, or go fishing, etc., negotiations would take place and agreements made as to the number of points required to be redeemed.

Sometimes, if not enough points were banked, agreement was reached to receive credits for work to be done by a set date.

This system worked fine up to the mid 1970s when wives/partners lobbied for the right to earn points.

The system was therefore expanded to include their right to bank Brownie Points in the same way as the men.

The system generally worked well, but in April 2020, the huge spike in points banked threatened the collapse of the system.

The coronavirus confined many people to their homes and, with plenty of

time on their hands, points were banked at an alarming rate. Should there be a sudden rush to redeem points, the system would not be able to cope.

Consequently, the Brownie Points Reserve Bank devalued the points by 900%. This was done to slow the rate of the accumulation of points to a manageable level.

During May, the redemption rate was down to only 15% over the same period last year.

Many point collectors interviewed said they were not collecting points at the moment as simply, it was not worth it. They were waiting for the Brownie Reserve Bank to restore the value of points.

A spokesperson from Bunnyings said they had already noticed a downturn in handyman trade. If the points system is not restored soon, they will have to reduce their casual workforce.

When the Brownie Reserve Bank meets again, it is hoped they will revalue the points so some stability can return to the market.

A spokesperson for the Brownie Reserve Bank said they were looking at various options, including revaluing the points. It may impose limits on the amount of points that can be traded over a set period of time.

Meanwhile, the Bank cautions point savers not to request credit points, as they could find themselves in Brownie Point debt for many years.

Brownie Point savers are asked to re negotiate their points account with their banker and continue trading so the system can stabilise and remain functioning.

The School of Psychology at the University of Pennsylvania, conducted a survey called "What really do you see?"

Study the picture for five seconds. What do you notice. What is odd?



The results of the survey showed:

1. 100% of the males failed this test. They were distracted by the woman's large bosom.
2. 100% of the females also failed this test. They were distracted by the wide choice of doughnuts.

Nobody noticed that there is a mouse on one of the doughnuts.

Don't tell me you did ... I won't believe you!

Wombat Forest and Anderson Mill

26th June 2011

Graeme Thornton reports:

Participants:

Chris & Lyn Smith - Trip Leaders
Ian & Anne Blainey
Graeme Thornton & David Clarey
Brendan Jones & Gillian Adams
Adrian Morris
Wayne & Christine Scholes

A day trip to the Wombat Forest and Andersons Mill for the Jackaroo Club was organised by Trip Coordinator, Chris Smith, for Sunday 26th June.

Sunday morning saw blue skies and a weather report with no threat of rain, which augured well for a good day in the forest.

It had been organised to meet at the south bus stop in Couangalt Road, South Gisborne at 9.45 am. But two vehicles went to the north bus stop and the others to the designated spot.

Once this small detail was resolved and we were all at the same bus stop, Chris outlined the plan for the day.

We were to visit Mount Gisborne, Bullengarook Slate Mine, Andersons Mill and locate several geocaches.

One of the first tasks was to "select" someone to compile the trip report. A "volunteer" was chosen from the two who went to the wrong bus stop. Basically, someone who had not done a trip report before (i.e. me!) was "selected".

Chris handed out a geocache location to each driver and explained where we were heading, where morning tea and lunch would be and advised the trip would end at his favourite bakery.

So we left the bus stop with Chris leading the way. He was followed in turn by Ian, myself, Adrian and Brendan, with Wayne acting as Tail End Charlie.

The group headed south along Couangalt Road and turned left into Black Hill Road to view the countryside and the fine properties in South Gisborne.

From there, the first stop was at Mount Gisborne in McGregor Road. Many photos were taken of the splendid views toward Sunbury and the city.

The first geocache challenge was at this stop. Unfortunately, it could not be found. It was

First stop at Mount Gisborne



believed it may have been up in a tree and not readily accessible.

The next section of the trip was to head towards Gisborne and then on to the Gisborne-Melton Road, before heading towards Bullengarook along Hobbs Road.

Once in Bullengarook, the trip leader led us down White Road and into the Pyrite State Forest.

It is assumed the forest is named after pyrite, a mineral iron sulphide. Its lustre and pale lemon to yellow hue earned it the nickname "Fools Gold".

Along one of these tracks, we came across one of several obstacles we would encounter during the day.

This one was a large branch across the track. After an inspection and risk assessment, the decision was made to remove the branch and a hand saw was produced.



Anyone got a saw?

A bit of manual saw work and some dragging of debris, soon had the track clear to proceed.

A couple of horse riders were grateful for our

work, but a lady walking her dog was most dissatisfied to see six 4WD vehicles on her track.

Once back on White Road, the decision was made to stop for morning tea, which was enjoyed by all.

When the group reconvened, some idle chatter on the two way radios led to Adrian being asked why he had the personalised number plate "LRPUMA".

Adrian explained that the "LR" stood for Land Rover and the "PUMA" represented the model designation. He went on to explain the various model descriptions in the Land Rover range and how his model was the "PUMA" due to the type of engine.

Adrian agreed this would most likely only mean something to a Land Rover owner!

After traversing down Hassed Road, the convoy headed down a track towards the Bullengarook Slate Mine. This track was wet in parts and required a bit of 4WD driving to reach the mine.



The creek on the way to the slate mine

The mine is accessed after walking across a small creek. The evidence could be seen of the effect of the heavy rains that occurred earlier in the year. A high water mark around 1.5 metres could be clearly seen.

For those interested, a search of You Tube will show a video of the creek flowing after these rains.

The *Argus* newspaper dated March 15, 1886, reports of a relatively new industry in Victoria of slate mining at Bullengarook.

At the time, slate was typically used for roofing tiles, with most of the slate imported from Great Britain and America.

In 1885, a Melbourne firm, Messrs McKenzie, Thornton and Co., obtained a mining lease of 238 acres in Bullengarook.



It was here they commenced quarrying the slate veins. Operations started in a gully where there was an exposed face of slate, 100 feet high and between 150 and 200 feet in width. The veins were up to 8 feet thick.

The near vertical strata of the slate was seen as being almost perfect to enable the quarrying of the slate veins.

Tunnels were used to get at the veins, with the tunnels 16ft by 8ft and penetrating up to 30ft into the earth. One tunnel was 50ft above ground level.

The slate was taken out by small hammers and wedges in slabs a few inches thick and up to 3ft in length and width.

The slabs then went down a chute to the foot of the face, where they were removed by a small tramway. Later, they were split, sawn and squared.

In the first six months, 150,000 roofing slates were split and forwarded to Melbourne. There were twenty six quarrymen and splitters employed, all of whom were Welshmen.

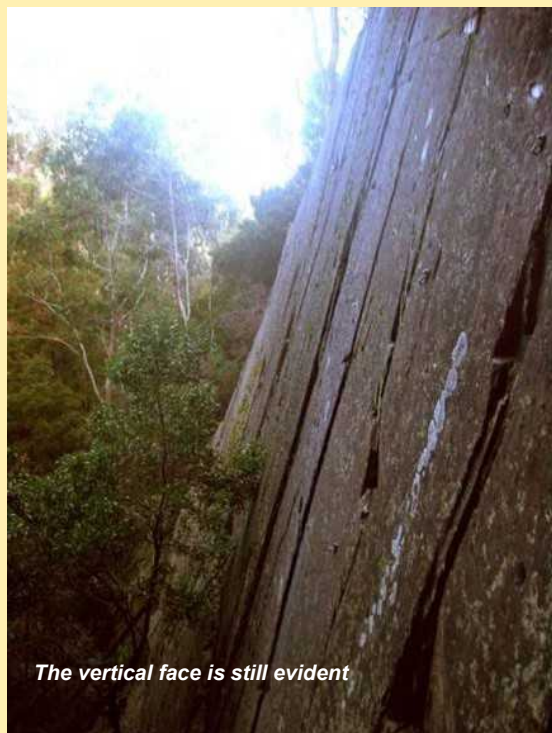
In addition, there were other men employed cutting timber as staves for the tunnels and general labouring work around the mine.

There is very little evidence of the mining activities now, but the near vertical face where the slate was taken from, is very evident. There is also loose slate lying around.

The Bullengarook Slate Mine is registered with the Museum of Victoria (Reg. No. M37561) under the category of Natural Sciences, Geology, Mineralogy, with species Melanterite.

Melanterite is a water soluble sulphate mineral and occurs as a post mine encrustation on mine surfaces. An example of this was seen on a piece of slate at the site.

The *Argus* newspaper dated January 4, 1937, reports the case of three Melbourne men who went missing in the bush for three days after getting lost when they visited the slate mine.



The vertical face is still evident

They were eventually found safe and well.

Alas, the geocache at the mine location also could not be found.

The convoy left the mine and headed down Fitzgerald Road and into the Wombat Forest.

A group of dirt bike riders warned us the track was impassable and they were trying to find an alternate way to Firth Park.

Heeding this advice, we turned around and headed to Firth Park via Fingerpost Road and then into the forest.

It had been the intention of the trip to visit Anderson Mill, but Burnt Hill Track, which leads into the Mill, had a "Road Closed" sign lying in one of the bog holes.

The track looked very muddy, so discretion was used and we turned around again.

From there we headed straight to Firth Park for lunch.

Our first task at the park was to light a fire in the fire pit. But as the only wood available was wet, a suitable fire could not be established by the men folk.



Light a fire? No problem!

Not to be outdone and keen for some warmth, Anne, Christine and Lyn showed the boys how it was done and got some flames. A little later they had some heat in the BBQ plate.

It was a little late for cooking on the fire, so a small cooker was used, but at least some warmth was welcomed by the ladies.

After enjoying lunch and some socialising, the 4WD activities for the day were called to a halt and the group headed out of the forest towards Trentham East. From there, it was on to Woodend and Bourkies Bakery.

At the bakery, there was much discussion on the best bakeries around. It was agreed that this was one of them. It was almost a second clubroom for the Jackaroo Club.



After this, we bade farewell and all headed home.

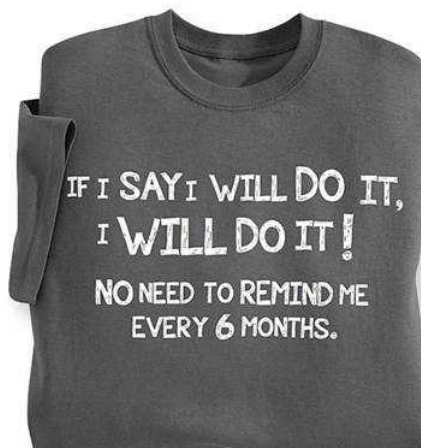
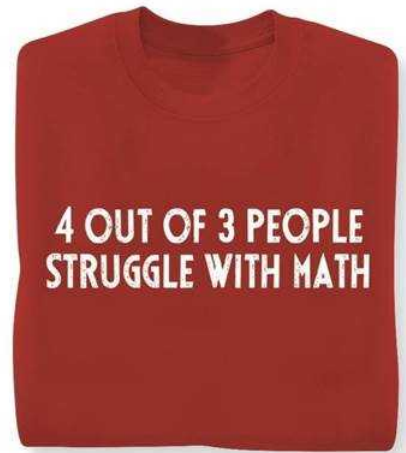
On reviewing the objectives of the day, which were to visit the Slate Mine (achieved), visit Andersons Mill (not achieved) and to locate a number of geocaches (not achieved).

However, to have some fun and socialise with club members, it was a resounding success and enjoyed by all. The added benefit was the visit to the "Jackaroo Bakery".

Many thanks to Chris and Lyn for organising the trip.



Some Tshirts you may have missed



The Great Ghan Gold Robbery of 1935

Many stories about railways include robberies and thefts. Western movies particularly featured train holdups. Who could forget the scene in *Butch Cassidy and the Sundance Kid* where they tried to blow the door off the guards van with dynamite?

And then England had the Great Train Robbery from which Ronnie Biggs became infamous. But in Australia, train robberies are not a topic ever mentioned.

Because there weren't any? There have been a few, but mostly they were hamfisted attempts and the perpetrators were quickly apprehended.

One however, stands out, because the heist has never been solved. It is known as the Great Ghan Gold Robbery.



A recreation of a limited mixed service of 1930s

On the Sunday prior to the train's departure 15.4kg of gold ingots was dispatched from three mines (Tennant Creek Granites, Tanami and Winneke mines) by motor car. Two armed guards escorted the gold.

The gold was delivered to the train ten minutes before its departure in an unmarked, registered mail parcel. The sending of gold by unmarked registered mail had, until then, been standard practice. This despite the Railway Commissioner at the time having some misgivings.

Sending the gold as registered mail, moved the responsibility for its safe delivery to the post office. The post office didn't mind because its liability, in the event of a registered parcel going missing, was £50 (\$100).

Despite a consignment note that said nothing other than general registered mail, the guard guessed the package may have been important due to its weight. He therefore placed the parcel in the train's safe along with the other registered mail.

He locked the safe in the presence of the Station Master and placed the key in the pocket of his tunic. It was alleged to have stayed there throughout the journey to Quorn.

When the safe was opened, in the presence of the guard, by the booking clerk at Quorn, the door was found to be a little stiff and the gold was gone.

A shocked Station Master advised his Railway Commissioner of the missing bullion. He in turn advised the police and two detectives were sent immediately to Quorn.

The police investigation had only just begun when the *Adelaide Advertiser* had reports which had the case worked out and the crime almost



A restoration of the Ghan as it was in the 1930s

The Ghan is a legendary train, about which there have been many stories of its history. Mostly the stories are of washaways, wrecked bridges, sand drifts and long delays. Some of the characters around the train are regularly the subject of these tales.

But the 1935 Gold Robbery is rarely mentioned. It occurred between 8.00am on Tuesday 28th May and Thursday 30th May 1935 while en route from Alice Springs to Quorn. That was how long it took the train to travel that distance!

In those days, the Ghan, officially known by the erroneous title of the *Northern Express*, was, in railway parlance, "a limited mixed service". In other words, it was a mix of passenger cars and goods wagons.



Quorn railway station circa 1930

solved, except for the minor detail of who did it.

"The type of safe used on the train is very old. It is not large and has an ordinary old style lock. There is no combination and it is thought it would be an easy matter for anyone to make a duplicate key."

It was stated tonight that in competent hands, the safe could easily be opened with a piece of wire. Articles of considerable value are carried on the train both ways.

The view is held here that the work is that of someone with an inside knowledge of the railways. The safe was in perfect order when the train reached Quorn, except that the door was a little stiff.

The safe is thought to have been robbed while the train was at a siding and when the guard was assisting in shunting. The other guard would then be off duty resting.

The theory was advanced tonight that a thief might even have taken the key (a bulky one with a brass tag) from the tunic of the guard on duty, as often before shunting, the guard removes his tunic and hangs it in the van."

Reporting got so out of hand, the Railway Commissioner felt compelled to set the story straight.

He issued a statement saying that the maker's certificate for the safe, claimed the lock could not be picked. At no time during the journey was the key of the safe out of the possession of the guard. It appeared that the safe must have been opened with a duplicate key made some time previously.

That was the official line. However, it was rumoured that whenever the train went into a siding, the guard was required to help with shunting. He would remove his tunic and hang it up. The key was always in his tunic pocket. It would have been easy for somebody to "borrow" the key to open the safe.

While the papers continued with their reports,

the detectives got on with their investigation and interviewed many people.

They came up with the amazing theory that the crime had "probably" occurred in the dark of night at either Oodnadatta, Abminga, or Edwards Creek, when the guard was otherwise occupied assisting with shunting.

A strong rumour going around at the time concerned a mysterious swagman, who was said to have alighted from the train at Quorn with a heavy swag said to have weighed 50lbs (22kgs).

He disappeared and a description of the man was circulated to police stations. The theory advanced was that he may have been the "dummy" whom conspirators in the theft employed to carry the gold off the train.

Two young men reported to police they had seen the swagman at a campsite. He said he was going into the township to send a telegram to Alice Springs.

When he heard there were detectives in town, he showed the utmost haste to leave. The two young men obligingly helped the swagman over a fence with his heavy pack.

Nothing more conclusive was discovered by the investigators and a reward of £250 (\$500) was posted by the insurers. This was later raised to £500 (\$1,000), but was never collected.

As for the missing gold, it was never recovered and to this day, the people who know what really happened have not spoken.

In the public service bureaucratic railway traditions of the day, someone had to be officially blamed. This was in spite of the fact that the gold was sent as normal certified mail and not labelled "gold", or even "valuable".

The postmaster general's office, with its £50 liability for registered mail, was not too bothered.

So the Commonwealth Railways fined the guard who had the key, ten shillings for "carelessness in respect of one value package of mail (when) ... you failed to hand over the key of the brakevan safe to the guard who relieved you and to obtain his receipt for it".

The other guard on the train was fined fifteen shillings. The extra amount was not related to the gold robbery. It was a fine for a previous offence.

On an earlier trip, he had, by mistake, left behind at Oodnadatta, two carriages which were supposed to go to Port Augusta and Port Adelaide.

The Art of Logos



Do you see the arrow between the "E" and "X" in white?



The 2nd and 3rd "T"s are two people sharing (or fighting over) a tortilla and a bowl of salsa.



The world's most famous bike race. The "R" in "Tour" is a cyclist. The yellow circle is the front wheel of the bicycle and the "O" is the back wheel.



The arrow means Amazon has everything from A to Z.



There is a dancing bear above the "bl". Toblerone chocolate bars originated in Berne, Switzerland, whose symbol is the bear.



See the gorilla and lioness (in white) facing each other.



The smiley half face is also a "g".

Another Novelty Song

Ernie (The Fastest Milkman in the West)

You could hear the hoofbeats pound, as they raced across the ground
And the clatter of the wheels, as they spun round and round.
And he galloped into Market Street, his badge upon his chest.
His name was Ernie and he drove the fastest milk cart in the west.

Now Ernie loved a widow, a lady known as Sue.
She lived all alone in Linley Lane at number twenty two.
They said she was too good for him, she was haughty, proud and chic
But Ernie got his cocoa there, three times every week.
They called him Ernie and he drove the fastest milk cart in the west.

She said she'd like to bathe in milk, he said all right sweetheart
And when he finished work one night, he loaded up his cart.
He said "You wanted pasteurised, 'cause pasteurised is best".
She said "Ernie I'll be happy, if it comes up to me chest".
And that tickled old Ernie and he drove the fastest milk cart in the west.

Now Ernie had a rival, an evil looking man
Called Two Ton Ted from Teddington and he drove the baker's van.
He tempted her with his treacle tarts and his tasty wholemeal bread
And when she saw the size of his hot meat pies, it very near turned her head
She nearly swooned at his macaroon and he said now if you treat me right
You'll have hot rolls every morning and crumpets every night.
He knew once she'd sampled his layer cake, he'd have his wicked way
And all Ernie had to offer, was a pint of milk a day.
Poor Ernie and he drove the fastest milk cart in the west

One lunchtime Ted saw Ernie's horse and cart outside her door.
It drove him mad to find it was still there at half past four.
And as he leaped down from his van, hot blood through his veins did course
And he went across to Ernie's cart and he didn't half kick his horse
Whose name was Trigger and he pulled the fastest milk cart in the west.

Now Ernie rushed out into the street, his goldtop in his hand.
He said "If you want to marry Susie, You'll fight for her like a man".
"Oh, why don't we play cards for her," he sneeringly replied.
"And just to make it interesting, we'll have a shilling on the side".

Now Ernie dragged him from his van and beneath the blazing sun
They stood there face to face and Ted went for his bun.
But Ernie was too quick, things didn't go the way Ted planned
When a strawberry flavoured yoghurt sent it spinning from his hand.

Now Sue she ran between them and tried to keep them apart.
And Ernie pushed her aside and a rock cake caught him underneath his heart.
And he looked up in pained surprise, as the concrete hardened crust
Of a stale pork pie caught him in the eye and Ernie bit the dust.
Poor Ernie and he drove the fastest milk cart in the west.

Ernie was only fifty two, he didn't want to die,
Now he's gone to make deliveries in that milk round in the sky.
Where the customers are angels and ferocious dogs are banned
And a milkman's life is full of fun, in that fairy dairy land.

But a woman's needs are many fold and Sue she married Ted
But strange things happened on their wedding night, as they lay in their bed.
Was that the trees a rustling, or the hinges of the gate,
Or Ernie's ghostly goldtop a rattling in their crate.
They wont forget Ernie and he drove the fastest milk cart in the west.

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

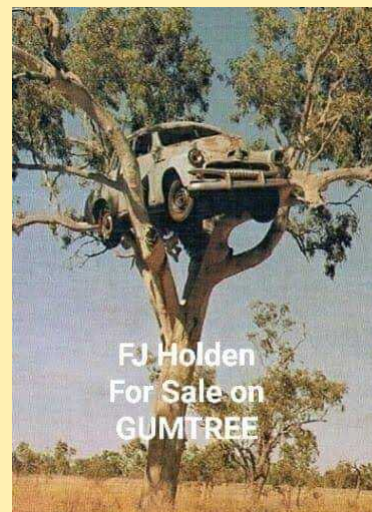
potable camping fire pit.

Medical Gear

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

Defibtech - Defibrillator

Tail End ...



A New York attorney representing a wealthy art collector called his client. "Saul, I have some good news, and I have some bad news." The art collector replied, "I've had an awful day. Give me the good news first." The attorney said, "Well, I met with your wife today, and she informed me that she just invested \$5,000 in two pictures that she thinks will bring a minimum of \$15 million to \$20 million, and I think she could be right." Saul replied enthusiastically, "Well done! My wife is a brilliant businesswoman! You've just made my day. Now I know I can handle the bad news. What is it?" The attorney replied, "The pictures are of you and your secretary."