



HOLDEN
4WD Club
South Australia

NO HOLDEN BACK

The HOLDEN 4WD CLUB of South Australia
February 2012



Presidents Report

Hello All,

Welcome to 2012. I trust that everyone has had an enjoyable Christmas and New Years break. The holiday season is over; those with school aged children have them back at school by now.

The Christmas Break Up was as it always is, an event enjoyed by all. The weather was extremely nice to us.

There was plenty to eat, both in the

way of main courses (the bbq) and desserts. It appears the bbq was a bit fussy about the wind, making it difficult to keep the plate hot. However, some innovative ideas were discussed. There was some meat left over which by now should have been consumed at Beachport. Thankyou to all that made the Christmas break up the success that it was.

Only the day after the Christmas break up, I got advised that I needed to go to HMAS CRESWELL for four weeks, which is the Navy College over at Jervis Bay in NSW. This is where I am writing from now. From my room window, I look out over the bay. A bay that I have visited quite extensively on submarine visits. Although having made many visits previously where I've entered CRESWELL, this is the first where I have done so by driving through the front gate. Just to go on further about the view from the window, the water was like glass this morning, a little bit of breeze has the sea at 0.25m. I can see a nice turquoise colour right in front of me from the water line to the weed line. Also to note, the sand here is some of the whitest beach sand in the world. Sand from Jervis Bay beaches is exported to Waikiki beach (yes, another beach I am familiar with – sigh) in Hawaii.

I drove from Jervis Bay to Canberra on Saturday just gone. Looked it up on google, map showed about 208km from memory. What the map did not tell me was the approx 60-70km of dirt roads with running creeks to cross. Luckily I have one of my Rodeo's over here. Although road signs recommended not for 2WD vehicles, whilst 4WD wasn't actually required, it was used, which kept the ute pointing in the right direction.

Because of my four weeks in CRESWELL, unfortunately I have missed what would have been my inaugural trip to Beachport. I was looking forward to this, but alas, not to be.

I had mentioned in previous addresses that Holden were due to re-incarnate the Jackaroo in 2012. Whether this happens remains to be seen. There was a snippet of information late in 2011 which suggests this may be early in 2013 now. We'll wait with baited breath to see what develops.

I will be back for the March meeting, having only returned from NSW the day beforehand. There will be a Special General Meeting to adopt the new constitution. All submissions have now been looked at; it looks a great document now.

Regards,
Dion.

Committee Positions

Club Directors

President	Dion Chandler
Vice-President	Moira Hill
Secretary	Denise Richardson
Treasurer	Sandy Delaine
4WD SA Delegate	Simon Smith
Committee Members	
	Paul Barbara
	Wendy Juleff
	John Meakins
	Martin Pearson

Club Officers (appointed by Directors)

Trips Coordinator	Bruce Richardson
Membership Officer	Ian Delaine
Property Officer	Ian McColl
Newsletter Editor	Martin Pearson
Web site Manager	Helen Sosnowski
Raffles Officer	Adam Sawtell
Merchandise Officer	David & Jill Chenery

UPCOMING TRIPS

Put your name and details on the trip sheets at the monthly meeting to book in or phone Bruce (0429 773 339) if you miss the meetings. All trips can be used for training and assessing when training team members are available.

March 3rd & 4th

Peake. Sand driving

Note: same weekend as Clipsal.

March 10th – 12th

Whyalla. Recce and trip testing

Trip leaders, Simon Smith and Rob Williams

April 1st – 6th

Whyalla Tristat preparation

Trip Leader, Rob Williams

April 6th to 9th. Easter

Whyalla. Annual Tristate Event. Go to our web site for more details. <http://www.holden4wdclubs.asn.au>

Trip Leader, Rob Williams

May 5th

Tyre Repair day

Trip Leader, Bruce Richardson

Further Events.

Dorado Downs

And if you have a great idea or a simple suggestion, there are plenty of dates available.

Following the Disused and Removed former Central Australian Railway

Every few years, myself and a few of my friends from the Pichi Richi Railway Preservation Society undertake a trip from Quorn to Alice Springs, following the former Government Gumms Railway, which became known as the Central Australian Railway (CAR). This former railway, although affectionately known as the 'Ghan Line' or 'Ghan Railway' was never named as such, the 'Ghan' was merely a passenger train that operated on the CAR.

Why do we do this trip? We conduct this trip, recording the trip and take lots of photo's and provide updated information to SA Tourist Commission (SATC). Those that have travelled along the former CAR will have seen railway trolleys at various locations between Port Augusta and Alice Springs with an A-frame board on them that provides the traveller with information about the CAR and the trains that ran on the line. SATC commissioned these information items. Due to the remoteness of these information items, we provide information back to SATC, so that they can be renewed or replaced as required.

Although these information boards have been up for the best part of a decade or more, it was not until we were at Rodinga (NT) that we realised the border (SA/NT) shown on the map on these boards was incorrectly drawn. It shows the border as being between Duffield and Finke, Duffield is certainly in the NT. The border should be shown as being between Abminga and Duffield. The author of these boards wasn't aware of this error, it will be fixed when the boards are rejuvenated in the future.

The most recent trip that I was involved in was in August 2011, lasting two weeks. There should have been four participants; however one had to pull out with under a week's notice so just 3 of us went. I travelled on my own in my red RA Rodeo, with Andrew and Phil in my silver RA Rodeo.

Other than the servicing and mechanical inspections that are required for a trip such as this, my only other significant purchase was a 57L Engel Combi fridge/freezer. This enabled us to have ice cream with deserts on a few select nights, as well as carrying some of our meat frozen as well. Additionally, as I don't like to carry wood any significant distance, a prepared stew was frozen that only required reheating at Dalhousie Springs.

Between Marree and Oodnadatta (402km), on some days, less than 100km was covered as we stopped to record any structures associated with the railway. The first night out in the bush was between Alberrie Creek and Bopeechee. One thing we noticed heading North out of Marree was the absence of what used to be a plentiful supply of old railway sleepers to use as fuel for cooking. Rather than drag a few sleepers 60-70m from where they were to where we wanted our cooking fire, I drove to them to load a few on the back. What looked to be firm ground turned out to be soft and gooey, and before I knew it, I was stuck. This necessitated a gentle snatch out with the other ute. Subsequent to that, the ensuing meal was worth it.

The next day, we had a dip in the pool at Coward Springs, this is quite pleasant as for August, the ambient temps were reasonably warm. That night was camped just south of the Halligan Bay turn off to Lake Eyre. We went out to Halligan Bay. The self service self registration desert parks pass at the entrance of this road track is a good initiative, fortunately for each of the two utes, we had the exact quantity of \$9 to place in the envelope. Although the track wasn't too bad, the last 10km could be described as very interesting and certainly requires you to keep your wits about you. After viewing Lake Eyre from here, we were of the consensus that the view from the lookout just South of Curdimurka was better. We made it into William Creek and had a burger there for lunch.

From William Creek, we progressed northward, camping at Edwards Creek in the creek bed near the railway bridge. It was quite windy which made controlling the heat around the camp oven difficult. Some of the spuds and pumpkin got a little burned, but were still quite palatable. The following day we camped at Mt. Dutton, sleeping near the buildings.

Oodnadatta the next day, we arrived around lunch time and utilised the Pink Roadhouse for lunch, with the Oodna Burger being a popular choice. We did hear over the UHF the Oodna Burger being referred to as an OB by the mailman. North of Oodnadatta, the intention was if things were ideal, to travel to Pedirka, following as much of the railway alignment as possible. Although the alignment could be picked up, it could not be followed due to the heavy vegetation from the recent good seasons in the area.



We had to back out of this heavily vegetated land and follow the road up to Hamilton and use the Pedirka PAR into Dalhousie Springs. We didn't arrive until after dusk, however as we'd only planned on re-heating a meal over gas (I don't enjoy carting wood long distances), this was not a problem. Having something to eat though, was only second priority. First we had a very quick cool shower and then went down to the Spring for a dip and icy cold beverage. That is pretty hard to beat.

We did see a few examples of why the authorities are taking actions to restrict fires in the Witjiri National Park. A couple of groups that were near us, that had been eating upon our arrival, still had quite a blazing fire going at 2300 and later as we trundled off to bed. I do enjoy a fire, but I manage the fire I need in context. Where there is an abundance of wood, by all means have a big fire, where wood is scarce, then a fire sufficient to cook with is needed. My insides can be warmed with a few nips of port.

In the morning, I made sure I was up before sun up, so that I could be in the spring as the sun rose. It is pretty hard to beat, being in the spring on your own, watching the sun break over the horizon and the trees at the eastern end of the spring.

After departing Dalhousie Springs, we went back to Dalhousie Ruins for a look around. After departing Dalhousie Ruins, we went off to Bloods Creek and picked up the railway alignment again. Between Bloods Creek and Abminga, where we had previously got past, we found a new fence that went over the alignment with no gates in sight as far as the eye could see, even with the aid of binoculars. More backtracking to circle around to Abminga. After exploring Abminga, we followed the alignment until we camped just a few miles south of the border. In the morning we crossed the border, the signs are gone, but the posts that supported the signs are still there. The surveyors post has also had its survey plate souvenirred.

The trip from the border into Finke was reasonably uneventful. We camped just south of the township. In the morning before going into Finke, we backtracked to the Goyder Creek. This is a reasonably big creek bed, I think equal of the Finke River, but sadly is over shadowed by the more infamous river bed to the north of Finke.

We spent some time exploring Finke, the shop was open, so ice creams all round. Lunch was had on the south bank of the Finke River. There is a lot of exploring to be done here for one interested in railways like we were. Due to various washaways from flooding, the Finke River was crossed by the railways in total about five different alignments. After crossing the dry river bed, we visited Rumbalara, Mount Squire, Engoordina. Reaching Bundooma, we turned into Alice Well and camped besides the Hugh River. The next day will see us into Alice Springs. We did explore one creek bed that used to be bridged by the railway. This one was interesting to us as we knew it was the site of a bridge washaway that also saw the steam locomotive topple into the creek bed.

Into Alice Springs we arrived late in the afternoon. We found a hotel, it meant the three of us were sharing the one room, but there were three beds. We very nearly run the hotel out of hot water, this being the first shower properly since leaving Quorn.



The only sour note of this trip was I discovered the following morning my red ute had been broken into. The passenger side door window had been smashed. Fortunately one of the glaziers in Alice Springs had a window and was able to do the job straight away. It wasn't until after departing, down near Eildunda when the ABC was beginning to fade out that I discovered my CD case was missing. So what I had previously thought of as senseless vandalism was now theft. Although there was probably close to \$2k of CD's in there, there were other things I probably would have gone for first, but I guess the CD case was easy to grab.

Continuing the southward journey, at Marla we cut back across to Oodnadatta as we had not had enough of the dirt roads yet. We camped just south of Oodnadatta, and again just north of Curdimurka before getting back to Quorn.

It's a fascinating trip and I'd do it again at the drop of a hat.

Dion

Beachport Jan 2012

As usual, many members of the Holden 4WD Club of SA made their yearly pilgrimage to Beachport in the states south east. The club takes over a considerable part of the Southern Ocean Caravan Park. The occasion is the Australia Day Holiday, which this year was on Thursday. Some people arrived at Beachport up to a week early, while others arrive on the day. For those that are at Beachport on the morning of Australia Day, the local Lions Club put on a gold coin donation breakfast of egg, bacon, tomato and this year baked beans, with tea, coffee or juice. This is a well attended function with the queue stretching half way around the park.

One of the vagaries of Beachport is its weather. It can be hot or cold (sometimes on the same day), wet or dry, windy or not so windy, calm is not an option. This year just prior to Australia Day, it turn cold and very windy. Then by Friday was almost calm.

Beachport usually implies beach driving either north via Nora Creina and the Little Dip Conservation Park to Robe or south via Canunda to Carpenters Rocks and beyond. The success of these trips depends on the firmness of the sand.

On Friday, I travelled with Rob Williams group on the blacktop to Carpenters Rocks. After deflating tyres, we went on to the beach near Cape Banks Lighthouse and headed north on a nice flat fast beach. All 5 car were travelling into softer sand when it became apparent that the sand was getting very soft. We were just deciding to turn around when 2 cars became stuck. In the process of turning around, 2 others became stuck. The leader in his new car did not escape the problem when his car ran out of ramp over clearance

and needed assistance to get moving again. After considerable digging and lots of recovery efforts all cars made it out without getting wet. About ½ hours driving and 2 hours of digging.

On Saturday, I went a group led by Gavin to Robe, to travel down on may beaches back to Beachport. The first few beaches were skipped as they are often very soft and treacherous. After sampling some beaches we joined the back of a long stationary queue of cars and while we were parking ourselves another club also arrived. We walked to the beach and discovered that a car was stuck at the far end of the beach. This car was recovered after considerable effort and the cars made it to the beach exit. Although it was successful, I am not sure that recovering a car in reverse is a wise move. Several more cars made it along the beach or via the back track. The next issue was these cars were gathering at the exit to the beach.



The exit was finally cleared enough and the queue of cars was able to get passed this hold up. By the time our group was moving, Gavin decided that we would use the inside track. When I got there, I saw why. Another car was stuck on the beach. The rest of the drive to Nora Creina was accomplished without further incident.

South of Nora Creina is Stinky Beach which was firm and almost highway like. After Stinky Beach is the Nudist beach with the same leathery man near the water's edge where all passersby can get a good look at him is anybody so desires. After a few more beaches and tracks, Adam's Jackaroo, that had been having problems with it air condition pulley engaging and disengaging of its own accord, finally decided to break the serpentine belt. This belt is important in that it drives the alternator, the water pump and the power steering.

The recovery that was executed involve Adam being towed most of the way with Adam driving the Jackaroo up the more difficult hills. The short duration of these efforts would not overheat the engine. The recovery was successful in that all vehicles and all people made it back to the caravan park.

The following day, Sunday, many people had to pack up and return to Adelaide. A few were going on to spent a few days at Portland to drive on the Portland Buggy Club's sand dunes.

Another good trip to Beachport and I would like to thank all those who organised the event, trips etc. Without the efforts of these people, the event would not be an enjoyable time away.

Martin



HAPPY BIRTHDAY

TO THOSE MEMBERS WHO WILL BE CELEBRATING THEIR BIRTHDAY IN THE NEXT MONTHS

February		March	
Jan Adcock	Julie Deer	Brendan Atkinson	Annette Atwell
Fay Gibbs	Marlene Hartwig	Nat Hardy	Chris McIntyre
Barbara Jardine	Margaret Keelan	Helen Sosnowski	Judy Smith
Steve McRae	Bruce Richardson	Rob Williams	
Kelly Richardson	Birgit Stokes		
Jim Wissell			

Apologises for any inaccuracies or omissions, the above information was extracted from the membership list



Remember
 You might be OLDER than you've ever been BEFORE
 But you're also YOUNGER than you'll ever be AGAIN



Ngarkat Conservation Park Interclub Working Bee 16th, 17th, 18th March 2012

A co-operative activity with



Government of South Australia
Department of Environment
and Natural Resources



BORDER TRACKS COMMITTEE



Ngarkat Working Bee 2012

Due to activity overload in April 2012, the next Ngarkat Interclub Working Bee will be on **16th-18th March 2012**.

Border Track Committee –

New Directors – Same Direction

After many years of highly successful leadership of Border Track Committee, Sue Linnell (Mitsubishi Club) has passed over the reins to new Chairman Peter Harper (Toyota/Gawler and Districts Clubs) and Darryl McManus (4WD Adventurers Club).

Peter and Darryl have been busy with the handover from Sue, and continuing with the same successful formula planning their first Interclub Working Bee.

Meet at Pine Hut Soak campsite

Set up camp Fri 16th afternoon / evening

OR arrive Sat 17th by 9:00 am.

Directions:: From Tailem Bend, follow the Mallee Highway; 5km west of Pinnaroo turn right on to Rosy Pine Lane (Ngarkat Park sign at this point, see RAA map 'Upper South East ref:J2); continue south for approximately 17 km. The campsite is located just inside the Park entrance.

Ref - 35° 25.319'S 140° 52.771'E

UTM zone 54 489062E 6080152N

Comms: UHF Channel 16 :

Satellite phone: Emergencies only; incoming/outgoing calls (Peter) 014 715 3114; (Darryl) 0424 212 534

Camping: Camper trailers and caravans can be accommodated It has one very good long drop but you need to bring everything else (water, food, shelter)

Please note that 16th-18th March will still be in fireban time so the "camp fire" will need to be artificial (Gas Stove will be OK unless Total Fire Ban in place)

Equipment to bring:

Box Trailers: some would be useful (we have a few tonnes of materials to move)

Tools - post hole digging tools, pruners, loppers, bow saw, handsaw, crowbar, shovel, rake, hand tools, etc

Personal - working gloves, good footwear, drinking water, sun protection (hat, long sleeves, long pants, sun screen). **Bring high visibility vests or clothing and possibly share them with your fellow workers.**

Grants for Ngarkat Projects

Getting out of the starting blocks quickly, Chairman Peter Harper successfully applied for a Volunteer Support grant.

A cheque for \$4710 was recently received from the SA Govt. Minister for Environment and Conservation Paul Caica with his thanks for supporting the environment as a volunteer for the DENR. The grant was for the following projects,

Chain Grader Improvements.....\$3255
Banksia Seed Distribution.....\$1455

Less Border Track Damage

Recently Peter and Darryl met Rebecca Pudney Senior Ranger Dept. of Environment and Natural Resources (DENR) at Ngarkat.

They reviewed the various tracks and noted that the one way section of the Border Track was in very good condition after its year of use. However 30 sites were recognised where useful remediation work could be done in the 2012 working bee.

Activities will include:

- Repairs to existing wire and poly pipe barriers
- Construction of new barriers
- Filling selected track sections with gravel
- Trimming overgrowing shrubs

Contact:

Peter Harper - e-mail peter_harper@bigpond.com
Mob. 0410 526 317 ; Ph.(08) 8523 0889

OR

Darryl McManus - e-mail ddaajmcm@bigpond.net.au
Mob. 0488 275 300 ; Ph.(08) 8281 3394

Important Note - let us know in advance

- When you plan to arrive?
- No.of people and vehicles in your party?
- If you are bringing a trailer?

Detail: FWDSA Border Track Committee - Peter Harper (Toyota/Gawler and Districts Clubs) & Darryl McManus (4WD Adventurers Club)
Edited: by 4WD Adventurers Club of SA Inc- Direct all correspondence to Editor FWDSA email:- editorfwdsa@gmail.com

4WD Matters December 2011 - 15/12/2011 : Disclaimer: Whilst every endeavour is made to ensure the accuracy of the material in this publication, Four Wheel Drive South Australia shall not be held responsible for any errors, omissions or inaccuracies.