



# WANNEROO WANDERERS 4WD CLUB



## **CONVOY PROCEDURE**

1. Fuel tanks must be filled prior to start of trip.
2. Before moving off from a designated departure point the trip leader will appoint a tail-end charlie.
3. At **All** turn-offs, vehicles shall wait until the following vehicle is aware of the former's intention. Periodical checks for the following vehicle must be made as per convoy procedure.
4. Persons leaving the club convoy **MUST** notify the trip leader and if possible give details of their intentions.
5. No vehicle in the convoy is to pass the lead vehicle.
6. When travelling in convoy on the open road, the distance between vehicles shall not be less than 6 vehicle lengths, and keep the vehicle behind in sight at reasonable intervals.
7. At nature stops the rule to be followed is ladies to the left - gents to the right.
8. In recovery procedures to avoid injury to personnel the drivers of the vehicles involved shall ensure that the immediate area is cleared.
9. All persons travelling in convoy must be inside a vehicle

## **CODE OF ETHICS**

1. Obey restriction on use of public lands. Respect national parks and other conservation areas, (i.e. Calm, Water Authority, Fire Authorities).
2. Obtain permission before driving on private land. Leave livestock alone and gates as found.
3. Keep to existing tracks where possible.
4. There shall be no deliberate destruction of trees, shrubs or wildlife. Respect our wildlife, stop, look and observe but never chase animals.
5. Use a well worn campsite to minimise impact on the environment.
6. No firearms to be displayed or used in campsite or prohibited areas.
7. No unofficial competition or displays of "4WDing" shall take place during trips without permission of the trip leader.
8. At club functions members shall obey verbal instructions and visual signs erected by the organisers.
9. Drive very slowly within camp area.
10. When answering the calls of nature, members are asked to take the shovel and bury the result at all times, Ladies are respectfully requested to dispose of their paper hygienically. (i.e. rubbish container or campfire).
11. Keep the environment clean. Be prepared to carry out all the rubbish you take into unserviced areas.
12. All members are requested to comply with the above codes.

## TABLE OF CONTENTS

THE COMMITTEE  
ABOUT THE CLUB  
EDITORIAL  
TRIP & SOCIAL REPORTS  
FUNNIES  
UPCOMING EVENTS  
CLUB EQUIPMENT LIST  
BIRTHDAYS



## THE COMMITTEE

PRESIDENT	John Lyford
VICE PRESIDENT	Archie Lind
SECRETARY	Kym Batten
TREASURER	Ray Zaretsky
4WD ASSOCIATION DELEGATE	Vacant
ENVIRONMENTAL OFFICER	Alan Wyatt
PROPERTY OFFICER	Alan Wyatt
FINES MASTER	Keith Granland
TRIP CO-ORDINATOR	Phil Anderson
SOCIAL CO-ORDINATOR	Karen Lind, Elisa Arrigo, Alison Wyatt
MAGAZINE EDITOR	Barb Lynch
WEB MANAGER	Kym Batten
INSURANCE OFFICER	Archie Lind
ADVERTISING OFFICER	Chris Smith
HISTORY OFFICER	Elisa Arrigo
TEA PERSON	Leslie Armstrong, Judy Anderson

### WANNEROO WANDERERS

WEB: [www.wanneroowanderers.com.au](http://www.wanneroowanderers.com.au)

Facebook <https://www.facebook.com/WannerooWanderers>

Meetings are held on the first Wednesday of the month (except in January when it is held on the second Wednesday, and AGM in September which is a dinner function). Meetings are held at Warradale Hall in Landsdale – 7.30pm for a 7.45pm start

Magazine articles: [barbiem8@westnet.com.au](mailto:barbiem8@westnet.com.au)

## ABOUT THE CLUB

### WANNEROO WANDERERS 4WD CLUB INC

The Wanneroo Wanderers 4WD club is an enthusiastic group of people who have banded together to enjoy 4WD trips and excursions while conserving the natural bush ecology.

Club membership comprises families and individuals of all ages. The range of club activities caters for the novice as well as the experienced drivers. Activities include social functions, day drives, weekend and extended trips both on and off road at various times during the year.

Club members use a range of camping options from tents, troopies, camper trailers and caravans. The club has no preference to the make of 4WD vehicle owned. Personal and vehicle safety during club events is of the utmost importance. Where possible proposed trips are thoroughly planned and surveyed in advance.

The club is an affiliated member of the WA 4WD association and we support the aim to promote 4WD vehicle owners as responsible, community spirited people concerned with conservation and the environment.

The club Meets at the Warradale Community Centre, Warradale Terrace, Lansdale on the first Wednesday of each month except for January when it is held on the 2nd Wednesday commencing at 7:45pm.

Visitors are always welcome to attend meetings and club events. Prospective members are encouraged to attend two club meetings and two club activities before applying for membership.

If you wish to obtain further information about the club, please feel free to contact us at

Wanneroo Wanderers 4WD Club Inc.

PO Box 414

Wanneroo WA 6065



## EDITORIAL

Hi there everyone

Welcome to Spring!

Im finding it a little difficult to get back into the swing of the “real world” after taking 8 weeks leave and pretending to be retired. Taking in a week in Bali, and then the extended trip through WA, SA, NT, Qld and back again. What a trip – see the report later in the mag.

Other trips and socials over the winter months have all been well attended by members and visitors alike. We have a good club

Please enjoy the content of this seasons mag, and thankyou to the contributors of reports and photos

Regards

Barb

Editor

Wanneroo Wanderers Magazine

[Barbiem8@westnet.com.au](mailto:Barbiem8@westnet.com.au)

**Never leave home  
without a kiss, a hug and  
an ‘I love you.’ Then  
remove the dog hair from  
your mouth as you walk  
to the car.**

## TRIP & SOCIAL REPORTS



June	Wheatbelt Long weekend Trip	By: Dave Melbourne
	Extended Desert Trip departs 1 <sup>st</sup> June	By: Steve Bly
	Bush Toileting	By: Aly Vinciguerra (visitor)
	The Great Desert Trip	By: Sue Morris (Survivor)
July	Jarrahdale Day Run	By: Bob & Lesley
August	Christmas in July (in August)	
	Wildflower Trip - Koorda	

**MEET AND GREET ALDERSYDE**  
*7th & 8<sup>th</sup> September 2019*

*Come and enjoy some good old country hospitality, join us for a fun filled weekend for Saturday (or Friday if you like) and Sunday, bring your van and camp around the oval, enjoy a camp fire, catch up with nature and visit farm animals and see local history. Pets welcome on a leash.*

*We are approximately 150 kms SE from Perth, a great farming community, be entertained at a 100 year old Hall. Toilets available but no showers. Scones, Jam and Cream for Morning Tea Saturday, Roast Meat and Potatoes and Salad Saturday night and Bacon and Eggs for Breakfast Sunday with all supplied in an all inclusive price of \$60 for Two People – including van site, \$15.00 for any extra people, \$40.00 for one person including van site, you are welcome to come up Friday if you would like – no extra charge, bookings and 50% non-refundable payment required by 28<sup>th</sup> August (feel free to pay the full amount if you would like) payment can be made to - Aldersyde Agricultural Hall Inc. BSB:633-000, Account #: 163136575, please send remittance advice to Gail –*

macnab2@bigpond.com

**Activities Include –**

- Campfire – bring you toasting fork and marshmallows**
- Vintage Machinery Museum**
- Loan Grave**
- Wildflowers – if out**
- Minature Goat Farm**
- Climb Hill used by original Settlers and learn the history**
- Farm Shed/Old Machinery on Display and Modern Machinery – see how it has changed in the last 20-30 years**
- Heritage Trail – including old church**

*Don't miss the fun, make your booking now as numbers are limited !!*  
 Contact Gail – 0456226674 or email: [macnab2@bigpond.com](mailto:macnab2@bigpond.com)

## WHEATBELT JUNE LONG WEEKEND TRIP Friday 31<sup>st</sup> May – June 3<sup>rd</sup>

After some consternation with the distance we should be travelling to a campsite, the camp spot for the June long weekend trip was eventually decided, and that was to be Eaglestone Rock, around 20km north of Nungarin and 260km from Perth.

For some time, it looked like this trip may not have been too well attended, with the Simpson Desert trip under way and a number of club members away overseas. The only definite starters early on were Mark and Stella with Phil and Judy a maybe due to Phil's work commitments.

Gradually, once the destination was confirmed there was a steady flow of members showing interest. Eventually a total of 15 members, 2 past members and 3 guests attended.

Dave & Sue, along with Tony & Jenny, Dave & Penny and Ray arrived on the Friday, followed by Steve & Kerri.

Mark, Stella, Judy & Phil with their friend Vanessa and Andrew & Deb arrived on the Saturday morning. Mark & Stella's friends Baly & Cathy turned up not long after. Dave & Sue and Tony & Jenny ran into old club members, John & Robin McCarthy in Merredin on the Friday so they also joined us.

The Eaglestone Rock campsites are quite large and well spread out, there are various areas that would cater for large or small groups with plenty of shade. We were all together right next to Lake Brown, a large Salt Lake. Not too many other campers about, but a few motorcyclists camped not far from us.

By mid-afternoon on the Saturday we were all set up, and during that time some of the girls had gone into Nungarin to check things out and grab some supplies.

Some went for a walk on the Salt Lake then back to camp to sit beside the fire and plan dinner and of course the obligatory happy hour or two.

It was a beautiful evening around the campfire with only a few mozzies out for a short time and not a breath of wind. Most cooked their dinner on the campfire.

Sunday morning, we all left camp around 9.30 to investigate the Sunday Markets in Nungarin, held on the first Sunday of the month. Lots of interesting stalls, one selling Llamas?? And most of the shops were also open.

After a little crossed communication, we all eventually found our way to the Army Museum.

This is a really interesting Museum with an extensive collection of farming and Ex-Army vehicles and ..... Unfortunately, some of us remember using some of the exhibits from the display. (Bob too if he was there I bet) The museum is open week days as well as market day and for those interested in this sort of thing, it is well worth a look and the \$5 entry. It is run by volunteers and they are always looking for people to take on a restoration project for many of the pieces on display. There is also a café for those that may find their husbands absorbed in the history more so than the woman folk. (much like cafes in shopping centres I guess)





Two Daves and another old relic at Nungarin Military Museum



Zebras in the Wheatbelt??



Is this on your Christmas wish list Tony??

Following the Nungarin Military museum we went on to visit the old Mangowine Homestead where we were shown through the property by Bob, the resident caretaker. Gold coin donation for that, but very interesting listening to Bob tell the stories of the original owners, the Adam's family from the 1870's and how the main road to the goldfields used to run past the front door, and showing us through room by room which is still set up as it may have been in years gone by. There is also a small campground on the site and every year around October there is a music festival held there. It is called the Mangowine Concert and this year features The Blues Brothers Review and is apparently a well-attended event.

It was then a short drive across the Billyacatting Nature reserve for lunch, a nice secluded location with a couple of BBQ tables and a toilet. Following a bite to eat most of us walked the 2.4km around the base of the rock which had lots of informational points along the way regarding the flora and fauna.

While we were in Nungarin Kerri & Steve had asked around about getting some cast iron tractor seats for their place in Perth, and they were given a contact of some-one who may be able to help. So, after a quick phone call, our final stop for the day was a visit to the property which had lots of treasures (some might say junk) well hidden beneath the other treasures. The owners were clearing their block of all the rubbish people had dumped over many years and putting anything they found into a large pit. Steve with the help of Mark went into the pit to have a good scavenge. Phil commented on seeing them rummaging in the tip, "It was a shame to throw away two perfectly good white boys." (maybe a line taken from a movie)

After a while, the Downe's and Anderson's decided they had seen enough junk, I mean treasures, and made a sneaky escape and the rest of the crew had to make their own way back to camp without their trip leader. (Phil should be fined for that one.)

That evening a few people climbed the rock with wine and nibbles in hand to watch the sunset. Then had to climb down in the dark???

Yet again another perfect cloudless night with campfire roaring.

We all sat around star gazing as we waited for our dinner to cook on the campfire.



A great campfire

A few packed up and left by lunchtime on the Monday for the trip home, the retirees stayed an extra day.

The weather was absolutely perfect, not a cloud in the sky or hardly a breath of wind for the whole weekend, an easterly wind only got up when most were leaving on the Monday, great for towing the van westward.

A great weekend had by all and another location to put down for future trips.



Eaglestone Rock



Eaglestone Rock

## White Horse Hills, Jarrahdale Day Run

14<sup>th</sup> July 2019

8 vehicles

Bob & Lesley

Alan & Alison

Vlado & Audrey

John & Jan

Chris & his girls

Paul & Mirella

Ray Z

Paul & Debbie

We arrived at the BP Karragullen at 8:30 only to be greeted by Paul & Mirella who had been there since 8am. The rest arrived soon after, so we had an early start 8:50, would have to be a record!

Headed down the Brookton Highway, took a right turn into Kinsella Rd. This was like Hay St as every one that had a pot belly was collecting wood. Turning left on to Albany Highway we continued to park bay near Mt Cooke where we deflated the tyres. A couple of Kilometres down the Road we turned right on to the Muja power line where Audrey was doing some verbal driving for Vlado!

Great view was had from the top of the Hill, kept going for awhile then turned into the forest and headed towards Hume Tank where we were going to have morning tea. Instead we stopped in the forest as a comfort break was had by all near White Horse Hills. It was here Alan did some fossicking as usual and picked up a tech screw (in his tyre) but eagle eyed Ray was on the ball as we left morning tea spot he noticed Alan had a flat. After the tyre change and a few detours around fallen trees we went back along Albany Highway and turned in towards Mt Solus and on to Balmoral Road through the forest to The POW Camp for Lunch.

From here it was on to Jarrahdale to the rail track. After a false start and some reversing practise and a little help from Ray we all made it to South West Highway with only a little bit of mud. Inflated the tyres and said our goodbyes.

Wonderful company, sun was shining, few laughs made for a great outing.

Bob & Lesley

# Trip Report – Central Australia and 5 Deserts 2019

## Introduction

I knew that this was going to be a classic Outback Adventure that ticked a lot of boxes. Although long in length, it had all the hallmarks of what proved to be a great 4WD trip that would meet all the needs of the participants in the form of scenery, difficult driving, many Australian icons (Uluru, Simpson Desert, Canning Stock Route) as well as getting out of the city during the cooler winter months. Everything was going swimmingly until...

Day one – Saturday 1 June.

Distance covered – 502km.

We agreed to meet at the Lakes Roadhouse for a 9.00am departure. The participants were Kym and Glenda, Steve and Jacki, Barb, Chris and Camille (visitors) and Dave and his daughter Stephanie (visitors). Steve and Sue caught up to us along the way and we camped at Douglas Lake that evening. So far, so good.

Day two – Sunday 2 June.

Distance covered – 388km.

We had no real schedule or destination for the day. Lunch was at Leonora. The town was quite active with a cycling event resulting in some road closures within the town but it meant there was a casual vibe about the town. We bush camped 20km east of Laverton on Great Central Road.

Day three – Monday 3 June (Public Holiday)

Distance covered – 380km.

Great Central Road was in good shape. It is mainly unsealed for its entire length but is usually well maintained and considered to be a high speed gravel road. We tried to refuel at Tjukayirla (pronounced : chook-a-real-ya) Roadhouse but it closed at noon and we arrived at 1.00pm. We had a look at Giles Breakaway and a couple of Rockhole's. We bush camped about 150km west of Warburton. The nights have been freezing!

Day four – Tuesday 4 June.

Distance covered – 357km.

We refueled at Warburton Community (those who had to) and tried to book accommodation at Yulara (Uluru) but none was available (or affordable). Uluru has been facing an onslaught of tourists hoping to climb the Rock before climbing is banned later in the year. We visited Giles Weather Station established for the rocket testing done in the 1960's and had a look at the Grader used by the Gunbarrel Construction Party. We bush camped just east of Warakurna.

Day five – Wednesday 5 June.

Distance covered 215km.

We had been making good time and therefore we were not in a rush. We stopped at one of the many plaques placed by Len Beadell and also stopped at the Schwerin Ranges. We then turned left on Sandy Blight Junction Road and visited Bungabiddy Rockhole and although not flowing, there was water in the rockhole. We called into Docker River Community and agreed to have lunch at a recognized campground just west of Docker River. After lunch we visited Lasseter's Cave where he sheltered prior to perishing in the Desert after his pack Camels did a runner on him with all his supplies. Once again we bush camped about 100km short of Uluru. Another cold night overnight with my dishwasher having been frozen over and a strong cold wind all day.

Day six – Thursday 6 June

Distance covered – 167km.

We visited the Olgas for a 30 minute break and morning tea before heading to Yulara. Along the way we visited the viewing platform where you can see both the Olgas and Uluru. Uluru was closed to climbers due to high winds. Everybody was able to secure tent sights at the Campground. Tomorrow is a rest day for local exploring.

Day seven – Friday 7 June

Distance covered – various

Everybody had a different agenda today. Some took in the local sights including the Olgas or the Rock (it was closed to climbers in the morning due to high winds but opened up to climbers in the afternoon). The temperature is still 'brisk' but the winds had died down in the afternoon. The flies have been very, very bad due to high rainfall throughout Central Australia. Most people took the opportunity to resupply at the local IGA and enjoy dinner at the many eateries around Yulara. David and Stephanie enjoyed a day trip to Kings Canyon.

Day eight – Saturday 8 June.

Distance covered – 311km.

We left late at 10.00am and had a late morning tea at Curtin Springs. We then continued on and took a diversion down Mulga Park Road toward Kulgera. Stephanie was a tag team with Aly, her mother, and they swapped places in David's car. We bush camped just shy of Stuart Highway and will join up with David and Aly at Kulgera on Sunday morning.

Day nine – Sunday 9 June.

Distance covered – 286km.

Linked up with David and Aly successfully at Kulgera. There is a lot of traffic using the road to Finke because of the Desert Race, an annual event. We went to Lambert's Geographical Centre of Australia, a 12km diversion off the main road to Finke. We stopped at Finke Community for a few moments and watched a couple of local teams playing a game of Aussie Rules footy. From there we went to Mt Dare Hotel which is the last place for fuel and supplies and sits on the Western edge of the Simpson Desert. We stayed at Mt Dare that night. Some stayed in cabins while others camped in the campground.



Uluru – Due to close to climbers from Oct 2019



Lamberts Geographical Centre of Australia

Day ten – Monday 10 June.

Distance covered – 166km.

Track conditions were better than expected. Several areas resembled a moonscape which was extremely barren and rocky. We stayed at Dalhousie Springs, a natural hot spring, for a couple of hours and enjoyed a swim and an early lunch. From there the Simpson Desert proper commences. Initially the dunes start small and gradually increase in size. We also stopped at Purni Bore, a man made wetland with lots of birdlife. We bush camped 20km inside the Desert boundary.

Day eleven – Tuesday 11 June.

Distance covered – 112km.

Slow going today only averaging about 20kph. There is a bit of traffic on the track due to the recent reopening of the Simpson Desert Crossing. Up till a week ago, it was closed due to floodwaters from Tropical Cyclone Trevor which hit earlier in the year in North Queensland and has taken some months to flow thru Channel Country toward Lake Eyre. We are using the French Line to negotiate the Desert...there are other tracks but the French Line is the most direct route but also the most difficult. Another bush camp (what else considering where we are).

Day twelve – Wednesday 12 June.

Distance covered – 140km.

The flies are driving us nuts! People are seeking refuge inside their vehicles to try and escape the constant bombardment of flies. We are even driving later into the day just to reduce the time we are exposed to the flies as they disappear after sunset. During the day we visited Poeppels Corner which is the junction of three States; Queensland, Northern Territory and South Australia. We had to take a 66km detour around the flooded Eyre Creek and some of the vegetation surprised us all. More like a botanical garden than a Desert. We camped near the flooded Eyre Creek crossing with 60km to go before crossing Big Red, the highest dune on the Crossing.

Day thirteen – Thursday 13 June.

Distance covered – 138km.

You could smell the anticipation in the air as we approached Big Red, the last of the 1,140 sand dunes that we had to cross to get to this point. There was already a small group 'playing' in the sand with some being successful in the climb and others not so successful. There are three options to climb Big Red with each one being slightly more difficult than the next. There is also a 'chicken track' to the right if you fail to climb the dune successfully. Most of us had to take a couple of runs before we got it right while others had no option other than to take the easier option (still a difficult climb). We arrived in Birdsville later that day and will remain here for two nights to resupply and rest. Both Jacki and Camille fly out tomorrow to return to Perth.

Day fourteen – Friday 14 June.

Distance covered – various

Different people did different things today. Some explored the local area and others just regained their composure ready for the next part of the trip. Jacki and Camille flew out from Birdsville to Perth via Brisbane. Steve and Sue were lucky enough to get a scenic flight over Lake Eyre after the airline had a cancellation. Birdsville is very busy because of tourists wanting to see the Desert in bloom.



The shifting sands of the Simpson Desert



Sunset at bush camp north of Birdsville

Day fifteen – Saturday 15 June.

Distance covered – 342km.

We had a leisurely start departing Birdsville and headed north toward Boulia. We stopped briefly at the Carcoory Ruins and stretched the legs. We had a late lunch at Bedourie where Elvis now lives (in the Tavern). The country is very green and involved another diversion around flooded and damaged roads from the same Tropical Cyclone that caused other flooding. On this day we went passed the Tropic of Capricorn so we peeled off another layer of clothing. Bush camped about 60 km South of Boulia.

Day sixteen – Sunday 16 June.

Distance covered – 364km

We experienced some rain last night which caused a bit of concern as we had camped on a dry flood plain which became very sodden very quickly. We arrived at Boulia mid-morning and spent a couple of hours there and watched an entertaining show on the Min Min Light. From Boulia we start to head West on the Donohue Highway, a mainly unsealed road that crosses into the Northern Territory. We are slightly ahead of schedule.

Day seventeen – Monday 17 June.

Distance covered – 388km.

There is not a whole lot to see along this stretch. We stopped at Jervois Station for fuel and an ice cream and some of the group posed in front of one of Australia's largest termite mounds. The group ended up splitting at Gem Tree. Steve and Sue plus David and Aly both headed for Alice Springs to get a head start on some minor repairs while the remainder headed toward Arltunga, Central Australia's first settlement prior to Alice being established.

Day eighteen – Tuesday 18 June.

Distance covered – 206km.

The small group of 4 cars had an interesting journey to Alice. After looking at Arltunga, we did a bush walk in an area which was an old gold mining area. We then took a diversion to Ross River Homestead before driving alongside the East McDonnell Ranges. The East McDonnell Ranges is quite spectacular and very similar in stature as the Flinders in SA. Before settling in at the Tourist Park we had a quick orientation of the town and visited ANZAC Hill which overlooks Alice. The following day is another rest day to resupply and get some minor repairs completed. It's still cold!



Day nineteen – Wednesday 19 June.

Distance covered- various.

The day was spent just chillin' or getting minor repairs sorted. Dave and Aly had to get an airbag mount repaired (welded) and also try and improve the dustproofing of their ute. Steve made some repairs to a leaking underbelly water tank and I had to replace the rear window struts on my fiberglass canopy. Alice is a busy hub but also very helpful when it comes to minor repairs which needed to be done in a hurry.

Day twenty – Thursday 20 June.

Distance covered – 370km.

We left Alice around 10.00am and initially headed north toward the turnoff toward Tanami Road. The road was bitumen for the first 150km to Yuendumu Community where we were met by a speeding Range Rover going much faster than it should be. Some of us refueled in Yuendumu where we learnt that a whitefella had his car (a Range Rover) stolen moments before and he was enquiring whether we had seen it. We pointed down the road and said 'yes...last seen speeding south east'. We had a look at the abandoned Doreen Station before bush camping about 100km North West of Yuendumu.

Day twenty one – Friday 21 June.

Distance covered – 470km.

The Tanami Road is in good shape and been realigned since I last did the road in 2010. We passed The Granites Gold Mine where Barbs son works. There was a lookout on the right hand side which allowed us to see the expanse of the Tanami Desert. The crossing of the NT/WA Border created some discussion with differences of the actual location verses what the GPS's were telling us. No fanfare at this border crossing. The bush camp that night was the best we have had since the beginning of the journey. The Sturt Creek had water in it and attracted brumbies, birdlife and even a feral cat. We were only a few km from Billiluna Community.

Day twenty two – Saturday 22 June.

Distance covered – 212km.

The first port of call was Billiluna Community to confirm timings for fuel in the following days when it was time to leave for the Canning Stock Route (CSR). From there we headed for Wolfe Creek Crater, the world's second largest meteorite crater. We arrived at Halls Creek just after lunchtime and will be here for two nights. Kym and Glenda headed back for Perth in the afternoon as they were about to become Grandparents again and wanted to be back home for that.

Day twenty three – Sunday 23 June.

Distance covered – various.

Today was spent doing some local touring, primarily down Duncan Road. We visited Sawpit Gorge, Old Halls Creek (the town was relocated in the 1950's), Palm Springs (where Steve lost his keys in the creek) and Caroline Gorge. The evening was spent in the Hotel watching the State of Origin (C'mon the Blues) and we met a Kiwi couple (Neil and Barbara) who wanted to join us on the CSR. Dave was waiting for a new airbag mounting bracket to arrive so we weren't sure whether we departing on the Monday morning. Full strength beer and spirits are not available to buy as takeaways in the township.

Day twenty four – Monday 24 June.

Distance covered – 194km.

The part had not arrived for David's car but he decided to continue without the part and we left early afternoon. We topped up fuel at Billiluna and then commenced the CSR. While at Billiluna we purchased a frozen roo tail with the intention of cooking it the following evening. We bush camped around 25km south on the CSR. The Wikicamps App has been very helpful in finding suitable camp sites.

Day twenty five – Tuesday 25 June.

Distance covered – 176km

Today we visited Wells 51 and 50. Not much remains of both Wells. While near Well 50 we visited a Soak which had some rocky outcrops with the belief that there were some aboriginal etchings nearby. Not everybody found them but Neil and I walked up the creek line for 550 metres and found some etchings and a small pool of water. There was the promise of a bush shower at Well 49 which had been reconstructed but the shower was on the fritz. At the same location was a grave for Jack (the Rager) Smith, a 70 year old stockman who died after a fall from his horse. We ended up at a bush camp just south of Well 48.

Day twenty six – Wednesday 26 June.

Distance covered – 115km.

We stopped at Well 46 for a look at another restored Well. The water quality was not as great as previous Wells but still potable if treated. The dunes started to increase in size which caught some by surprise and a second runup was needed at times. We drove across or around a couple of dry lakes which was a pleasant change with no corrugations and smooth going. Occasionally, we would pass the burnt out wreckage of some travellers who were not successful in their crossing of the CSR. Steve was a little surprised to come across a plastic water tank which was sitting in the left hand wheel track. It works out it was Barb's. It rattled off as a result of the severe corrugations in many places. It was undamaged but cannot be reused on this trip. We camped just north of Well 44 that evening.

Day twenty seven – Thursday 27 June.

Distance covered – 140km

Steve and Sue (tail end Charlie) had to back track today to look for a sleeping bag which had fallen out of their open tailgate. Thankfully, they only had to backtrack nine km. Regretfully, it wasn't until much later in the day that they realized they had also lost a mattress which was not found. Some people are getting concerned about fuel usage with Chris' car getting much lousier consumption then he anticipated. We will have to monitor fuel usage closely and perhaps 'group' fuel together to ensure that no one is left behind. Camp that night was on a dry lake bed near Well 40.

Day twenty eight – Friday 28 June.

Distance covered – 164km.

It is imperative that we arrive at Kunawaritji Community tomorrow before 11.30am so we can refuel and resupply. If we miss that window we must wait until Monday to resupply. Therefore we had to make good time today. We visited two graves at Well 40 earlier today (one whitefella and one aboriginal) that died a day apart in 1907. There was a bit of speculation as to what may have been the events leading up to the deaths. We also crossed Tobin's Lake which was another opportunity to get into top gear with a smooth run across the Lake. This section of the CSR is the worse when it comes to corrugations which rattle the cars to bits. We camped just shy of Well 33 which placed us about 20km short of Kunawaritji.

Day twenty nine – Saturday 29 June.

Distance covered – 110km.

We hit Kunawaritji Community before opening time and spent three hours there. That was long enough to refuel (\$3.40 per litre), have a shower and do some laundry. There was not much selection in the General Store because they had to complete an annual stock take in a day or two and hadn't resupplied recently. Before pulling up for the day we passed (overtook) a group of three vehicles who boasted they had 23 cartons of beer with them. Thankfully, we weren't camping near them that night nor did we see them again for the remainder of the journey.

Day thirty – Sunday 30 June.

Distance covered – 153km

Today proved interesting. Mid-morning I noticed my side awning had moved. I thought it had come loose on the roof rack. It worked out that the severe pitching from side to side while negotiating dunes had ripped the rivets from my roof causing the whole rack to slide and dent my roof. The items on my rack had to be divided between the group. We stopped at Well 26 which had the best water quality to date and there was a replica of the water tanks strapped to the sides of the camels used by the cameleers and Alfred Canning. There was also a dedication to Alfred Canning. A fire on the horizon spooked me a little as it appeared we were driving toward it. By days end, the fire had lost intensity and no longer appeared to be a threat. We spent the night at Curara Soak (Well 24) and the sounds of Dingoes thru the night had a few people spooked.

Day thirty one – Monday 1 July.

Distance covered – 156km.

A supported motorcycle group of 6 riders arrived before departing Well 24 and chewed the fat for a while before we left. We visited Georgia Bore, a capped bore with a hand pump. This area is well established and is on the Tallawanna Track and boasts fire rings, a long drop dunny and a vast cleared area for camping. We bypassed the abandoned Well 20 which would have involved a diversion.

Lunch was at Lake Disappointment. Lake Disappointment was named by the explorer Frank Hann in 1897. Hann was in the area exploring the east Pilbara, around Rudall River. He noticed creeks in the area flowed inland, and followed them, expecting to find a large fresh water lake. The lake was typically dry and so was named Lake Disappointment. We camped at Well 19 which is just north of the Tropic of Capricorn.

Day thirty two – Tuesday 2 July.

Distance covered – 64km.

Today we passed another couple of burnt out vehicles which really make you realize how hostile and harsh the environment can be out here. Well 17 near Durba Springs was 'out of bounds' but I'm not sure the reason why. I believe there are significant art and etchings there and it may be that the original land owners are trying to prevent interference with the location. We arrived at Durba Springs which really is a refreshing spot to stay for two nights. Many, many tall trees providing shade and lots of opportunity to explore the gorge and surrounding areas. We didn't have the area to ourselves and had to share it with some independent travellers as well as a tour group comprising of a few 6 x 6 vehicles. Disappointingly, the water quality in the Spring was not great but suitable for laundry and cooking. The sunset was magnificent with the colours of the rocks changing often.

Day thirty three – Wednesday 3 July.

Distance covered – Nil (Rest day at Durba Springs)

Different people chose to do different things but the main aim was to walk up the gorge in the hope of finding some rock art. The art is not obvious and you have to start thinking 'like a local' to try and figure out where the art may be. There was cleaner water the more upstream you went and some very impressive overhangs on the rock faces. In the main, the day was all about relaxing and being thankful that we were out of the driver's seat for a change.

Day thirty four – Thursday 4 July

Distance covered – 70km.

We knew we were on the downhill run from now and we had a four day plan to exit the CSR...Well 12 today, Well 9 tomorrow, followed by Well 6 and then Wiluna. That was the plan. It never played out like that. We left Durba Springs and after 70km everything changed. Amazingly, surprisingly, unexpectedly, Steve's rear wheel broke away from his D Max. Not only did the axle break but the whole axle housing had been severed. The whole group was gob smacked and we knew the situation was very serious. Collectively, we discussed options while Steve was on the Satellite phone to Insurers, repairers and emergency services. The car was stripped of as much weight as we could, we fashioned a skid from a felled tree and strapped it to the rear of the car and towed it to Well 15, a restored Well with shade and good water. Phone calls continued into the evening. It was clear we could not recover the vehicle in its current state.

Day thirty five – Friday 5 July.

Distance covered – Nil – remained at Well 15.

Dave and Aly, and Neil and Barbara had decided to depart this morning and head for Wiluna. Both couples had a schedule to keep and the remainder of the group was prepared to bunker down for a long delay in the recovery of the vehicle. By days end, the Insurer had advised us to abandon the vehicle and an attempt would be made to recover the vehicle. Steve and Sue had to make the painful decision of what to leave and what to take and their few possessions were divided up between the remaining three vehicles. We towed the vehicle away from the camp site in an attempt to camouflage the vehicle in the hope it would be unnoticed by other travellers and crossed our fingers.



Nobody expected this outcome...we still don't know the cause



Improvised repair to clear the track

Day thirty six – Saturday 6 July.

Distance covered – 184km.

Today was a sobering day. We passed a few groups today all heading north which made us nervous because the breakdown had already become common knowledge amongst other travellers. As far as we were concerned, the holiday was over and the main aim was to get clear of the CSR and return to Perth as a matter of urgency. We got to Well 9 and had the option of exiting the CSR and take a private station track to Glenayle Station. We took that option and were immediately rewarded by a good, well maintained gravel road which allowed a fast exit to the Station where we camped for the night having access to showers and a kitchen (and a return to freezing temperatures).

Day thirty seven – Sunday 7 July.

Distance traveled -463km.

We were treated to a very well maintained high speed gravel road from Glenayle to Wiluna and arrived at Wiluna prior to noon. Steve spoke to the Police and advised we were all safe and gave them a heads up on the situation. We then took more good gravel roads to Sandstone and all enjoyed a pub meal before remaining at Sandstone for the night.

Day thirty eight – Monday 8 July.

Distance covered – 622km.

Again we were greeted by a very good gravel road between Sandstone and Paynes Find where we had a short break. From there we slabbed it back to Perth via Great Northern Highway which been recently realigned which made for a quick trip. Lunch was at Dalwallinu and then onto Steve and Sue's place to unload their few possessions before returning home and the dreaded cleanup, post mortem and repacking from the trip.

## **Summary**

In summary, a fairly seamless journey which allowed several people to tick a few things off their bucket list. The weather was kind to us (other than the wind and some low temperatures initially) and we were treated to seeing the Deserts in splendid form after so much rainfall in the months prior. The flies nearly drove us nuts and all would agree that we had never seen flies in such numbers. The minor repairs that had to be made along the journey were minimal and is to be expected on a journey of this type and this length. The catastrophic failure of the D Max axle was not expected and not anticipated....no one saw that coming but thanks to a good team effort we overcame the difficulties and all made it home. Thanks to all those who attended and made the journey what it was.

Some weeks after abandoning the D Max at Well 15 it was recovered back to Perth and apart from a bit of panel damage caused during the recovery it was all intact with nothing pilfered or stolen.

WW16









## The Great Desert Trip

Can't wait to do this desert trip  
It should be heaps of fun  
Great travelling companions  
Great scenery and sun

If only I had a crystal ball  
to see what lay ahead  
I may not have ventured out at all  
but stayed home in my comfy bed

From the roof rack we heard a noise  
What was that? A loud sort of 'ping'  
Couldn't figure out what it was ----  
Then found our potty chair missing

Now how am I supposed to crap?  
Squatting isn't for me  
It's pretty near impossible  
when you have decrepit knees!

It was one thing after another  
Next a leaking water tank  
Couldn't get it fixed in Alice  
without breaking the bank

Sika flex and tape to go  
home from the Bunnings store  
Steve was able to fix the leak  
So now we're back on the road once more

But other things had happened  
Along the bouncy Simpson Desert track  
things were turned upside down  
Olive oil and coffee spread through the  
back!

Two sets of drawers with broken frames  
Saucepan crate got broke  
Mangled apples and oranges  
My God! It's beyond a joke!

Kmart came to the rescue  
as did the Reject shop  
New crates and containers  
They should do the job

But still there came more carnage  
Wine glasses with broken stems  
knobs came off the saucepan lids  
Oh! Here we go again

Yet another cup got broken  
beetroot juice got free  
Escaped inside the fridge  
What next? Can't wait to see!!

Didn't take long to find out  
At Palm Spring we enjoyed a swim  
The water looked inviting  
so we all jumped in

Wasn't until we got out  
the truth was plain to see  
Our car keys were deep below  
From Steve's pocket they got free!

I couldn't believe what I was hearing  
Fortunately we had a spare  
If this holiday continues like this  
I think I'll lose my hair!

Nuts and bolts working loose  
Lock not working in the back  
so the canopy door sprung open  
A sleeping bag bounced out onto the track

We weren't to know to start with  
as it was our turn to be the tail  
It ended up 9km back  
Thank God it's on the trail

Steve refuelled when we took a break  
transferring from the spare tank  
And as we were departing  
Barb yelled "Have you checked the caps?"

There seemed to be a smell of fuel  
Wonder where that's coming from?  
A trail was seen upon the track  
The bloody cap wasn't put on!!

So now we had the diesel  
spilled on to different things  
We had the job of cleaning up  
and washing everything!

There surely couldn't be anything else  
I thought it couldn't get any worse  
'Til only two days later  
I realised we were cursed!

Not too far from Well 15  
an almighty "bang" ... (not a good sound)  
I thought we'd hit a boulder  
but there were none around

We got out of the car and went to the back  
To find out just what was our fate  
The whole back axle and housing had  
snapped  
I was gobsmacked and couldn't think  
straight!

Steve Bly proved to be our saving grace  
Unbeknown to us, cut down a tree  
Which he shaped with his machete  
to make an ingenious "ski"

So all the boys and Barb were helping  
They strapped the ski to the springs  
And towed the car very slowly  
after emptying all the heavy things

It looked like a funeral procession  
Which I guess Steve wouldn't want to face  
The downfall of the mighty D-max  
Was this its final resting place?

I was glad to go home early  
It was definitely the final straw  
I couldn't believe our misfortune

**Not sure if I'll go back for more!!!**

Sue

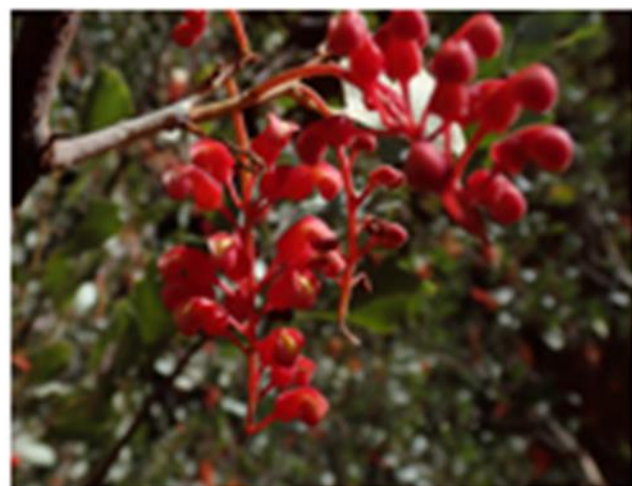








Desert flowers



## Bush Toileting by Aly Vinciguerra

There's an art to abluting in the bush, particularly if you're a female as both bodily emissions have to be carefully considered. There's the obvious decisions to be made in relation to privacy, yours and others, and then the less obvious splash factor.

Soft soil and vegetation are effective splash reduction controls where as rocks and hard surfaces can lead to random sprays and undesired sock, shoe and ankle wetness.

Gradient should always be considered to ensure the flow is away from feet.

Holes, natural or constructed, are fabulous for all bodily wastes and eliminating splash risks but even holes have to be carefully planned. A hole can't be so wide that the squat and hold is beyond the strength of your quads and glutes remembering that for every squat down there is an equal and opposite amount of effort required to be able to get up when finished. Also for constructed holes the dirt removed has to be positioned so that the terrain is not uneven and unstable. Finally all holes must be constructed to ensure the risk of cave ins is managed as recovering from a landslide while squatting requires strength, balance and quick reflexes.

Cracks (in the ground!) can be handy if large and long enough however accuracy can prove critical and caution needs to be exercised to compensate for flow variations. Cracks (in the ground and personal) should be aligned to minimise splash hazards.

Vegetation requires further consideration. Whilst offering splash reduction, vegetation can also introduce an additional layer of complexity and risk. Prickles are an obvious hazard best avoided but an unanticipated brush with a leaf, twig or blade of grass has the potential to cause all carefully executed splash and privacy controls to be annihilated in one screeching leaping moment.

Environmental factors such as rain and wind should also be considered. Rain you look for shelter or speed. Wind however increases the complexity of location as you are now factoring in the direction. Side winds, if strong enough can end up with embarrassing consequences, head winds too. Tail winds (not manmade) are ideal.

These however are the basics, the landscape (excuse the pun) of bush abluting significantly alters and the degree of difficulty increases exponentially when you add bugs, bush flies and mosquitoes! Now, in addition to the controls above, you have to manage the squat and swat.

The double action squat and swat is an exercise of strength and precision. Holding the squat relaxing the pelvic floor muscles whilst simultaneously waving your arms and hands around, under and behind your exposed nether regions and NOT piddling in your hands is a feat to be applauded!

Of course one of the by products of the highly complex and at times stressful undertaking of bush toileting is often not understood by those who are unfamiliar with outdoor ablutions and that is constipation. When you add the impact (excuse the pun again) of spending prolonged periods sitting and possibly bouncing while sitting you're already increasing your risk of your bowel movements backing up. When you then make your toileting process complex and stressful your ability to evacuate your bowel is further compromised. However when you add the distraction of mosquitoes that see your pale creamy butt cheeks as a smorgasbord or worse a thousand flies intent on hitting your moist dark holes like your ears, nostrils and .... Well lets just say that any outward bound traffic may back way the hell up into next week when, although the view is far less spectacular, the luxury of cool ergonomically designed white pedestal porcelain pan with conveniently positioned toilet paper, running water, suitable lighting, air conditioned bug free environment allows the mind and the body to relax and release all backed bodily functions.



FUNNIES

**I had a happy  
childhood. My  
dad would put  
me inside a  
tyre and then  
roll me down a  
hill. They were  
goodyears...**

**I hate spelling errors.  
You mix up two letters  
and your whole post is  
urined.**



**I USED TO RUN A DATING AGENCY FOR CHICKENS BUT I HAD TO CLOSE IT DOWN**



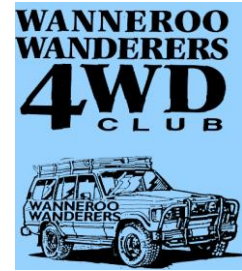
**I WAS STRUGGLING TO MAKE HENS MEET**



You know you're  
a bad driver when  
Siri says:  
"In 400 feet, stop  
and let me out."

**UPCOMING EVENTS**

**TO BE UPDATED**



**2019 EVENTS CALENDAR**

Wanneroo Wanderers 4WD  
Club Trip and Social Events -  
Fridge Flyer

<b>Date</b>	<b>Event</b>	<b>Leader</b>
7.45pm First Wednesday of the month (excl Jan, Sept)	Monthly Club Meeting 2019: Jan 9 (2nd Wed of month), Feb 6, Mar 6, Apr 3, May 1, Jun 5, Jul 4, Aug 1, no Sept mtg, Oct 3, Nov 7, Dec 5	Warradale Community Centre, Southmead Dve, Landsdale
January 6th	New Years Brunch - Watermans Beach Park. 9.30 (no dogs)	Karen Lind
January 20th	Ledge Pt - Moore River Day Run	Steve Morris
January 25th-28th	Australia Day long weekend, Pemberton (for the last time?)	Karen Lind/Linda Zeffert
February 9th	Valentines Day, Lower Chittering (campover)	Ron and Angela Francis
February 23rd-24th	Sid's Perpetual Fishing Trip, Buffalo Beach/Belvidere camp area (day only or overnight)	Tony Downe
March 1st-4th	Willow Springs (Nannup/Donnelly forests)	TBA
March 16th	St Patrick's Day celebration	Barb Lynch
March 22nd - 24th	Crabbing Weekend - Estuary Hideaway CP (south of Mandurah)	Karen Lind
April 6th	Mini Putt Putt Golf. Wembley Golf course	Kerri Waterman
April 19th - 28th	Easter / Anzac trip Miller's Point (Near Bremmer Bay) 4-10 days	TBA - Multiple leaders reqd
May 18th - 19th	Dardanup Heritage Park / Taralea Farmstay / Ferguson Valley / link up with Collie Day run on Sunday	Tony Downe
May 19th	Collie Day Run	Tony Downe
June 1st - Jun 3rd	Long Weekend trip. Wheatbelt Rocks	Phil Anderson
June 1st - July 16th	Extended trip. Great Central, Uluru, Mt Dare, Simpson Desert, Birdsville, Bulia, Alice Springs, Tanami Rd, Halls Creek, Canning Stock Route (no trailers, no dogs)	Steve Bly
June 22nd	Hot and Spicy Night	TBA
July 14th	Day Run - Byford/Jarrahdale/Mt Wells	Lesley Armstrong
July 27th	Xmas in July at Hillside (stay before and after ok)	Penny Clark
August 10th	Wine and Cheese night	TBA
August 24th - 25th	Wildflower trip - northern wheatbelt	TBA
Sept 7th	Annual General Meeting - Hillarys Yacht Club	John Lyford
Sept 28th - Sept 30th	Long weekend trip - Greenbushes Area	TBA
Oct 5th - 7th	Kulin Bush Races 25th anniversary (alternative-Landor Bush Races)	Karen Lind (or Barb Lynch)
Nov 8th - 10th	Four Wheel Drive Show (club to have stand in WA4WDA tent?)	
Nov 16th - 17th	Very Amateur Golf Weekend - Ledge Point	Karen Lind
Nov 30th	End of Year dinner	Karen Lind
Dec 8th	Xmas barbeque	Kym Batten

CLUB EQUIPMENT LIST				
ITEM	MEMBERS NAME	DATE REQUIRED	DATE RETURNED	PASSED ON TO:
EPIRB				
GAZEBO X 2				
CLUB BANNER				
LONG HANDLED SHOVEL				
SHORT HANDLED SHOVEL				
CHAINSAW				
CHRISTMAS TREE				

*NOTE: THIS LIST IS CURRENTLY UNDER REVIEW*



# BIRTHDAYS

Date	Name	Date	Name	Date	Name
<b>January</b>		<b>February</b>		<b>March</b>	
7th	Bob Heasman	14th	Ray Willis	2nd	Dave Melbourne
11th	Marian Granland	18th	Judy Anderson	6th	Jenny Downe
22nd	Paul DiGiorgio			12th	Steve Waterman
28th	Marlyn Corderoy			14th	Angela Francis
				20th	Archie Lind
				30th	Mirella DiGiorgio
<b>April</b>		<b>May</b>		<b>June</b>	
11th	Keith Granland			4th	Tony Downe
12th	Ron Francis			5 <sup>th</sup>	Chris Scarce
18th	Jan Setlak			21st	John Lyford
20th	Joe Arrigo				
26th	Alan Clark				
<b>July</b>		<b>August</b>		<b>September</b>	
6th	Glenda Batten	21st	Lyn Willis	1 <sup>st</sup>	Linda Zeffert
9th	John Setlak	26th	Sue Melbourne	1 <sup>st</sup>	Kym Batten
24th	Ray Zaetskey			5 <sup>th</sup>	Steve Morris
26th	Barb Lynch			5 <sup>th</sup>	Ray Scarce
				19 <sup>th</sup>	Carol Clark
				20 <sup>th</sup>	Audrey Heasman
				21 <sup>st</sup>	Phil Anderson
<b>October</b>		<b>November</b>		<b>December</b>	
1st	Dave Clark	5th	Elisa Arrigo	7th	Sue Morris
4th	Karen Lind			19th	Gabbie Zaretsky
6th	Kerri Waterman			24th	John Corderoy
7th	Penny Clark				
27th	Mark Bolton				

# EQUIPMENT REQUIRED ON VEHICLES ATTENDING TRIPS

## MANDATORY EQUIPMENT

SUITABLE TOW POINTS FRONT AND REAR OF VEHICLE

## RECOMMENDED EQUIPMENT

- 'D' SHACKLES (Minimum Specification: BODY 13mm PIN 16mm)
- TOW ROPE AND OR CHAIN
- SNATCH STRAP
- SHOVEL
- SPARE TYRE (Same as other 4 tyres on vehicle)
- TYRE INFLATER AND TYRE PRESSURE GAUGE
- BASIC TOOL KIT TO SUIT VEHICLE
- JACK, JACK HANDLE, JACKING PLATE
- WHEEL BRACE
- 10BE FIRE EXTINGUISHER
  - (BFE Type fitted to vehicle within easy access to driver)
  - FIRST AID KIT
  - SPARE RADIATOR HOSES AND FAN BELTS
  - JUMPER LEADS
  - WATER (Enough to REFILL cooling system)



## ADDITIONAL EQUIPMENT

### SUBJECT TO NATURE AND DURATION OF TRIP

OIL, SPARK PLUGS, POINTS, CONDENSER AND COIL

- FUEL FILTER
- TYRE REPAIR KIT
- HIGH LIFT JACK
- RADIATOR BLIND
- AXE OR BUSH SAW

THE ABOVE MANDATORY EQUIPMENT IS REQUIRED FOR THE SAFETY OF VISITORS AND MEMBERS, SHOULD RECOVERY OF A VEHICLE BE NECESSARY.