

4WD Club Newsletter

March 2019



Founded in 2002



Gawler and Districts 4WD Club Incorporated
is an active and supporting member of
Four Wheel Drive South Australia



Trip Planning and Leading:
Day Trip to Saunders Gorge?

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WELCOME

to the Gawler & Districts 4WD Club

Previously known as "The Light Four Wheel Drive Club of SA Inc." this active 4WD club was founded in 2002. Members voted at the March 2008 meeting to change the club's name and meet at Gawler to give the club a more recognizable name and a more central meeting place.

It has become a very social club and has run many a successful day, weekend, long weekend and extended trips. We are a member of the Four Wheel Drive South Australia that incorporates the Driver Training Unit. Most meetings include a Guest Speaker and a monthly club newsletter.

If you are a visitor to tonight's meeting, we welcome you and your family to our club. Please ask as many questions as you want. You can join us on up to 3 club outings before becoming a member. Trip Leaders run each outing and will be glad to help you with tips on four-wheel driving and how to get the best from your vehicle. If you would like to join us on any trips and enjoy what 4WD can really bring, please fill out your details on our Trip Sheets.

The Club meets every second Friday in the month at 7.30 pm at the Gawler Elderly Centre Hall in Fourteenth Street, Gawler.

The meeting dates are shown on page 3 of this newsletter.

Annual membership fees are \$55 per vehicle/family, plus \$10 joining fee.



Gawler & Districts 4WD Club
Inc.
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Freeling SA 5372

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EMAIL: info@gawler4wd.com.au
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COMMITTEE MEMBERS

PRESIDENT/PUBLIC OFFICER Quenton Earl : 8523 2507 / 0407 604 601	VICE PRESIDENT Peter Cusick : 0421 330 104
TREASURER Wayne Heintze : 8523 0407 / 0432 339 213	SECRETARY Jane Jansen : 8523 0657 / 0409 091 851
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TRIPS/PROPERTY LIBRARIAN CO-ORDINATOR John Jansen : 0418 840 435	TRAINING CO-ORDINATOR DTU DELEGATE Peter Harper : 0410 526 317
COMMITTEE MEMBER Bob Tonkin : 0421 603 767	ASSOCIATION DELEGATE Quenton Earl : 8523 2507 / 0407 604 601
WELCOMING OFFICERS	Jane Jansen / Max Leske

SCHEDULE OF MEETINGS

	2019											
<i>Meeting</i>	<i>Jan</i>	<i>Feb</i>	<i>Mar</i>	<i>Apr</i>	<i>May</i>	<i>Jun</i>	<i>Jul</i>	<i>Aug</i>	<i>Sep</i>	<i>Oct</i>	<i>Nov</i>	<i>Dec</i>
General		8	1	12	10	14	12	9	13	11	8	13
Committee	30	20		3	1	5	3		4	2		4
							31			30		

NOTE: DEADLINE TIME - All newsletter articles to the Editor before Committee Meeting date

Dates for 2019

**Australia Day 28 Jan; Adelaide Cup 11 March; Easter 19-22 April; Anzac Day 25 April;
Queen's Birthday 10 June**

Club committee meetings commence at 7:30pm on the scheduled Wednesday, on a rotating basis, held at various committee members' homes. All club members welcome.

Last General Meeting

February 2018
See the attached Minutes (members only)

NOTES FROM YOUR COMMITTEE

Presidents Report:

We have a very special guest speaker at this meeting - Ethan White from "Off the Couch with Ethan" TV show on channel 44. Ethan also won Gawler's "Young Citizen of the Year", so he is a speaker not to be missed!

Our Christmas in July dinner is now advertised in the events section of our Newsletter and Website. You are invited to the dinner Saturday night at the award winning Sevenhill Hotel. You are welcome to come just for the dinner or stay all week-end. The Clare Caravan Park has offered us 10% discount for one night or 15% discount for two nights on powered sites or cabins. Please book direct with the Caravan Park and remember to write your name on Trip sheet as we need definite numbers (as early as possible for hotel booking).

Your club Subs are now due - \$55 plus \$10 late/joining fee (if applicable) due by this March meeting at the latest. Please ensure your renewal form (available from our website under "Downloads") is filled out and signed front and back. See Wayne with your correctly filled out form and a copy of your Insurance papers. You can also pay by Bank transfer if you let Wayne know. Pay on time to avoid \$10 late fee.

[Quenton]

Editors Report:

Welcome to the March edition of the Newsletter.

As we approach that time of year when longer trips could be on the horizon, we thought it was prudent to repeat an article which was published in the Newsletter about two years ago regarding an accident on the Birdsville Track involving a badly injured motor cyclist. As you read through it, the article emphasises just how important it is to convey the correct information to the Emergency Services, which can sometimes be hours away, as well as noting not to be too reliant on one form of communication in the outback whether it be a sat phone or two way radio. Like many others, we deliberated about whether or not to get a sat phone but decided against it favouring, instead, to be equipped with a VKS-737 HF radio and, when travelling in remote areas, we keep in regular contact with the Network. It's comforting to know that with daily skeds someone knows where we are and how long we intend staying in any given area before moving on. Also messages can be passed on to us from family members if an emergency occurs. We don't have a PLB (Personal Locator Beacon) but it'll be a consideration for future long trips.

Thanks again to Quenton for providing an interesting article about Australia's first motorhome built by Gerhard "Pops" Kaesler from Nuriootpa. We hope you enjoy the read.

That's it from me for another month.

[Sandra]



Coming Events

10th March 2019 **A day in the Adelaide Hills**

Trip Details:	Visit "The Cedars" Hans Heysen's house and studio, Melba Chocolate factory, Woodside Cheese, Beerenberg Farm
Where:	Adelaide Hills
Cost:	10 + Adults \$12.00 each. Children under 14 y.o free
Meet:	Gawler Visitor Information Centre
When:	Meet 9.00am Leave by 9.15am
Trip Leader:	Bob and Pauline
Trip Coordinator:	Quenton Earl, 0407 604 601
More Info	A day trip touring the Adelaide Hills. BYO Morning tea & Picnic lunch & drinks. An ideal trip for a new Trip Leader with help from Quenton.

Easter 2019 **Horseshoe Top End** 19-22 April 2019

Trip Details:	Spend Easter 2019 at one of the iconic properties in the southern Flinders Ranges
Where:	Horseshoe Top End, Mookra
Cost:	\$15 per head per night, \$7.50 for under 17s 4WD Track \$50 per vehicle
Meet:	Tarlee (parking area through the town and on the left when heading north – just past Gilbert River bridge). We depart at 8am so please be there in plenty of time
When:	Friday 19 April to Monday 22 April 2019. However, if you want to go earlier / come home later that's OK but please let John and Jane know.
Trip Leader:	John and Jane Jansen. 0409 091 851
More Info	Visit www.horseshoetopend.com.au for info on the property




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Maybe you have something at home you would like to sell.
Contact us for details

18th – 19th May 2019		Celebration of Four Wheel Driving	
Trip Details:	Celebrating Four Wheel Driving at the National Motor Museum, Birdwood.		
Where:	National Motor Museum, Shannon St, Birdwood		
Cost:	Display vehicle (pre booked) \$10.00 General entry fees: Adult \$15.50, Concession \$12.50 and Child up to 5 years old \$6.50. Family: 2 Adults & up to 6 children \$35.00		
Meet:	At the National Motor Museum, Birdwood		
When:	Saturday/Sunday 18/19 May 2019, 10 am to 5 pm.		
Trip Leaders:	Trev Manning, tlskmanning@bigpond.com		
Gawler 4WD Club Trip Leader	Quenton Earl, 0407 604 601		
More Info	A week-end celebrating 4WD driving. Special guests include Valmai Hankel, Doug Sprigg and John Rooth "Roothie". Camping available with display 4WD vehicle (packed and loaded for a "Simpson crossing") with off road campers or off road small van. Please wear club logos, uniforms and/or name badges. More details closer to date		

9th June 2019		Bungaree Station	
Trip Details:	Visit Bungaree Station. (Min 20 people)		
Where:	Bungaree Station in the Clare Valley - 431 Bungaree Rd, Clare SA 5464		
Cost:	\$24.00 per person which includes all entries and afternoon tea at Bungaree.		
Meet:	"Map the Miner" in Kapunda at 8.30 am to leave at 8.45 am		
When:	Sunday, 9 June 2019		
Trip Leaders:	Quenton Earl 0407 604 601		
More Info	Visit the Ross Vogt Collection in Kapunda, the old Police Station and Court House, Auburn and a guided tour of Bungaree Station including afternoon tea. Bring morning tea and a picnic lunch for yourself. Wear sturdy shoes.		

GUEST SPEAKERS

	<i>These guest speakers have kindly agreed to talk with us at the following general meetings:</i>	
	1 March 2019	Ethan White - presenter of "Off the couch with Ethan" Travel TV show on channel 44
	12 April 2019	Bob Tonkin – Camera Collection
	10 May 2019	Mr. Tony Ey RAA "Then and Now"

13th and 14th July Christmas in July

Trip Details:	Staying in the Clare Caravan Park. Dinner Saturday night 6.30pm at the Sevenhill Hotel.
Where:	Clare Caravan Park. Horrocks Hwy, Clare
Cost:	Your cost of Caravan Park - Mention Gawler 4WD Club for 10% discount for 1 night. 15% discount for 2 nights.. Your cost at Hotel
Meet:	Make your own way to Clare Saturday (or earlier if you wish)
When:	Saturday 13th & Sunday 14th July
Trip Leader:	Quenton Earl
More Info	Sevenhill Hotel - winner of "Best Country Dining" 2017, 2018 AHA Awards. Website - www.sevenhillhotel.com.au Discovery Holiday Park, Clare 1800 422 724. Discount approved by Jules. Powered sites or Cabins.

RAFFLE ROSTER

We ask if all members could kindly donate an item for a raffle prize each month to approx value of \$15. **Please check below to see if your name is on the roster.** Without these regular contributions, the raffle would be unable to go ahead each month. **To make it fair and equitable to everyone participating in the raffle, please use the \$15 as a guide.**

Donations can be given to the Social Committee (Joann Wuttke or Julie Sieben) any time.

<i>March</i>	<i>April</i>	<i>May</i>
Norma and Bronte Rivett	Chris and Julie Sieben	Colin Wallwork
Roy and Bronwyn Schwarz	Bob and Pauline Tonkin	Brenton and Keryn Wilkins

BIRTHDAY WISHES

Gawler and Districts 4WD Club wishes to extend a Happy Birthday greeting to the following members and family:

<p>◆◆ March ◆◆</p> <p>Quenton Tracey Sandra JH Lyn</p>



DTU TRAINING EVENTS

The DTU Training Calendar has been confirmed and repeated below.

Date(s)	Event Name	Venue	Description
Sat 6 – Sun 7 April	Basic Theory - \$20	Sporting CC	
?? April	Morgan Training \$40 Advisor -\$60	Morgan	Mainly ascent and descent
Sat 22 – Sun 23 June	Training Mud & water - \$50 TBC.	Ashbourne	Good opportunity to see how your vehicle performs in nice sticky mud. The water crossings (basic depth) can be fun too
Sat 17 – Sun 18 August	Training Mud & water - \$50 TBC.	Ashbourne	
Sun 20 October 19th	Trip planning and leading \$10	Sporting CC	
Sat 2 – Sun 3 November	Training - Sand \$45	Peake	Plenty of opportunity to experience soft sand driving. Apart from Mud and Water, we can complete most basic competencies at Peake. There may also be opportunities to complete some advanced sand and recovery

The Sporting Car Club is located at 51 King William Rd, Unley

If you want to get on any of these courses, please let me know.

[Pete 04 1052 6317]

SPONSOR ACKNOWLEDGEMENTS



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and much more.

GENERAL INFORMATION

Quenton kindly submitted this article for the Newsletter.

Australia's First Motorhome

In 1928, South Australian Gerhard "Pops" Kaesler, Nurioopta's blacksmith and go-to problem solver went on a camping trip with his wife and their five children. Arriving at McLaren Vale, the Kaesler's soon discovered there was no room at the inn. They had to sleep in a shed and despite the poor bedding, draughts and dismal standards, they still had to pay the same as the other guests. Dissatisfied with their treatment, Pops was set on finding a better way to holiday. This was a man who was always finding better solutions. He lit his family home using his own water-powered generator well before anybody else in the Barossa even had electricity. He built his wife a water-powered washing machine and built what was essentially a Hills Hoist twenty years before they were officially invented. If anybody could come up with a way to guarantee holiday accommodation wherever they went, the man to do it would be Pops Kaesler.

The next year, the Kaesler clan were ready. They took their first holiday in what would be Australia's first motorhome, Pops' new "Home From Home".

To build it, Pops took the chassis from an old 1924 Dodge Tourer. On top of this, he built a house. The first motorhome was just that: a motorised home; a house on wheels. The "Home from Home" had a pitched roof, panelled walls, double-paned windows and a real front door.

The "Home from Home" wouldn't be the Kaesler's home for long. Mr and Mrs Kaesler and four of their five kids, the youngest 5 year-old twins, would set out that Easter in the first Australian motorhome but they would return a few weeks later by train...

In 1931, they decided that their Easter holiday was going to be a beachside holiday and so they drove the 158km to Goolwa. They would leave shortly after, but without Australia's first motorhome. In fact, the Home from Home is still in Goolwa today.

People were fascinated by Australia's first motorhome. So much so, in fact, that when the Kaeslers reached Goolwa, they were met by the mayor, Percy Wells. Wells loved the machine and asked Pops to build him one using his old Buick. For whatever reason, possibly because the family were only holidaying in Goolwa, Pops declined. Hagging ensued. By the end of the holiday, Wells won out and Pops sold the "Home from Home". The Kaeslers, possessions and all, went home on the train.



Australia's first motorhome can be found in Goolwa to this day. In 2000, it was semi-restored. It now resides at the Goolwa Museum.



And what happened to the Kaeslers? They kept motorhoming. Two years later, Pops had built a bigger and better RV, known as the "House on Wheels" or "The Cottage". The family took it out for Mr and Mrs Kaesler's silver wedding anniversary, their 25th.

This time, Pop used a truck chassis, which he lengthened. He reinforced the wheels. He added a second petrol tank. He added two 45L water tanks. They kept the cooker from the "Home from Home", only this time, it was securely, permanently installed and fuelled by Shellite. For exhaust, there was a chimney. No longer was storage limited to the roof, with cupboards and small compartments fitted everywhere. It featured a sofa bed and bunk beds for the children. There was a wardrobe, a hinged mirror and a tight first aid compartment by the driver. It had gutters and downpipes so rain water could be collected. A gun was kept above the driver to shoot rabbits and game for fresh meat.

Pop Kaesler took his second motorhome up around Australia's East and up as far as Gympie in North Queensland. The family met the Prime Minister in Canberra and saw the Sydney Harbour Bridge being built in Sydney. 25 years after its first trip, the "Home on Wheels" took its last major trip to the 1956 Melbourne Olympic Games.

This second motorhome is on display at the Nuriootpa Caravan park, which the Club visited on the "Mystery Drive" in May 2014.

Photos - B&W Photo - State Library, Colour - Quenton Earl

[Quenton]

Anyone interested in a bit of adventure?

A promotional poster for the High Country and Beyond 2019 event. At the top is a logo featuring a mountain range with a car and trees, with the text 'HIGH COUNTRY AND BEYOND' and 'Friendships Forged Through Journeys Shared'. Below the logo, the main headline reads 'High Country and Beyond is back again for 2019.' in a large, bold, yellow font. The background of the poster is a scenic view of a mountainous landscape with green trees and a blue sky. The text on the poster includes: 'The 2019 High Country and Beyond event will run from March 16th to 24th, based out of historic Dargo in the Victorian High Country.'; 'Join us for an event full of:' followed by a list: '- Challenging tracks', '- Scenic tours', '- Great social events', and '- Camper trailer friendly trips*'; 'With the commeraderie and friendships which are forged around the evening campfires it is truly an event not to be missed.'; a red starburst graphic containing the text 'Beginner ALL WELCOME Experienced'; 'For more info: www.highcountryandbeyond.com.au and join the High Country and Beyond Facebook page.'; 'High Country and Beyond Inc is affiliated with Four Wheel Drive Victoria.'; and a small disclaimer: '*Not all trips are suited to camper trailers. Terms and Conditions available on our web site apply for all participants.'

(Re-printed from Westprint Friday Five)

Road Crash Rescue - Birdsville Track

by Tony and Anne Milln.

This article describes an incident that occurred on the Birdsville Track in July 2016. As part of this article, it demonstrates a problem with reporting accidents using a Satphone rather than using something like HF radio. This has been shortened from the original article.

The full article can be viewed by going to the VKS-737 Website, vks737.radio

Dealing with serious road crashes in the outback involves not only those who arrive at the scene, but a variety of other players including the Police, the Royal Flying Doctor Service (RFDS), SA Ambulance Service MedSTAR (in South Australia), the VKS-737 Radio Network and the Australian Maritime Safety Authority (AMSA).

At the beginning of July 2016, traffic was uncharacteristically heavy on the Birdsville Track as travellers made their way to the Big Red Bash. Travellers included a motor cyclist who came off his bike at speed of about 100 kilometres north of the Mungerannie Hotel, landing head first, extensively damaging his full-face helmet and sustaining a number of injuries.

An initial satphone report to RFDS by a passer-by seriously understated the level of injury and after reporting the accident, the caller turned off his Satphone and moved on. Shortly afterwards four registered nurses, including an experienced intensive care nurse, reached the scene and assessed the real extent of the injuries. These included possible broken ribs, a possible broken arm, obvious facial injuries and signs of a significant internal head injury. One of the vehicles on the scene was equipped with a VKS-737 HF radio. The network was selcalled and this assessment was relayed to the duty VKS-737 radio operator, a Paramedic. Having established their exact position using GPS Coordinates, he contacted the SA Ambulance Service which ramped up the response and, in cooperation with the RFDS, alerted SAAS MedSTAR (an urgent retrieval team located in Adelaide, part of the South Australian Ambulance Service). Police were also notified.

A volunteer ambulance officer arrived at the scene with a cervical collar and a blood pressure monitor - the latter greatly improving the quality of information back to SAAS MedSTAR.

Creation of a single lane past the incident by creating a chicane with parked vehicles facilitated traffic control - important given the volume of traffic driving north to Birdsville.

A request was made for an EPIRB (a term often incorrectly used when referring to a Personal Locator Beacon) to be activated, presumably to confirm the exact location of the incident and to confirm that the nearest airstrip capable of handling an air ambulance was Mungerannie. One of the vehicles was carrying a PLB.

Other travellers on the Birdsville Track with VKS-737 radios were monitoring the incident. This resulted in the dispatch to the scene of two doctors who were at Mungerannie, also heading to the Big Red Bash. They loaded medical supplies and headed north.

The motor cyclist was judged to be too badly injured to be moved without a spinal board and those at the scene even considered strapping two MaxTrax together as a back board. Fortunately, a spinal board arrived from Mungerannie, enabling him to be loaded into a caravan and taken back to Mungerannie accompanied by the ambulance officer. The MedSTAR team flew into the strip at Mungerannie, in an RFDS PC-12 aircraft.

He was stabilised by the MedSTAR team over a three-hour period, then flown to Adelaide where he spent some time in intensive care at the Royal Adelaide Hospital. After more time in a general ward, he returned to his home State to recover.

His survival was helped by the fact that professional health personnel were quickly in attendance, and that passers-by variously had an HF radio, a cervical collar, a blood pressure monitor, a spinal board and a PLB. Contact through VKS-737 enabled a flow of vital information between the incident and SAAS MedSTAR, RFDS and Police.

The incident provided a significant insight into what actually happens behind the scene at a serious outback road crash - or, come to that - any other serious medical mishap. First and foremost, everything takes a long time, and this clearly has an effect on the chances of survival in the case of serious injury. At this incident the motor cyclist was about eight hours away from intensive care in hospital at the time he crashed. That is a very long and possibly life-threatening time when the first hour (what health professionals often refer to as "the golden hour") is critical for survival.

It is frustrating, upsetting and likely to cause feelings of helplessness being at an incident without any of the equipment and support which would be quickly on hand in the metropolitan area. The main thing, apart from immediate first aid and keeping the casualty still and as comfortable as possible, is to activate the available resources as quickly as possible, and this means knowing who to contact and what their various roles are.

Everyone passing wants to help, but too many people can become a liability. Someone needs to take charge, and there needs to be a runner to take messages to the radio operator, gather equipment, look after the needs of the first aiders and so on. Traffic control is essential.

It is important to convey the casualty's condition accurately to the emergency services. In this instance RFDS was first told by Satphone that the motor cyclist was "OK" (which he may indeed have seemed before his extensive injuries took hold), so no great priority was initially placed on the incident.

Many travellers carry a satphone for emergencies, but this incident demonstrated the benefit both of the VKS-737 Radio Network and of carrying a Personal Locator Beacon. Having people with first-aid and in this case, professional qualifications no doubt helped to save this victim's life. What would have happened if response to this accident relied only on advice given via a Satphone where the only people who know there's a problem are callers and parties they've called?

In conclusion, the incident showed the participants what goes on back there in civilisation. There is an extensive network of specialist medical resources - most notably RFDS and SAAS MedSTAR (in SA, but the other States have similar medical retrieval arrangements) and the activation and co-ordination of these resources is largely dependent throughout outback Australia on organisations such as the VKS-737 Radio Network. It is well worth checking them out.

It just remains to say that this incident was a sobering reminder of the problems of coping with serious injury in the outback and the time involved in getting medical assistance. The motor cyclist was lucky that a lot of professional expertise was quickly on hand, that someone had a VKS-737 radio and someone else had a PLB. Others have not been so lucky.

(The above courtesy of Westprint)

Treatment for snakebite.

The following information is written from some I found by Rob Timmings on Facebook. Mid-summer was probably a good time for a reminder about snakebite.

Australian snake bite stats; 3000 bites are reported annually resulting in 300-500 hospitalisations and 2-3 deaths annually. Average time to death is 12 hours.

There are five genus of snakes that will cause serious harm; Browns, Blacks, Adders, Tigers and Taipans.

All snake venom is made up of huge proteins (like egg white). When bitten, a snake injects some venom into the meat of your limb (NOT into your blood).

This venom proteins cannot be absorbed into the blood stream from the bite site, it travels in the lymphatic system. Lymph fluid is moved differently to blood. Your heart pumps blood around, so even when you are lying still, your blood still circulates around the body. Lymph fluid only moves with physical muscle movement like bending your arm, wriggling fingers, walking/exercise etc.

Lymph fluid becomes blood after these lymph vessels converge to form one of two large vessels (lymphatic trunks) which are connected to veins at the base of the neck.

When bitten, the venom is been injected into this lymph fluid (which makes up the bulk of the water in your tissues). The only way that the venom can get into your blood stream is to be moved from the bite site in the lymphatic vessels to the lymphatic trunks. The only way to do this is to physically move the limbs that were bitten.

Stay still! Venom can't move if the victim doesn't move.

Remember people are not bitten into their blood stream.

In the 1980s a technique called Pressure immobilisation bandaging was developed to further retard venom movement. It completely stops venom /lymph transport toward the blood stream. A firm roll bandage is applied directly over the bite site (don't wash the area).

Technique:

Three steps: **it is essential to keep patient still**

- Step 1. Apply a bandage over the bite site, to an area about 10cm above and below the bite.
- Step 2: Then using another elastic roller bandage, apply a firm wrap from Fingers/toes all the way to the armpit/groin. The bandage needs to be firm, but not so tight that it causes fingers or toes to turn purple or white. About the tension of a sprain bandage.
- Step 3: Splint the limb so the patient can't walk or bend the limb.

Do nots:

- Do not cut, incise or suck the venom.
- Do not EVER use a tourniquet
- Don't remove clothing - just bandage over the top. Any movement (like taking off shirt or pants) causes movement of the lymph fluid.
- DO NOT try to catch or identify the snake. Hospitals no longer need that information. Years ago, tests would be done to identify the snake in order to give the correct antivenin. The new polyvalent antivenin neutralises the venoms of all the 5 listed snake genera, so it doesn't matter what snake bit the patient.

Australian snakes tend to have these main effects.

- Bleeding - internally and bruising.
- Muscles paralysed causing difficulty talking, moving & breathing.
- Pain
- In some snakes, severe muscle pain in the limb, and days later the bite site can break down forming a nasty wound.

Final tips: not all bitten people are envenomed and only those starting to show symptoms above are given antivenin.

NB: In some Victorian and Tasmanian hospitals where Tiger snake and Brown snake bites are the most common a combination of Tiger Snake Antivenin and Brown Snake Antivenin are sometimes given.

(From: Westprint Friday Five: Please note: The above is general information found on social media. If you have any more accurate or correct information, please send it to me and I will include it in the FF. Jo.)

ANNUAL NGARKAT WORKING BEE



K. I. T.

Number 48
11/01/2019

“KEEPING IN
TOUCH”

NGARKAT CONSERVATION PARK

INTERCLUB WORKING BEE 30th & 31st March 2019

WHAT: Each year a group of volunteers from FWDSA affiliated clubs meet at the Ngarkat CP to undertake a number of tasks that have been developed in conjunction with the Senior Ranger, Natural Resources (SA Murray-Darling Basin, DEWNR) from Lameroo. These tasks assist DEWNR in maintaining, sustaining and enhancing the Ngarkat CP for all park visitors.

This year the work to be undertaken is again generally on or near the one-way and two-way section of the Ngarkat CP Border Track and includes trail marking & clearing, fencing (repair, replacement or installation), fireplace & rubbish clean-up, track maintenance, signage, vegetation trimming and painting. DEWNR will be providing materials and specialist tools needed for the work and the volunteers will need to provide all the basic hand tools and labour.

The one-way section of the Border Track is closed to public traffic until the first weekend of April and therefore will be closed to public traffic during the working bee.

Note: DEWNR will be providing an evening meal for volunteers at the Pine Hut Soak campground on the Saturday evening of the working bee.

WHEN: Weekend of 30th & 31st March 2019. Work starts at 9am on the Saturday, but you may setup camp on the afternoon or evening of the preceding Friday.

WHERE: Meet at the Ngarkat CP Pine Hut Soak campground (S35° 25' 24.7" E140° 52' 46.2").
See the map overleaf.

Overflow if necessary to the nearby Nanam Well and Cox's Windmill campgrounds.

Directions: Heading south from Tailem Bend cross the railway overpass, turn left onto the Mallee Highway; drive through Lameroo, Parilla and past the T-Junction to Bordertown (do not turn), then after ~1.9km turn right on to Rosy Pine Road (Ngarkat Park sign at this point), continue south for ~14.7 km to the Park Entrance (there may be one or two gates near the end of this road). 250m on from the Park Entrance is the visitor information shelter and a further 70m is the turn left to the adjacent Pine Hut Soak campground.

WHAT TO BRING:

Camping: Camper trailers and caravans can be accommodated. The Pine Hut Soak campground has one long drop toilet but you need to bring everything else (water, food, shelter). Please note that the working bee dates will still be in fire danger season so the "camp fire" will need to be artificial (a gas stove will be OK).

Equipment:

Tools Post hole digging tools, pruners, loppers, bow saw, handsaw, shovel, rake, hand tools, battery powered electric drill / angle grinder with a range of drill sizes and spade bits.

UHF In car and handheld UHF radios will be useful, Channel 16 will be used initially.

Personal Working gloves and 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.

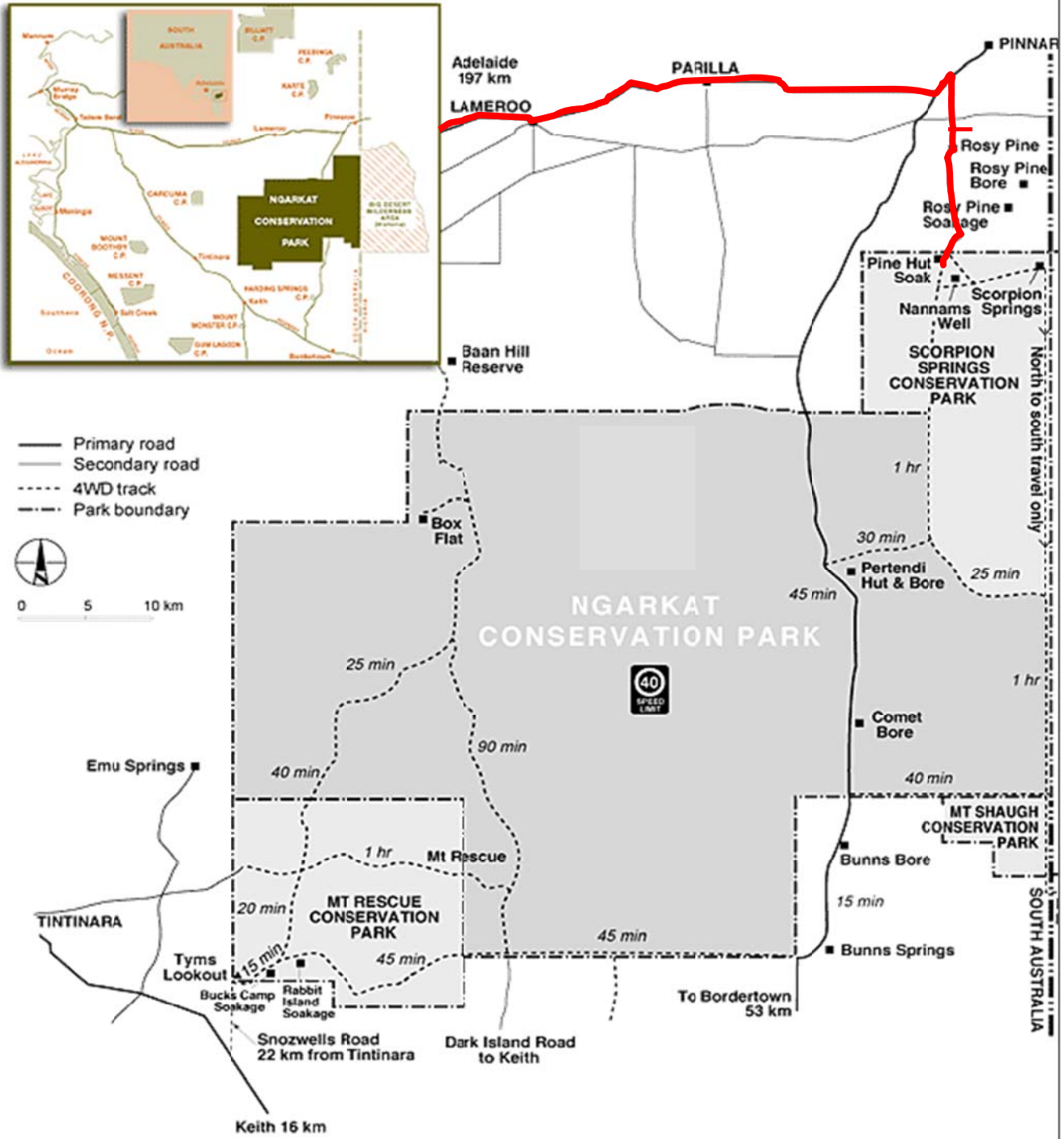
CONTACT:

Darryl McManus - e-mail darryl_4wd@ddaajmcm.com.au, Mb. 0488 275 300

Satellite phone: 0424 212 534 for Emergency incoming & outgoing calls during the working bee.

Important Note - let us know in advance:

- Contact details for your group.
- When you plan to arrive.
- The number of people and vehicles in your party.
- If you can bring a trailer that could be used to transport materials from the campground.



Ngarkat Conservation Park

TRIP PLANNING

By popular demand, we will run a short series on Trip Leading and Planning.

The Driver Training Unit (DTU) runs an annual Trip Leading and Planning course that is highly recommended. The topics discussed in the series of articles are, in part, a summary of that course. The DTU course used to run over a two day weekend and had a big assignment. However, today, it is only a one day course, but still covers the basic information.

STEPS IN RUNNING A SUCCESSFUL TRIP

While the thought of running a successful trip can seem quite daunting, with careful research and the right level of planning running day trips, weekend trips and extended trips can be broken down into 3, or 4, basic steps; and these are:

- Planning;
- Preparation;
- Trip Conduct; and
- Post Trip Reporting

TRIP LEADING

Really, leading a well-planned trip is relatively straight forward, but there are a few personal characteristics that will help you become a successful trip leader. These some of the qualities that would certainly help:

- **Confident.** Yes, you need to believe in yourself; however, you also need to recognise that alternate views might need consideration
- **Organisational skills.** Probably obvious, yep there are lot's of different aspects to consider and bring together.
- **Communication skills.** This is probably one of the most important skills for a successful trip leader. Not only do you need to share information with others, you need to be able to listen to other points of view.
- **Sense of Responsibility.** As a trip leader you will have multiple responsibilities. You will be running the trip on behalf of your club - that is true. However, your greater responsibility is to your fellow trip participants; we all want to have a great time and do the things we planned for.
- **Experience.** Driving home in your first 4WD and never having been on a 4WD trip before is probably not the best background to become an instant trip leader. Some experiences and skills that might be considered to be essential are:
 - Competent four wheel driver; skills and experience need to at least match the planned destination requirements.
 - Map reading; yep going to be tough planning and leading if you cannot read maps

We'll discuss some additional qualities that might be useful on the actual trip in a subsequent article

TRIP PLANNING

We have all heard a number of phrases related to planning but I prefer to use:

- Prior Planning Prevents Poor Performance

The hardest part with any trip is working out the following:

- Where will we go?
- How long for?
 - day trip?
 - Kimberly or Cape York would be many weeks
- How many vehicles?
 - Short trips - lots of vehicles usually OK
 - Long trips or difficult terrain generally means fewer vehicles
- When will we go?
 - Head north for the winter and stay south for the spring and autumn - forget summer...; too wet up north and too hot in our part of the world
 - Of course, the Victorian High Country and Tasmania work well in summer - have seen snow in both places in January

With this basic background in hand it is time to put together a basic itinerary for approval by the club.

Research is the key. We are lucky that we have *Mr Google* (or equivalent to help us). Research can include:

- Previous trip reports,
- Books,
- Talk to others who have been that way before.

Next month we will look at some of the detailed planning steps and ideas.

[Pete]

PAYING YOUR SUBS BY EFT

Did you know that you can pay your membership subscriptions by EFT?

The club bank details are:

Account Name: Gawler & Districts 4WD Club
BSB: 105-109
Acc no 018030740
Ref: Surname + 2019

If you do pay by EFT, please email a receipt Treasurer Wayne, treasurer@gawler4wd.com.au, so he can update the club records.

Reminder: Your club Subs are now due - \$55 plus \$10 late/joining fee (if applicable) due by this March

GAWLER AND DISTRICTS 4WD WEB SITE

Have you checked out our web site lately? www.gawler4wd.com.au

Details of when meetings are to be held, what trips and events are coming up along with useful links to lots of 4WD resources are included. Read about the latest trip report or view our photo library. Of course, you can download one of our newsletters (back to Aug 2009) including our special 10th year anniversary versions.



Check our FAC

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