

Keith mentioned after the first day and later re confirmed that this run was much harder than his recent trip to the Simpson. He stood out as one that especially honed his driving skills and got much more out of his vehicle as the days progressed as we all did. Well done Keith and to his mentors.

A great trip – everything that we'd hoped for – no mechanical problems what so ever, new friends and a love for the sand tracks. We're looking at Robe 2014 towards the end of the year, which will be different again – that's why we love 4WDiving.

Report by David Jackson

Ed: Thanks for this report David....glad to include it here today, sounds like an awesome trip.

The High Country Huts Trip

9 vehicles in total attended the high country hut day drive, Damian (trip leader) Kerry (navigator) and Thomas (lil Tom) O'Connor in a 80 series Landcruiser, were followed by Chris Penniceard (tail-end Charlie) in a Hilux, Steve and Tracey Twomey and kids in a 80 series Landcruiser, Dave and fiona Van Zanten in a GU Patrol, Noel and Virginia Robinson in a GU Patrol, De Brown in a GQ Patrol, Barry Burns and kids in a GQ Patrol, David Chapman in another Hilux and Milton Davies in a Pajero left APCO service station Wangaratta around 8am in the morning to head towards Lake William Hovell, where we arrived at around 9am, we all lined up in a row for a photo opportunity together with our vehicles and then air down for the journey ahead of us.

We then started to hit the tracks up behind Lake William Hovell, where our journey started by tackling Buckland spur track up to Tomahawk Hut where we had morning tea, checked the hut out and talked to a nice couple that had camped in the hut over night, the bloke was disabled in a wheelchair, but was a keen 4wder that liked to get out and about, he also had a nice looking GU Patrol (we won't hold that against him though).

After morning tea, we set off and headed towards no. 3 road, which was a rocky hill climb with switchbacks that took us up to a viewing point to take some photos at the corner of no3 rd and Westons track, which over looked a couple of valleys. We travelled down no.3 rd a bit further till we come to no. 3 hut, where again we took the opportunity to take some more photos.

We proceeded further along no. 3 rd, until we found Razorback track, which lead us up to Razorback hut, which when we got there I was surprised that no one else was there at all, as the last couple of times I had been there, musterer's with their horses were occupying the huts, but it was deserted this time.

As we left Razorback hut, we then did some easy driving along the Circuit rd, past Telephone junction (Mt. Stirling cafe) which is shut for renovations at moment, then we did a hairpin turn to the left and made our way to Howqua hut, where everyone relaxed and enjoyed their lunch and had a look around. To our surprise, someone had put 3 big logs of timber in the ground around a fire pit and carved 3 arm chairs to sit in. They weren't there two Saturdays before when I and a couple of other club members did the recce for this trip.

We then continued along Circuit rd for about 25 minutes before we came across Monument track, there we waited for our convoy to regroup as the dust was thick and getting hard to see at times. Once together, we then did the climb up Monument track, which lead us to Craigs hut car park, but before we made it to the car park, we had encountered our first lot of traffic on a track that didn't

have much room for two way traffic. Being the leader of our convoy, I had a discussion with the vehicle coming toward us, telling them we had nine of us in a convoy. Their response was they had 11 in their convoy, but they were spread out and some hadn't even left the hut yet, so the leader of the other convoy told his other vehicles to pull over where they can to let us pass, as we were all together. We all got past them without any hassles. When we all pulled in to the car park, we all managed to get a park close together just before another couple of convoys made it into the hut as well. It was just good timing on our behalf as it was getting hard to find a parking spot.

After spending half an hour or more looking around Craigs hut, we said good bye to 2 vehicles in our convoy, one being De Brown who was heading back to Mansfield, and Chris who was heading to Pheasant Creek from Mansfield, Steve and Tracey Twomey then took on the roll as being Tail end Charlie, which I am thankful for.

From Craigs hut, we were going to back track where we had been to get home, but then we decided to check out another way home via Pineapple flats, which meant we would do a water crossing, which was only a trickle and didn't bother any of us anyway, we all had snorkels fitted to all vehicles. Once across the river we stopped and had another rest for about 15 minutes.

We watched another couple of cars do the water crossing, when a Landcruiser tray back must of taken a wrong line and had trouble exiting the water crossing. This gave the Nissan drivers ammunition to get into us Toyota drivers. Earlier on in the trip, I was going to fine the Nissan drivers for driving Nissans anyway. (lol).

We then travelled on from Pineapple flat along Burnt Top track, which was a good challenge in some areas along a rocky ridge section, that was pretty narrow toward the top and had some steep drop offs at either side when reaching the top of the ridgeline then, back down the other side we found Sandy Flat track, which brought us out behind Lake William Hovell where we had another couple of water crossings to do before making our way back to the car park at the boat ramp.

We then aired up said our goodbyes and our journey finished up about 6pm,

I would like to say thank you to my wife Kerry for navigating the trip so we didn't get lost. Also to Chris, Steve and Tracey for being tail-end Charlies, and the rest of the club members who attended the trip to make the hut trip so successful, thank you .

Damian O'Connor

Ed: Well done Damian...this sounds like a ripper trip.

WBAIS TM
EST 1979

WANGARATTA BEARINGS AND INDUSTRIAL SUPPLIES

Your one stop shop for all things industrial. SKF and CBC distributor, and a stockist for Timken, FAG and Koyo. We have chains and sprockets, belts and pulleys, seals, shaft couplings, hand tools, power tools, trailer components and much more. We supply a large range of automotive kits including wheel bearings, transfer kits, gearbox kits, diff kits, swivel kits, along with Fuchs oil, we've got you covered. If we don't have it in stock, most of our suppliers can get the parts to us overnight or the next day.

2-4 Handley St Wangaratta Vic 3677
Phone: 03 5721 6633
Fax: 03 5721 9665

Web: www.wangarattabearings.com.au