

LROCC NEWSLETTER

July 2010 No.28



Land Rover Owners Club of Cairns Far North Queensland Inc.

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The President's Message

By Brian Edmonds

Fellow "True Believers" Greetings, For those of you who have read the latest copy of LRO, you will know what I mean. This reprint of an old article lets you know just what degree of Rover Fanatic you really are. There are in the Club, those who would fit into the "Full Gonzo" category quite easily I believe. For myself, I am somewhere in the "Hopeful/Fanatic" class. One prime requirement for this is to harbour designs on the Rovers you would like to have in your garage. For me it was a 101, till I saw inside Trevor's beautiful example and saw that I would never get my "Sir Cumference" twist steering wheel and seat! Oh well there is always a Lightweight to dream about. Pensions don't extend to RR Sports damn it.!!!

The "Faceless Bods" in Canberra are at it again by the looks of the incoming mail. It looks as if the Bullbar fight is on for real this time. An UNECE regulation, which I will explain at Wednesday's meeting, is going to become an ADR in respect of safety issues with the front of motor vehicles. It would appear to be the same issue that saw Bull bars, banned from the UK Why we must follow EU regulations is beyond me, after all this is Australia, and the road situation here is far from what is experienced in Europe. [I seem to recall a couple of my Ancestors went to War to stop certain Europeans from have a say in how we live.]

Anyhow Club's like us are being asked to submit letters from individual members on experiences they have had in which Bull bars have saved a life or prevented injury etc. We all need to have a voice in this, we can't afford to have Bull bars outlawed, the Kangaroos would have a big laugh at us, and we would all be fair game for them.

I want you all to put your "unemotional and factual", stories down in writing and send them to me, either at my e mail , brianedmonds1@dodo.com.au. Or send them by mail to me at Unit 1/451 Severin St. Cairns 4870. I will then send them on as a group.

Now the "Hard Bit" By now you have had your Nomination Forms for next years Committee, We need you to take over the running of "Your Club", its not hard or time consuming, just a little bit of assistance to your fellow Club members, now I don't want to use my "Electric Cattle Prod" or engage in "Arm Twisting" but there are a number of you that could easily take a turn at the running of the Club! Nuff said eh?

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*Next General Meeting is on
Wednesday the 14th July @ 6.30pm
@ Brother's Leagues Club, Andersen
Street*

Who saw the new "Mini" Range Rover launch on TV ? Might be a bit small for us old fellows to get into, but nice to see Tata is keeping up development work on new models.

See you all Wednesday night.

Brian Edmonds

New Range Rover Evoque



Speak for yourself Brian I think I'd fit rather nicely into one of those - Trevor

*Any views expressed in this
newsletter are not necessarily those
of the LROCC Committee or Members*

Upcoming Trip Proposals on page 2

A year of Upcoming Trip Proposals & Leaders

Trip Co-ordinator – Justin Bromage

As you may have realized we currently have a lack of trip leaders. For 2010-2011 the committee is proposing nominating trip leaders for each month and for those leaders to then decide on a trip destination or event. Each leader will be paired up with another member so that a greater number of members can learn 'the ropes' and that particular route. We hope we will then in the future have a greater number of members capable of leading trips. The committee has no pre-conceived ideas of the type of trip, and it is therefore hoped that a more representative type of trip of what club members want will occur. If we end up with 50% of trips as social then so be it.

The months of December, January, February and March will generally be reserved for the more social types of trips due to possible wet weather. The list below is provisional.

Date	Place	Grading	No. of Days	Trip Leader
24th and 25th July 2010	Camping at Blencoe Falls & Koombooloomba Dam	2	2 day	Justin Bromage
August 2010	Innot Hot Springs and Mt. Misery – Club Birthday	2	2 day	Trevor Lowmass
September 2010				Steve Reeves
October 2010				Wolfgang Rauh
November 2010				Martyn Roper
December 2010	Christmas Party		1 day	Brian Edmonds
January 2011				Brad Ryan
February 2011	Land Rover Workshop @ CLRS		1 day	Jeff Bromage Glen Thompson
March 2011				Ian Lomas
April 2011	Easter Camping Palmer River	4	4 days	Justin Bromage Trevor Lowmass
May 2011				Stuart Wilson
June 2011				Gareth Smith
July 2011	The Simpson Desert	4	21 days	Trevor Lowmass Justin Bromage
August 2011				Glen Thompson Jeff Bromage

John King & Stuart Wilson conquer Cape York

We have attached John King's trip report of his recent trip with Stuart Wilson to 'The Tip'

Interested in joining the Land Rover Owners Club of Cairns FNQ - LROCC

Call either: The President - Brian Edmonds - 4041 1994 The Secretary - Ian Lomas - 4054 4662



Cape York Trip 2010

Saturday 26 June

Getting ready for our trip, last minute packing is the worst. Stu arrived at 8am. Finished packing both vehicles and departed Cairns at 9am for the trip north. We had pleasant drive through to McLeod River for morning tea, just north of Mareeba. It was pleasant drive up through the Byers town ranges to Lakeland turn off. Then proceeded to Laura River for lunch. Departing Laura hit the gravel proper. Stu took the lead in the D3 leaving the Rangie (RR) in the dust. We had decided on a speed of 80km/h. This was a comfortable speed for the trip. Stops were planned for every 2 hours as this covers morning and afternoon tea. Hann River was the first stop for the night. Birdlife life was the main feature at the camp site, peacocks and a very tame emu that Adam managed to pat along with the manager of the roadhouse. Sitting round a fire for the first night and cooking tea was great over the open fire with a couple of ales was most enjoyable.



Sunday 27 June

Taking down tents and packing is an art in it self, I am sure with practise this process will become relatively easy. The gravel roads were excellent hardly any corrugation and very little water at any of the crossings so far. Musgrave Road House was the first stop for the second day of the trip which was only a toilet break and a stretch of the legs. Refreshed it was onto Coen for lunch and to fuel up. A couple of Kms out of Coen there is a nice flowing river which is where we stopped for lunch, Adam had a swim there as well. After an enjoyable lunch it was onto Archer River for our next break. It looks like camping is still permitted on the Archer River; water was still flowing through here. Wildlife is abundant, horses, cattle, emus eagles and kangaroos were seen the majority of the time. One small kangaroo decided that the D3 needed some body work done on the right hand side. (Minor scratches) Oncoming traffic caused a few stone chips and a crack in the windscreen of the RR hopefully this crack will not spread too far. Last stop for the day was Weipa where we camped at the caravan park for the night. It was good to have a hot shower, a nice meal and a cold beer.



Monday 28 June

Looking forward to the next leg of the trip a 1.5 hour drive to Mapoon, to camp for a couple of days and hopefully catch a few fish. Before heading off we visited the local Woolies store, invested in a single air mattress to aid in a more comfortable sleep. Refuelled at the service station and we were on our way. It was a pleasant drive to Mapoon crossing over the Andoom Bridge which was single lane and services the ore trains for Rio Tinto. On arriving at Mapoon we stopped at the local store and purchased our permits for the couple of days that we were camping for. There were 8 different sites for camping; there is a shower and toilet at Cullen Point. Though if you wanted to go fishing and do a bit of sand driving head up to Janie Creek, remember to drop your tyre pressure as it does make it easier to negotiate some of the softer dunes there are no toilets or showers at this site. We camped at a shady site right on the beach. Sunsets and sunrises were excellent with a ray of colours.



Tuesday 29 June

It has been relaxing sitting around discussing the next stage of the trip and where we want to go. Stu finally found his beloved multi meter; this provided some entertainment when he goes through the D3 and its numerous pockets. Doing checks on the RR establishes that oil leaks are the norm and they continue to leak which is a good sign as this means there is still oil in the reservoirs. The automatic gearbox on the RR has a slow leak on the oil cooler. It keeps the dust in one spot though. Culinary delights were the order of the day sampling damper in the camp oven which was excellent, pancakes cooked by Adam, Steak Dianne and apples and cream for tea the only thing missing was a bottle of red. Stu was temporarily delayed due to trialling the D3 capabilities in normal mode on sand, after the trials Stu and Alan proceeded to have their shower. To end the day we watched a beautiful sunset.



Wednesday 30 June

Departed Mapoon at 0930 arrived back in Weipa to refuel, a quick snack and we were off to the tip. The turn off to Batavia Downs is about 70kms out of Weipa to the west, this road has been well maintained hardly any corrugation, and minor road works were being done on this road at the time of coming through. After passing Batavia Downs homestead we were back on the PDR (Peninsular Development Road) heading north, after crossing the Wenlock we stopped at Moreton Telegraph station campsite, this would be a good place to camp for the night if you enjoy having a hot shower every night. We proceeded up the road until Bramwell Junction Roadhouse, this is not the typical roadhouse, and we have set up camp here for the night. As this is the start of the OTL (Overland Telegraph Line) final checks were done on the vehicles, Stu found his snatch strap – brand new and he assured me it will not be needed. I made sure the winch was still working and sprayed the distributor, coil and high tension leads. The fridge at Bramell Junction Roadhouse has a sticker with Land rover logo.



Thursday 1 July (OTL)

Talked to the manager of Bramwell Station regarding the OTL on the conditions of the track 'if you pass the first crossing you should be right' which was palm creek. There were a few vehicles there when we arrived assessing the crossing. It was decided that the RR would be the lead vehicle, go range rovers) it was also the vehicle with a winch which is mandatory for this trip. This is a small creek crossing and a reasonably steep exit which was muddy first crossing for the day with diff locks in place and we were across and up the other side with a little wheel spin. The D3 was next; Stu made it half way up. We then winched him up the rest of the way. Two other vehicles were behind us as well, I snatched them up before we left that crossing. We were on our way north this is when the trip has really started. The track is definitely great fun and I would recommend it to do at least once. All river crossings are as follows; Ducie River, South Alice Creek, North Alice Creek, Dulhunty River - had a nice waterfall and we stopped there for lunch, Bertie Creek, Cholmondeley Creek, and then the famous Gunshot Creek. This is a major test on skill and nerve and vehicle capability. There are four ways across all are difficult in there own way. The main crossing you just have to have a lot of nerve and rely on a controlled decent at an 87 degree angle. Not for me! The way I chose was a lot less steep and it was a long the creek bed which was a black muddy quagmire with some sharp turns thrown in. After two attempts and being winched back out by fellow four wheel drive enthusiasts I had a final attempt after putting logs in places where the vehicle sunk down, I was finally snatch out the other side by another vehicle. The RR now has a dent in the front passenger door thanks to the gunshot. Stu watching on decided that he was going to go back to the heathlands bypass (chicken) and come out on the other side, this is a approximately two hours. After washing the RR in the creek and washing as much mud off as I could. It was decided to camp there for the night. It was good to

watch a number of vehicles winch themselves up the gunshot with trailers in tow as well. The vehicles that did come down have mud packed into the front of their bars, which shows how much of an angle that they are coming down on. A quiet night was had by all; Stu and I were doing our nightly relaxation of having a few beers before heading off to bed.



Friday 2 July (OTL)

After the Gunshot we are now proceeding to the northern part of the OTL which is separated by the PDR, you have a choice of following the PDR to the Jardine River, we decided to press on up the OTL. The track is corrugated in parts this is annoying as you either have to slow right down to a crawl or speed up which is really unsafe as this is only a two wheel track and numerous blind corners. The first crossing for today was Cockatoo Creek; this was rocky bed with a few holes, so you had to pick your way around. Sailor creek was the next crossing which had a decent bridge, so this was plain sailing. We decided to do Fruit bat Falls on the way back as this was on the PDR. We proceeded onto Twin Falls this is on Eliot Creek. We stopped here for an early lunch and a cuppa. Adam and I had a swim here which was really refreshing. The falls were a picturesque delight, also there were carnivorous plants growing along the banks. Fruit bats were numerous within the trees above. It was time to hit the northern part of the OTL proper. Creek crossings as follows; Canal Creek – rough on the exit, Sam Creek, Mistake Creek, Cannibal, Creek, Cypress Creek – bridge is safe to cross easily as long as you keep you wheels on the logs. Logan creek passes through a swamp this is the first time I put a wading sheet over the bonnet which is safety recommendation for longer type river crossings also this one was up to my waist on some parts. A 4 wheel motor bike tour was doing the OTL as well, they all did the crossing first some of the bikes made the crossing through without any problems, then one stalled in the middle of the creek. After that they were stopped and were floated through in some areas. There were dramas on the other side as they were trying to get rid of the water out of the engine. Fuel had been spilt on the exhaust of the bike; this then caught alight, so then there was a fire on the bike, water and one of the riders. They did manage to get the bike going again, and the rider was not burnt badly.

This was the last crossing for the day. We proceeded onto Nolan's Brook south side and set up camp.



Saturday 3 July (OTL)

Nolan's Brook is a good camping area for a few vehicles there are more camping sights on the northern side. After packing up camp and putting on a wading sheet we crossed the Nolan's Brook. This was the last water crossing before the Jardine River the track through to the by pass was reasonable, this took 3 hours to get to the PDR. The first civilisation community was Injinoo then on through Umagico, Bamaga, Seisa; we decided to camp at Loyalty Beach camping ground just north of Seisa. After setting up camp it was decided to go to the tip the northern most point of Australia. Once arriving at the car park it was reasonable walk to the tip. After the sight seeing of the tip we headed back to the camp site showered and discussed what we were doing the next day.



Sunday 7 July

Today we were sight seeing Somerset beach which is located on the eastern side of the cape. There are old grave sites of the Jardine's and pearl divers and a monument of the Kennedy's which the northern side of the beach is. On the eastern side right behind the mangroves is the old well and remnants of the wind mill, along the way you will notice small fresh water springs oozing out of the sand off the point. We then proceeded back to the crock shop for souvenirs. The wind at the campsite is gusty to say the least. It has been a balmy 32°C, at night a very comfortable 25°C with the occasional shower to keep the dust down.



Monday 8 July

It was decided to head back down the PDR. Packing up camp and getting the vehicles ready for the trip home. Like locating a bolt & nut for the tyre carrier for the RR, proved quite a task for Stu driving around the Cape to locate the items and reverting to fencing wire as well. After fuelling the vehicles we proceeded south to our first stop which was Fruit Bat Falls. We had lunch here and Adam went for a swim. It was time to head off, our next stop was Bramwell Junction for afternoon tea, and it was 3pm. We decided to keep going and proceed to Archer River for the night; we arrived at 5pm. Camped there for the night. The site was quite popular as this is really the junction for heading north to the Cape or proceeding onto Weipa.



Tuesday 9 July

Our final day on the road, we left Archer River at 9am and proceeded on south. There had been rain in the area within the last couple of days and occasional small showers on the way. This made part of the road very muddy. Watching Stu negotiate the mud was fun to watch as the D3 went on different angles other than a straight line on the road showed how slippery this mud was. We continued on until Musgrave Roadhouse where we stopped for an early lunch. The RR was topped up with fuel for the final run to Lakeland. Travelling through Coen and Laura were uneventful there was still a lot of traffic heading north. We arrived at Lakeland for afternoon tea where we had an ice-cream from the shop. As we are now bitumen for the rest of the way we washed off the mud from the lights and numberplates so at least these could be seen. Arriving home at 6pm we started unloading Stu's vehicle before he headed home.

The time frame for this trip was good though it was still short as there are a lot of places that we did not visit. On average we were sitting on 80 - 90km/hr. This was a comfortable speed. Stu's comment 'bloody corrugation' rings true as this tests the vehicles to the limit as you come to a slow idle over the bad sections or increase speed.

Vehicle set up is important; as you need to travel light and to carry the least gear as possible as for suspension travel as you will bottom out on a few of the more demanding entries and exits of the creeks on the OTL. This has been an excellent trip the highlights were doing the OTL and Alan, Barbara, and Adam getting to the most northern part of AUS.