



# Central Queensland Offroad Club Inc.

Bulletin 205

April 2014

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Affiliated with  
Four Wheel Drive Queensland  
and  
Australian National Four Wheel Drive  
Association



# POSTPONED

## CQ Offroad Club's 20th Year Anniversary

### Central Queensland Offroad Newsletter Submissions

\*As a general guideline for all wishing to follow and contribute... Stories, For Sale items,.. etc.Submissions for CQ Offroad newsletter close the last day the month.  
Email Alison on [editor@cqoffroad.org.au](mailto:editor@cqoffroad.org.au) All submissions are reviewed prior to monthly meeting (Held on the First Tuesday of the Month)  
any further additions by committee are made and publication occurs to the website [www.cqoffroad.org.au](http://www.cqoffroad.org.au) by the first Friday of the month.

Central Queensland Offroad Newsletter Shall in no way be held responsible for misprints,so please check all details are correct before submission.  
CQ Offroad also reserves the right to not publish any inappropriate submissions.

## Note from the editor

Hi all Aprilites here is another full to the brim Newsletter from the CQ Offroad Club.

Ok ... so we got bogged, flooded and completely washed away in some instances ...  
Our barbed wire canoe really did not have a paddle and we needed a submarine in some cases.  
Yes Our big Party Plans were rained on , well rather completely washed away.  
But hey, no lives or vehicles were lost, and that is the most important thing!

We **postponed** Our 20th Anniversary Party.  
So lets make it twice as much fun now and help out wherever we can.  
Postponing also gives a chance for more New members to come forward,  
and allows further time to locate past members.

For those who sadly just can't make it.. we are very sorry to hear this and ask that you  
please forward that fact and your name and details 'in writing' to Karen Westgarth,  
treasurer@cqoffroad.org.au , who will organise a refund.  
For those who are still in, and future new members it will still be as great as we make it,  
And will you also email or call Karen to confirm your Attendance ,  
Now or when we know our New Date.

Will all Club Committee members please check your names and contact details are correct  
at the end of this Newsletter and if any are missed please email me the correction, Thank you.

Last month I had our regular member profile on Graeme Filer.  
It was brought to my attention Graeme was one of **four** founding members ,  
So I have focused on a little history given by one of the four, Anthony Pederson.  
It is on how the club started, and is in place of this months Member profile.  
It is interesting stuff and is a reminder of what it takes to run a club.  
There is a lot of action, hands on advertising and organising.  
Without this time given by individuals nothing happens.  
A point to remember for ALL members of this great club  
the Central Queensland Offroad Club.

the ed.



For a copy of the April 2014 minutes please email Veronica the [secretary@cqoffroad.org.au](mailto:secretary@cqoffroad.org.au)  
We apologise for any inconvenience.



CQ Offroad

Keep a watch ... Come to our meetings, follow us on facebook, or read our newsletter for updates.

CQ Offroad Shirts available for purchase \$50, Black Caps \$20  
please call the merchandise officer **Joy Jung on 0412 634 183**



## Membership Corner

Currently there are 22 members and their families for 2014 and if you know of any interested people, please pass on our contact info and steer them to the web page!

[www.cqoffroad.org.au](http://www.cqoffroad.org.au)

All new members will be forwarded a Membership Pack with important information in it regarding the club. Please take the time to read this information allowing you to be aware of your rights and responsibilities you now have as a club member.

Remember if any of your personal details have changed or you need anything checked... please contact our **Membership Officer - Paul Westgarth on 0749 342 062**

# Members Spotlight

**We welcome past and present members stories and experiences  
and of course trips and monthly 4wd awareness days provide tales to tell**

Text or email pictures and words to 0448 426 733 or [editor@cqoffroad.org.au](mailto:editor@cqoffroad.org.au)

## Member Introductions

Each month I have been briefly introducing members and as time passes I do plan on revisiting them further too. However Last month I profiled A Founding Member, Graeme Filer.

It was brought to my attention after print that A Club must have more than one founding member to be a club!  
Of Course!

Graeme had informed me of this through emails or texts that did not reach me so it was not included.

I apologise for any confusion or disappointment this member profile caused and as recognition to who else was involved I have listed them here, this issue, *instead* of our regular feature.

So who else was involved..

Well Firstly Graeme's then wife who is still involved with the club, Sue Filer. She is to be acknowledged and thanked for being there from the beginning. Thank you Sue.

Also there were another couple, who were brought forward by their relatives as being part of the famous foursome and are to be recognised for also being there in the beginning too!

Tracy & Anthony Pederson

"In 1993 Sue, Graeme, Tracy and I decided after numerous family 4wd outings and attending the 45 land Rover convention that we would start a 4wd club for Rockhampton."

Special Thanks go out to them and to All past and present members who have contributed over the years ... And.. 'Who' make this club great.

**The following is an Extract from an article written by Anthony Pederson in 2008.  
It contained valuable information on what was involved with starting the club in 1994.**

Late 1993 Sue and Graeme Moved back to Rocky and we started to plan and advertise for the first ever meeting held as an expression of interest. We advertised by printing out hundreds of fliers and spent numerous hrs on Thursday nights and Saturday mornings putting fliers on windscreens of 4WD's as well as advertising via radio and the local papers. This meeting was held Feb 1994 at the hall on the cnr of Harbourne st and Lakes creek road which had an attendance of 33 people and from that meeting another 2 serious founding members came aboard Phil Augustine and Ray Kearney. At the end of the expression of interest we set a date, time and place to further discuss and plan the creation of what is now the **Central Queensland Off road Club Inc.**

Numerous nights and weekends were put into creating bylaws and constitutions to suit our needs, some stress was certainly built by not being able to be insured without being affiliated and vice versa.

Quite a lot of discussion, (well lets just leave it at that) was had over the name of the club, lets see there was

**Fitzroy 4x4 Club**

**Rockhampton Land Rover 4x4 Club**

**Capricornia 4wd club**

**4x4 Rockhampton** the list goes on.

# Club History Extract Continued

We as founding members wanted to display the club as Responsible Recreational Users by promoting Incorporation; Insurance; Family participation; Training and Environmental Impact awareness to Landholders, Government Bodies, the community and its members by the use and advertisement of Bylaws, Training days both theoretical and Practical, Club Bulletins, submission for Gov Grants, Newspaper articles on club activities; Community Support such as Cancer appeal door knock, Special Kids Christmas party (volunteer help), Clean up days both outside Clean up Australia and in conjunction with; On-site National Park briefings; After Meeting Activity attendance by N.P., State Forest, and other industries for Education of there existence.

The First official meeting was held at the Saleyards Park Soccer club, which saw the 1st election of Officer Bearers:

**President** – Anthony Pedersen

**Vice president** - Darcy Trathen

**Treasurer** – Sue Filer

**Secretary** – Tracy Pedersen

This meeting had an attendance of approx 14 people and from this point there seemed to be no turning back. Looking at where the club is sitting now, what a significant effort for a group of volunteers to achieve from \$0 in 1994 to \$25000 in 2008.

Finding a balance to incorporate the needs of all members, the Community, Landholders and Governed bodies can be difficult and is very important in the way the Club promotes its self. This can only be done by the actions of its members through ensuring compliance to the Clubs Objectives.



Graeme and I in my old BAG trying to find the challenge set, we ended up getting asked to leave the track because we weren't in 4wd. Oh well it was still fun.

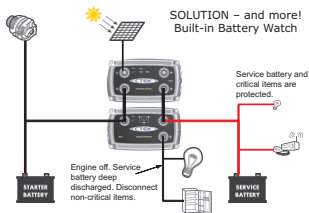
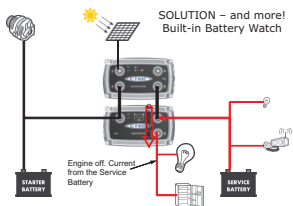
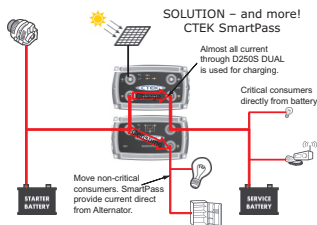
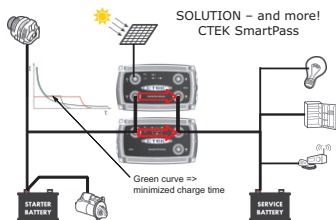
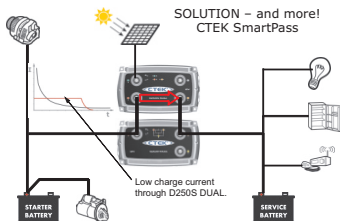
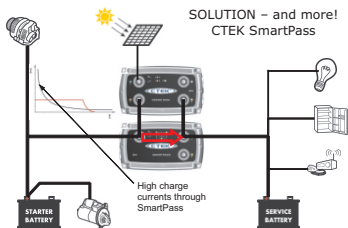


Thanks & Regards  
Pedro (Anthony Pedersen)

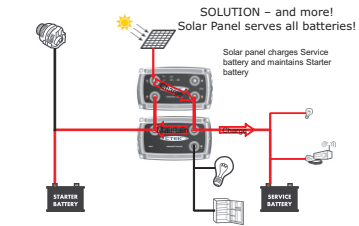


# C.Q. OFFROAD CLUB – Member Submission

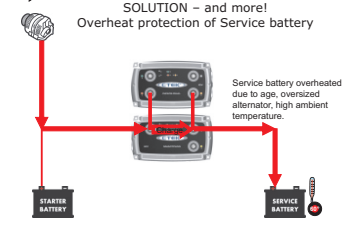
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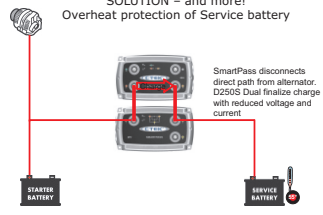
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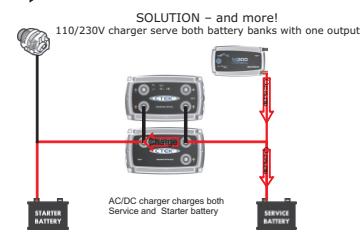
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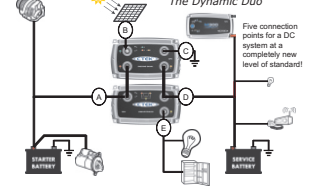
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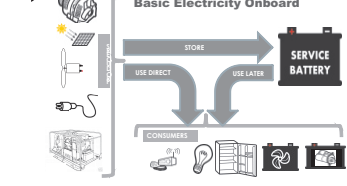
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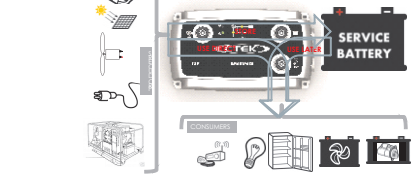
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13



Thanks go to <http://ranwhenparked.net/> for allowing us to share the following story of interest. **Ran When Parked** was founded in 2007 and focuses on unique and unappreciated vehicles from around the world.

It is published by Ronan Glon and Ian Rothwell. We write about our own cars, cars we work on, cars we find, and other automotive things we find interesting

**A look at the twin-engined Citroën 2CV Sahara  
Posted on March 13, 2014 by RONAN GLON**

Photos courtesy of Citroën's archives department.

Citroën began to see a market for a more capable version of the 2CV almost immediately after the car debuted in 1948. Although the 2CV's high ground clearance and long suspension travel made it popular in rural areas, many owners asked the automaker for a four-wheel drive version capable of taking on virtually any terrain while using less fuel than a Jeep Willys or a Land Rover Series I.



citroen-2cv-sahara-13

Engineers toyed around with a traditional four-wheel drive system but the 2CV's flat-twin was too anemic to power all four wheels.

At the time, an updated 425cc version of the original 375cc mill had just been introduced and Citroën understandably did not want to make additional modifications to the engine for such a low-volume model.

Story has it a particularly resourceful farmer in the Alps solved the problem by installing a second engine in the trunk to spin the rear wheels.

Select dealers liked the idea and started performing the unorthodox conversion but the process was not officially approved by Citroën.

How many dealers performed the conversion and how many were cars were fitted with a second engine remains a mystery.



citroen-2cv-sahara-10



citroen-2cv-sahara-16

The automaker's research and development department eventually got wind of the twin-engined cars and started developing a similar prototype in the late 1950s with the help of engineers from the recently-acquired Panhard brand.

The design process was long and complicated, and a road-ready prototype wasn't completed until 1958.

The twin-engined 2CV prototype presented to the press in March of 1958 was rough at best, and pictures from the event (below) reveal the biggest modification made to the exterior was a purpose-built decklid that had to remain popped open while driving in order to provide the second engine with adequate air flow.



## A look at the twin-engined Citroën 2CV Sahara continued..

Citroën explained the car was christened 2CV Sahara because it was partially aimed at oil and gas companies operating in the Algerian Sahara, a region that was under French control at the time. Getting around in the Sahara Desert was a Herculean task for most passenger cars and some of the more remote places could only be reached by plane or by large trucks, making even mundane trips extraordinarily expensive.

In hindsight, the press drive served as a pilot program to provide input on what modifications needed to be made to kick off regular production.

Presented to the public at the 1958 Paris Motor Show, an updated prototype featured a near-production-ready body with a hood-mounted spare tire held by three straps, a bespoke hood with a single ripple, a purpose-built decklid that could remain closed, louvers in the C-pillars and cut out rear fenders that accommodated a wider track.

citroen-2cv-sahara-9



The second engine was a stock 14-horsepower 425cc flat-twin mounted backwards in the trunk and linked to a standard four-speed manual transmission. A single floor-mounted gear lever enabled the driver to shift both transmissions at the same time.

The Sahara was powered exclusively by the front engine in normal driving conditions, and a lever located in the passenger footwell enabled the driver to engage the second engine when the vehicle was stopped. With both engines producing a total of 28 horsepower, the car could reach a respectable top speed of 100 km/h (62 mph).

Nearly every single vital component was multiplied by two, making the 2CV Sahara remarkably simple for a car with two engines. It was fitted with two ignition barrels, two starter switches, two generators, two voltage regulators and two 15-liter gas tanks mounted under the front seats. Interestingly, the filler necks shot straight out of the tanks and went through each front door.

To handle off-road situations with aplomb, the Sahara featured skid plates on both ends, reinforced suspension arms, a purpose-built chassis and widened rims.

The interior was standard 2CV fare save for electric wipers (stock models had mechanical wipers driven by the speedometer cable) and a rear bench seat that was moved slightly forward to give the engine more breathing room.



citroen-2cv-sahara-11



citroen-2cv-sahara-17

## A look at the twin-engined Citroën 2CV Sahara continued..

Finally launched in February of 1961, the 2CV Sahara got off to a very slow start because it was exceptionally expensive even considering it was little more than a niche product. It cost 10,259 francs in 1965; that same year, a base-model 2CV started at 5,079 francs, a range-topping 2CV AZAM cost 5,813 francs, a Citroën ID 19 sold for 11,905 and a Renault 16, the automaker's flagship sedan, started at 9,990. Buyers after a sportier car could opt for a 11,400-franc Volkswagen Karmann Ghia.

The 2CV Sahara went through several minor updates including a larger carburetor and a higher compression ratio. Due to a high price, the general impracticality of having two engines and the tiny target audience, only about 690 examples were built by the time production ended in 1966, though some of the last models were sold in 1967.

### Méhari 4x4

Citroën probably lost money on the Sahara project so no one was shocked when it announced it was not planning on replacing car.

The company was recovering from the Panhard fiasco and putting the final touches on an evolution of the 2CV dubbed Dyane so it preferred to allocate its resources to developing the Ami 8, the successor to the Ami 6, and the GS, a mid-range model designed to fill the gaping void between the flat-twin-powered cars and the DS.

Citroën tried the four-wheel drive, two-cylinder concept again in 1979 when it launched the Méhari 4x4. This time around, the car was powered by more conventional drivetrain consisting of a front-mounted 602cc flat-twin, a four-speed manual gearbox, a transfer case and a rear axle.



citroen-mehari-4x4-1



citroen-mehari-4x4-2

All pictures provided by Citroën's archives department unless otherwise noted.

Ronan Glon

## C.Q. OFFROAD CLUB – Member Submissions

Today saw the Ferguson's taking an exploring drive through parts of the Byfield. We started by heading to Corbett's Landing for a fish. The tide was low but we managed to snare an undersized fish – any day fishing is a good day. We then headed up to Water Park Creek for lunch. It was great to see some water flowing through the causeway at last. In the afternoon, we decided to explore Kelly's Landing. This was a great little drive through the swamp land before climbing up onto the ridge overlooking Corio Bay. On the trip back we took a small detour and found some water and a great off-camber washout traversing the ridgeline. Overall, a great day out.

Robert Ferguson



*The following Trip Report was submitted by Christine Cameron.*

### **Blackdown Tableland Trip Report**

Due to the disappointing postponement of our 20<sup>th</sup> Anniversary Party on the weekend, we found ourselves with a “free” weekend. Dean and Amanda decided to organise a trip to Blackdown Tableland overnight, so Crystal and I, and new members David, Kathy and Hannah went with Dean and Amanda and their family, Deklyn, Brodie and Jordyn.

We left early Saturday morning and made two stops at lookouts on the way to the campground. The road was bitumen all the way to the second lookout, and while somewhat narrow and steep, was no problem for our mighty Toyotas.

Unfortunately the area was still covered in a shroud of fog at that time of the morning, so we couldn't see much from the lookouts. I don't know the name of the first lookout on the right hand side of the road, towards the top, but the second lookout was called Yaddamen Dhina Lookout.



## C.Q. OFFROAD CLUB – Member Submissions

Blackdown Tableland continued....

The dirt road began at Yaddamen Dhina lookout. We drove to Munall camping area and quickly set up camp before heading down to the creek for a dip. The creek, with running water and a few rock pools, is only a short walk from the camping area. The water looks stained from the tannins from the trees but is crystal clear.

Dean and the kids went in for a cool dip, with the rest of us running for cover when a fairly heavy downpour arrived. This found us heading back to camp, everyone pretty well drenched, only to find Crystal and I had set our swags up on the lowest spot in our area, and our swags were in danger of being swamped. Everyone helped us move our swags to higher ground (lesson learned thanks to Dean's informative lecture on choosing a camping spot) and we set about heating up curried sausages for lunch.



After lunch we were all keen to hit the tracks, so we drove to Rainbow Falls (I think the aboriginal name is Gudda Gumoo). This is a fairly short drive on dirt, with some corrugations (though nothing major) and you park your car about 2 kms from the Falls. At the end of the walk are 240 steps, which not too bad going down, are more of a challenge coming back up.

It is well worth the effort though. The falls are lovely and Dean and the kids enjoyed another coolish dip in the deep rock pools at the bottom of the waterfall. The walk back was a challenge for us "oldies", but we made it back no problems.

We headed back to camp, lit our campfires (mine lit without petrol, just saying), and enjoyed a wonderful night of lovely weather, great food and even better company. Amanda's Marinated Lamb cooked in her Dream Pot is "to die for".



Blackdown Tableland  
continued....



Next morning found us up early, campfire lit, breakfasted and showered and ready to pack up. We hit the road again around mid-morning and drove the Loop Road. This road has only recently been opened up again, but didn't prove too harrowing. In fact it was so tame Dean was keen to make his own 4wd track.

There were a few logs, branches etc down over the road in places, so we let our tyres down to be on the safe side, but there were plenty of bypasses to get around these obstacles.

Dean was teaching me how to drive over logs, and I was feeling quite pleased with myself until he told me he had found a log to practice my newfound skills on. Without a word of a lie, the log that barred our path was about 2 feet high. I was having a quiet heart attack wondering how I was going to back out of this without looking like a sook, until I heard Amanda's hysterical laughter in the background. I was quite relieved to find Dean was only joking, and he had actually driven around the tree.

There was only one part of the track where we had to put our vehicles into 4WD. This was a fairly steep, rocky decline towards the end of the track, but again it proved no problem for our mighty Toyotas.

We went back to the lookout on the way back and this time there was no fog and the view was spectacular. We aired our tyres back up and were soon on the black top again, heading for home.

While the 4 WD'ing could have been a bit more challenging, even for us novices, Blackdown Tableland is a beautiful area, very scenic and so peaceful. I would thoroughly recommend a visit. This is such a gem and only 2 – 2.5 hours drive from Rockhampton.



# CQ OFFROAD CLUB TRIP & EVENT CALENDAR

TRIP EVENT	DATE	MEET TIME & DEPARTURE	RATING	REGISTRATION CLOSE	LEADER/ CONTACT
Landcruiser Mountain Park 'Roothy Farewell'	April 2014 Fri 11th -14th	CQP Southside Highway	N/A		Dean Pearce 0438 122 132
'Relay For Life' CARWASH	April 2014 Sun 13th	Enzed TBA	N/A		Paul & Karen Westgarth 0413 731 341
Eungella Finch Hatton	April 2014 Wed 16th- 22nd	7am The Caves Store		9th April	Paul & Karen Westgarth 0413 731 341
4WD Fun/ Awareness Day Members Only Visitors by Prior Arrangement Last Sunday Monthly	April 2014 Sun 27th	8am Seeonee Park	N/A		Nathan Boon 0411 259 950
General Meeting All Welcome Once Monthly	May 2014 Tues 6th	7.30pm Rockhampton Leagues Club	N/A		Grant Whittaker 0419 168 997
'Relay For Life'	May 2014 Sat 17th-18th	CQ University Oval 15 people Required	N/A	Now	Paul & Karen Westgarth 0413 731 341 4934 2062
General Meeting All Welcome Once Monthly	June 2014 Tues 3rd	7.30pm Rockhampton Leagues Club	N/A		Grant Whittaker 0419 168 997
Glassford / Many Peaks	June 7th, 8th, 9th	TBA	Black	1st June	Kev & Joy Jung 0488 942 241
General Meeting All Welcome Once Monthly	July 2014 Tues 1st	7.30pm Rockhampton Leagues Club	N/A		Grant Whittaker 0419 168 997
Rockhampton Home Caravan & Camping Show	22nd-24th August 2014	Showgrounds	N/A		
Birdsville Races 3500km	August 31st - Sept. 14th 2014	7am Kabra Hotel	Green Touring		Paul & Karen Westgarth 0413 731 341 4934 2062



Thanks to Isaac from Victoria for this appropriate pic.

**Note: Fun Days 4WD awareness days held last Sunday of each month, are for members ONLY. Visitors are welcome by prior arrangement with the Trip Leader or our**

**Trip Coordinator Nathan Boon – 0411 259 950**

# Trip ideas



Trip Coordinator Nathan Boon – 0411 259 950

## Day Trips

## Weekend Trips (2-3days)

## Longer Trips

5 Rocks	Blackdown Tablelands	Fraser Island
Byfield	Canarvon Gorge	Desert Trips
Upper Ulam	Cania Gorge	Cape York
King Solomon Spur	Kroombit Tops	High Country of Victoria
Copper Climb	Kalpower State Forest	Tasmania
Night Run	Frazer Island	Birdsville Races
Mystery Trip	Deepwater National Park	Gemfields
Kroombit Tops	Cap Palmerston	Porcupine Gorge
Mt Scoria	Notch Point	Undarra Lava Tubes
Lady's Day Comp at Seonee	Country Meetings	Kimberley's
Barefoot Bowls	Goodnight Scrub	Lake Eyre
Clean Up Australia	Salvator Rosa	
General Clean-ups	Ka Ka Mundi	
Styx River	Eurimbula National Park	
	Mt Moffit	
	Baffle Creek	
	Eungella	
	Cape Hillsborough	
	Isla Gorge	
	Landcruiser Mountain Park	
	Relay For Life	
	Copper Climb / St Lawrence	

NB. If you have any suggestions or are interested in organising a trip or event, whether it is a 4WD event or just a social day out, please forward your ideas to

**Nathan Boon – 0411 259 950**



## ➔ Spotlight

# Clever Ideas for Offroad Events



From the internet



From the internet



Jeff Topping Staff Photographer  
<http://www.thenational.ae/lifestyle/motoring/offroaders-combine-two-passions-with-drive-in-movies-in-the-desert#full>



Thanks again to Isaac from Victoria for this mud loving pic.



Thanks again to Isaac from Victoria for this bridge crossing pic.



# Smile

Life is what you make it

Text or email pictures and words to  
0448 426 733 or [editor@cqoffroad.org.au](mailto:editor@cqoffroad.org.au)

**2014 Marks 20 Years for the  
CQ Offroad Club  
Our Anniversary Birthday Party  
is to be rescheduled soon!**



# Technical and Safety Information

**PLEASE NOTE:** ON THE LAST SUNDAY OF EACH MONTH OUR FUN AND BASIC SKILLS DAYS AT SEEONEE PARK ARE FOR CLUB MEMBERS. VISITORS ARE WELCOME BY PRIOR ARRANGMENT WITH THE TRIP LEADER OR TRIP CO-ORDINATOR. IF YOU HAVE ANY IDEAS OF A PLACE YOU WOULD LIKE TO VISIT PLEASE FEEL FREE TO DISCUSS IT WITH THE TRIP CO-ORDINATOR OR A COMMITTEE MEMBER

## GENERAL – Driver and Vehicle CQORC Trip Standard Guide

All drivers shall have a valid and current driver's licence and should have successfully completed a driver awareness course. Club By-Laws shall be followed. All vehicles shall have at least Third Party Property Damage Car Insurance and be registered. All vehicles on Blue trips and above shall carry the minimum recovery equipment and be fitted with suitable solid recovery points fitted to the front and rear of the vehicle. All vehicles should be in sound roadworthy condition.

These ratings are based on the vehicle being a late model mid-sized 4WD and the driver being reasonably confident in their and their vehicles abilities. All drivers must adjust the ratings to suit their own conditions. It is the responsibility of any participating driver who wishes to seek further clarification regarding the grading of a trip to contact the Trip Leader or Trip Coordinator. The preferred CLUB RADIO CHANNEL is UHF - Channel 30.

## TRACK RATINGS.

### GREEN TRIP - EASY

All-wheel drive, high range and standard road tyres.

**Vehicle:** Suitable for a standard unmodified four wheel drive (4WD) vehicle in good mechanical condition.

**Driver:** Suitable for novice and beginner four wheel drivers.

### BLUE TRIP - MEDIUM

Mainly high range, but low range required and standard road tyres.

**Vehicle:** Suitable for a standard unmodified four wheel drive (4WD) vehicle in good mechanical condition. Front and rear recovery points are mandatory for this trip.

**Driver:** Suitable for the more experienced driver who **shall** have successfully completed a driver awareness course.

### BLACK TRIP - HARD

Mainly low range and standard 4WD ground clearance; all terrain tyres; driver training or assistance is a benefit. Recovery situations are likely. The trip leader must ensure adequate recovery equipment is carried.

**Vehicle:** The vehicle should be in good mechanical condition. Suitable recovery equipment should also be carried in/on the vehicle (as specified by the Trip Leader).

**Driver:** Suitable for the more experienced and competent driver who **shall** have successfully completed a driver awareness course and with capabilities that satisfy the Trip Leader and the Trip coordinator.

### RED TRIP - EXTREME

Low range and high ground clearance; Mud terrain tyres; appropriate recovery equipment and experience required.

**Vehicle:** The vehicle will have raised suspension, improved wheel articulation, larger than standard and more aggressive tyres. A full recovery kit is to be carried by all participants.

**Driver:** Suitable for the experienced and competent driver who shall have successfully completed an advanced driver training course and satisfied the Trip Leader and Trip coordinator that he/she is able to perform in all recovery situations.

## MEMBERS OBLIGATIONS WHILE ON CLUB EVENTS

All members and visitors alike, including passengers, are reminded that their attendance or participation in any club event is of their own choosing and that they accept full responsibility for their own actions and consequences. In Queensland under the Work Place Health and Safety Act 1995 all event attendees have an obligation not only for their own safety but for the safety of others.

All members and visitors alike, including passengers, are reminded that although the Club attempts to conduct trips and events in the safest possible manner, there are many changing factors and unforeseen circumstances that the club and its members have no control over.

Each person knows their own capabilities and therefore is the only person who knows if they are capable of participating or continuing to participate in a club event/trip. If any person feels that they or their vehicle is incapable of participating or continuing in a safe manner, then they need to withdraw at that time from the trip. Convoy Rules and Procedures are for the safety and enjoyment of everyone on the trip/event.

# FYI



Beware of beaches, soft sand and high tides.

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on Behalf of Central Queensland Offroad Club

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## CLUB COMMITTEE 2014

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**Membership:** [memberships@cqoffroad.org.au](mailto:memberships@cqoffroad.org.au)

**General Meeting :-** *The First Tuesday Night of the Month*  
next 1st April 2014  
7.30pm Rockhampton Leagues Club, George Street, Rockhampton.

**Committee Meeting:-** Monday Eve Prior to Above General Meeting  
5.30pm at the Rockhampton Leagues Club