

NEWNES PLATEAU

4th December 2016

Participants

Lachlan, Bronwyn, Elissa, Zoe – Hilux

Corey, Sandie – Hilux

Darryn – BT50

Rick, Pat – Ranger

Malik, Nadeepa, Yesmi, Kasun – Blue Prado

Rizwan, Gunashekar, Thiru, Pari - Silver Prado



We started the day meeting at the Zig Zag Railway carpark for a 9am departure. After a quick briefing and airing down we headed of into the bush following the main track. After a while we pulled off the main track onto a back track that weaved its way along following parallel to the main track but being a bit more of an interesting drive. Along this track, we came across our first challenge that gave us three options being to bypass completely, take a middle route or take the challenge. Just because he can't help himself sometimes, I started off by taking the challenge and made it up with the use of a rear diff lock. Once the others had watched this, the all opted for the more "sensible" middle route

and we were on our way again. Shortly afterwards we emerged onto State Mine Gully Rd which then became Glowworm Tunnel Rd.

We continued until Bungleboori Campground where we turned left and headed off the main track towards the Lost City. Following this track would take us to the most commonly used lookout of the formation but we turned right and took another track with the view of crossing over to the track to another lookout. Part way along this route we came across a mud puddle which despite my often warning to others about such puddles, I opted to attempt to drive through without checking it out first. Attempt being the key word. Being mobile





but unable to drive out under his own power it was decided to use a snatch recovery and give Rick his first opportunity to perform a recovery in a real situation. The strap was hooked up with dampeners, Darryn stepped up to coordinate and the recovery was carried out smoothly using minimal effort. The recovery gear was stowed away and all was good. It was at this point that Sandie decided that despite the vehicles being very similar that she would have a go driving Corey's Hilux through the mud bog. Needless to say, the result was the same and Rick once again came to the rescue for a well-oiled recovery. Once mobile again, we headed on up a short but steep hill climb with all but one making it up in one go before we stopped for morning tea. After morning tea, some of the drivers had a go at a series of wombat holes before we got rolling again. Not too long on the road again and we came across a dirt bike rider stopped on the side of the road. Lachlan stopped to see if he needed any assistance to be informed that he thought he had broken his arm. Despite offers of first aid assistance, making calls on his sat phone if required or to wait with him, the only request was for some Panadol and he would wait for his mates to get back to him with his car. "It's alright, it's an

auto so I can drive home". We rolled on again down the track which headed out to a lookout to view the Lost City however we came across a section of track that was decided to be too risky for the vehicles in the group with standard height suspension and road tyres. Most of the group walked the short remainder of the track to see the Lost City before we turned around in what room we could find on the track and headed back out. After checking that our dirt bike riding friend was not still there, we headed off to the "Brasserie" site for lunch.

After a relaxed lunch under the shade of some trees, we mobilised again and made our way down Blackfellows Hand Train then onto Beccroft Fire Trail. This is a smaller track that winds away northwest for a while before descending the side of the plateau. Just as it starts the descent in earnest it passed between two pagodas of rock that afford a great view from the top so our final stop of the day was here before moving on to the bottom of the hill and emerging at the Angus Place Colliery to air up.

Thanks to all on the trip for making it an enjoyable mix of interesting views and some interesting driving.

Lachlan

