



SOUTHERN TRAILS

February 2017

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The next club meeting will be held on the 14th Feb at the Canberra Deakin Football Club

*Guest speaker will be from
Pride Auto*

Visitors are welcome

President's Post

Happy New Year to all our members. I hope that you had a relaxed and enjoyable festive season and were lucky enough to get some time off to enjoy the company of family and friends. 2017 is shaping up to be another big year for the club with a lot of events already on the calendar. Hopefully these will not be affected by the weather as some planned events were last year. We are always looking for new destinations for club trips and also for new trip leaders. Trip leader training will be delivered in July this year at TALOOGIE

2017 Annual General Meeting (AGM) 14 March

This year's AGM will be held on Tuesday 14th March at 7:30 pm at the Deakin Football Club before the March General meeting. Details, including member's eligibility etc., are provided in this newsletter.

An important part of the AGM is to elect a new committee. Unless there is a casual vacancy, members hold office for a 12 month term until the next AGM. The committee manages the various activities of the club on behalf of its members and is made up of 15 positions comprised of four office bearers (President, Vice President, Secretary and Treasurer), the membership secretary and six coordinators responsible for managing specific business / activity areas such as, education, events and trips, information, property, publications and public relations.

Up to four general committee members undertake various tasks including arranging guest speakers, organising meeting rooms, club raffles etc., and assisting the coordinators with various tasks. Sub-committees or working groups are also established from time to time to assist with one-off tasks, such as the website review, and can also include general club members.

A number of long serving committee members are looking forward to a well-deserved break and have indicated that they will not be re-nominating this year, so vacancies are expected in the positions of Vice President, Secretary and Membership Secretary. The position of publications coordinator is also vacant. If you are interested in any of these roles please contact the current occupants or myself to find out what is involved. Please note that eligible club members may nominate for any position in which they are interested.

Please consider contributing to the management and future of the club by serving on the committee. It is always good to get new people willing to get involved, bring new ideas and of course share the load.

New Chief Instructor – Driver Training

After many years in the chief diver instructor role Peter Reynolds has handed over the reins of this important function to Joe Briguglio. On behalf of the club, I thank Peter for his significant contribution and input into the Driver Training Unit – the quality of the driver education program attracts many new club members.

Congratulations to Joe who I am sure will also represent the club and perform the role in a professional manner (he was one of my instructors when I did basic training in a manual in 2010 and my clutch leg is still sore!). Joe's first driver training exercise in the Chief Instructor position will be at the February basic driver training and I wish him well.

Club Property TALOGE

There has been a lot of work happening at the club property due to the damage caused to the creek crossings and tracks from the winter and spring rains, and also to improve camping areas for members undertaking driver training. Scott Cumming, the property coordinator, and David Sutton, club member, put in a substantial effort during and after the Christmas / New Year break repairing the crossings, developing the camping areas and clearing trees. A big thanks to Scott and Dave and the club members who assisted during the January muster, not only with these tasks but also with ongoing general maintenance and weed control – the property is looking great. Thanks also to Kelton Sales and Rentals Queanbeyan for loaning an excavator and truck to the club to undertake the earthworks.

Balloon Spectacular – 13-19 March 2017

Catherine Panich is seeking volunteers to provide crew support at the ACT Balloon Spectacular which starts on the Saturday of the Canberra Day long weekend. Details are on the website so if you can assist please register or contact Catherine if you have any enquiries etc. Volunteers may also get a free balloon ride.

ST4WDC Volunteer Work at Old Andado Station

Old Andado Station is a remote tourist and historical homestead and out buildings 330 kms south-east of Alice Springs ,15 kms inside the fringe of the Simpson Desert. Around 700 travelers use the station's facilities each year when travelling through the area. During July a working group of ST4WDC members will visit to undertake various caretaker activities to help maintain this piece of Australian outback history. One of the projects will be to replace the aged toilet cisterns. Thank you to Reece Plumbing who have donated five cisterns, Around Town Plumbing Services for donating spare parts, and to Peter Butterfield for managing the installation and repairs.

Jim Anderson

Lynne's Latest

G'day everyone

I hope you all have had a lovely Christmas and a nice break away.

The month of January sped by way too quickly, looks like it's going to be another quick year.

This will be my last year as Membership secretary, I have thoroughly enjoyed every minute of my time. If you are interested in nominating for the Membership secretary roll and would like any information on what's involved, please contact me as I am happy to let you know.

Take advantage of your club block and get out there and enjoy it at this great time of the year.

New members:

George Dounias & Susan Carne – Toyota Hilux

Scott Petrie – Mitsubishi Pajero

Lynton Sheehan - Mitsubishi Pajero

Mark and Tam Goddard – Toyota Fortuna

Memberships:

Ordinary - 198

Life - 9

Subtotal - 208

Family - 155

Total – 362

Please say hello to our visitors if you are at the Club meeting - if you see a new face, make them welcome and say G'day. Looking forward to seeing you all at the next meeting.

Please feel free to contact me regarding any membership matters you may have either by email, phone or grab me at the meeting.

Safe travels

Lynne

Trips Register

Start Date	End Date	Activity	Type	Leader
11-Feb-17	11-Feb-17	Brindabella clean up & track reconnaissance	Grade 3	Julie Buttriss
11-Feb-17	11-Feb-17	Bucclench State Forrest Reece	Grade 3	Glen Watts
17-Feb-17	19-Feb-17	"Safe One" Basic Driver Training at Talooge Park	Training	Peter Butterfield
17-Feb-17	18-Feb-17	ST4WDC Basic Winching Course	Training	Peter Butterfield
18-Feb-17	19-Feb-17	Talooge Park Muster	Muster	Scott Cumming
26-Feb-17	26-Feb-17	"Safe One" Basic Driver Training Course Follow-up Day	Training	Peter Butterfield
5-Mar-17	5-Mar-17	Brindabella Ramble	Grade 3	Michael Patrick
11-Mar-17	13-Mar-17	Stockton Beach	Grade 2	Robert Azzito
13-Mar-17	19-Mar-17	Balloon Spectacular	Event	Catherine Panich
18-Mar-17	26-Mar-17	Search for the missing huts of the Vic High Country	Grade 3	Michael Patrick
18-Mar-17	19-Mar-17	Talooge Park Muster	Muster	Scott Cumming
22-Mar-17	22-Mar-17	Information Night River Crossing & Sand Driving Course	Training	Peter Butterfield
19-Apr-17	19-Apr-17	Basic Training 4WD Vehicle Evaluation	Training	Peter Butterfield
21-Apr-17	4-May-17	Tasmania Bound	Grade 3	Alan & Marj Jones
22-Apr-17	25-Apr-17	Geehi	Grade 2	Alex & Andrea Szabo
29-Apr-17	29-Apr-17	River Crossing & Sand Driving Course	Training	Peter Butterfield
1-May-17	27-Aug-17	Chain Saw Awareness Training (Expression of Interest)	Training	Michael Patrick
6-May-17	26-Aug-17	First Aid Training (Expression of Interest)	Training	Michael Patrick
18-May-17	21-May-17	Consolidated "Safe One" Basic Driver Training at Talooge Park	Training	Peter Butterfield
28-May-17	28-May-17	Brindabella Ramble	Grade 3	Michael Patrick
17-Jun-17	18-Jun-17	OziExplorer Nav X	Grade 3	Michael Patrick
3-Jul-17	28-Jul-17	Working Bee/Care Taker Old Andado Station NT	Grade 1	Dave Sutton
15-Jul-17	16-Jul-17	Advanced Trip Leader Training	Training	Michael Patrick
16-Aug-17	16-Aug-17	Basic Training 4WD Vehicle Evaluation	Training	Peter Butterfield
12-Aug-17	13-Aug-17	It could be cold at Bendethera Caves	Grade 3	Michael Patrick
9-Sep-17	10-Sep-17	Explore The Tracks of Abercrombie River National Park	Grade 3	Michael Patrick
14-Sep-17	17-Sep-17	Consolidated "Safe One" Basic Driver Training at Talooge Park	Training	Peter Butterfield
20-Sep-17	20-Sep-17	Basic Training 4WD Vehicle Evaluation	Training	Peter Butterfield
30-Sep-17	2-Oct-17	Bush Skills Weekend	Grade 3	Michael Patrick
19-Oct-17	22-Oct-17	Consolidated "Safe One" Basic Driver Training at Talooge Park	Training	Peter Butterfield
11-Nov-17	19-Nov-17	Victorian High Country Ramble Vers 2	Grade 3	Michael Patrick
12-Nov-17	12-Nov-17	Brindabella Ramble	Grade 3	Michael Patrick
25-Nov-17	25-Nov-17	ST4WDC Christmas Party at Talooge	Event	TBA
8-Dec-17	8-Dec-17	Driver Trainers Christmas Dinner	Event	Julie Buttriss

Events and Trips

Well 2016 has passed and welcome to all club members for 2017.

Last year the number of club activities was slightly down due to the weather and a shortage of Trip Leaders. To help alleviate the shortage we will be introducing an Advanced Trip Leader training course which is scheduled for mid-year. This training will cover basic trip leading skills, but with a major part revolving around taking charge of recoveries and incidents that may occur in the bush. Members who participate in this training will be expected to lead a trip. Please note it is not mandatory to participate in this training to lead a trip. This training has been put together to help Trip Leaders. Also as an added point we do run a trip leader mentoring program where a new trip leader can have an experienced trip leader along to advise.

Currently we do not have a firm date for First Aid training due to our instructor having to recertify his credentials, but we will be looking at August or September

The Chainsaw Awareness training does not have a definite date as yet either, but I should be able to advise on the dates very soon.

Some of the events and training that will occur this year are:

- River Crossing and Sand Driving
- First Aid
- Chainsaw Awareness
- Advanced Trip Leader Training
- Bush Skills Weekend

Year	Musters	Training	Social/Event	Trips	Total	4WD's
2011	1	15	15	26	57	257
2012	1	15	15	25	56	271
2013	8	12	13	19	52	254
2014	10	12	8	34	64	241
2015	12	12	7	34	65	241
2016	8	16	5	22	51	256

Michael Patrick

Events and Trips Coordinator

Annual General Meeting

In accordance with our Constitution, notice is hereby given that the **2017 Annual General Meeting (AGM)** of the Southern Tablelands Four Wheel Drive Club Inc will take place at **7:30PM** on **Tuesday 14th March 2017** at the Deakin Sports Club.

An important business item of our AGM is to elect our committee. In accordance with the club By-Laws, Full Members, Family Members (Spouses/Partners/Dependents) and Life Members over the age of 18 are eligible to join the committee and to vote at the AGM.

An office-bearer of the club and the spouse/partner or dependent of that member may not occupy positions as office-bearers of the club at the same time.

Nominations for positions on the committee shall be made in writing signed by two members of the Club and accompanied by the written consent of the candidate (which may be endorsed on the form of nomination and must be lodged with the Secretary (Secretary@st4wdc.com.au) by 4th March 2017 (i.e. 10 days before the meeting).

The positions to be filled at the Annual General Meeting, and current nominations are:

President	Vice President
Secretary	Treasurer
Membership Secretary	Education Coordinator
Events & Trips Coordinator	Publications Coordinator
Property Coordinator	Public Relations Coordinator
Information Coordinator	General Committee Members (4 positions)

If there is only one nomination received for a committee position the person nominated shall be deemed to be elected.

If there is more than one nomination received for a committee position then a ballot shall be held. The ballot for the election of a committee member shall be conducted at the Annual General Meeting in such usual and proper manner as the committee may direct.

If insufficient nominations are received to fill all the vacancies on the committee then further nominations shall be received at the Annual General Meeting.

The committee is established under the Club's Constitution. The By-Laws describe the committee structure including the responsibilities of committee members. Both documents are available on the Club's website or from the Secretary.

Relevant documents may be found at the following links (you may be required to log in to the website):

- [Committee Nomination Form](#)
- [Draft Agenda](#)
- [2016-03-08 AGM Minutes - DRAFT](#)
- [2016-09-13 SGM Minutes - DRAFT](#)
- [2016-09-13 General Meeting Resolutions](#)
- [2016-11-08 General Meeting Resolutions](#)
- [Constitution](#)
- [By-laws](#)

The 2016 Financial Reports will be made available by 20 February 2017.

Club membership renewals for 2017 were due on 31st December 2016. If you have not renewed your membership by 4th March 2017 you are ineligible to nominate for a Committee Position and you will not be eligible to vote at the Annual General Meeting on 14th March 2017.

Vic High Country Ramble 2016

On the 12th of November 2016 twenty-one ST4WDC trucks arrived at a camping ground called Italian Flats near Dargo. This was the beginning of an eight-day adventure exploring the eastern section of the Victorian High Country. The concept was to base camp at Italian Flats and run daily and overnight trips throughout the week. Also, it gave a chance for some club members who had limited driving experience to be exposed to the High Country. This was a first for ST4WDC and was a great success. I would like to thank the following members for their assistance in making this exercise the great event it was.

Scott Cumming

Andy & Bronwyn Squire

Chris & Julie Nicholls

Marj & Alan Jones

Jake Vanderstok

Tony Warren



The following is a series of short stories and a poem that is myth, and feedback from the members who participated. Please note that the recovery exercise that was carried out was a staged and planned event to demonstrate what can happen in the bush.

Glennis Weatherstone

Our Vic High Country base camp was sited beside Dargo River at Italian Flats.

There gathered an eclectic bunch of swags, tents, campers and van habitats.

A large campfire was the daily central gathering place,

Where there was a fire pit and some wide open space.

Lots of meals were prepared, created and cooked in the coals.

Then sipped from cups and eaten from plates and round bowls.

Interesting tree stumps and some hollow wooden logs, were acquired,

From a local wood vendor, six hundred dollars upon delivery, was required.

The quality of the wood we received was a little bit dubious,

Which some of our campers thought was a tad too humorous!



On Sunday morning Michael took us out on a recon,

We ventured out in Toyotas, Jeeps, Mitzies and a Nissan.

There were water crossings, hills, valleys and lots of rollover humps

It was interesting to see how our trucks handled all the rocks and the bumps.

The views were amazing and it was such a thrill and delight,

To get a taste of what the next few days would be like.

As clouds started to gather and the sun journeyed down,

We headed back for a beer at the Pub in Dargo town.

That night it rained heavy and everything got a bit wet,

But we were excited to see how dirty our clean trucks would get.



MP and his Toyota dashed over a hill,
But what he experienced wasn't really such a thrill!
Then along came the mighty Patrol with a winch,
With the fellas and girls help, the recovery was a cinch!
There was a wind and a pull and a twang and a thud,
Before long you and your trucks' butt, were out of mud!
Now MP, whenever you find yourself sliding in muck,
Just remember it's the great Nissan that got you unstuck!!



The next day, it was sunny so we headed off to explore,
Around the Grant Historical Township, where we found treasures galore!
We located some old graves that held memories of old,
Their headstones and information explained how those times did unfold.
The next little adventure had us finding two old abandoned mines.
Such hardship and dedication where ever prevalent in those times.
It was hard to imagine as we climbed up and down,
How life must have been so different for those in that high country town.

Not long after that, your truck developed alternator trouble,
Your plans for our trip on Wednesday did burst like a bubble!
The Toyota, again, left you stranded and blue,
But wait, there's another Nissan about to help you!
With Scottie at the helm, he followed you that day,
'Cause the trip into Bairnsdale was such a long way!
Then along came Bronnie and Andy to lead the abandoned few.
With Dim acting as 'Charlie', keeping control of this motley crew.



We followed Crooked River and crawled up Billy Goats Bluff to the heights.
Climbed over rocks and stumps to see the truly amazing Pinnacles sights!
Then home we meandered thru mud, rivers and skinny hill-top bluffs
Where we managed to make it back to camp without any many scuffs.
The group gathered around the blazing campfire that night.
Where stories were told and friendly chatter triggered delight.
Miraculously you reappeared the following morn,
Ready to take us out exploring after blowing that blasted horn!

Next was the Wonnangatta River valley and the historical homestead.
"There's lots of history to find, huts, rivers and valleys", you said!
"It's a very long way, so we better get started,
Now make sure you stick together and don't get too parted!
They'll be no time for photos or snacks along the way,
If we stop for these things, it's gunna take all day!"
We travelled and bounced and swayed over bumps some more,
Drove over mountains, thru valleys and climbed steep hills galore!
When we arrived at the Station it was so isolated and remote.
Tucked away in a lush valley, filled with history and beauty to note.

So now that we're back in our home town for a while, we remember and share,
Of all the wonderful experiences that we had while we were up there!
Thanks MP and friends for the wonderful Vic High Country trip.
We love being part of the ST4WD clubs' membership.
And we look forward to the future of expeditions, games and some fun,
As we explore lots more of our beautiful country, as we follow the sun!

Well, I'll give you a yarn about the day you weren't there, Michael.

You'd gone to Bairnsdale for repairs, and we talked about the fire but none of us were sure what to do. I'd heard from someone that Club policy was that no-one was to leave camp without the trip leader's knowledge. But I thought, what the hell, if I keep to the good tracks and tell somebody where I'm going it should be OK. Mary was having a rest day in camp, but I also informed another club member and took off on my own to do some photography along the Wonnangatta River.

I got tempted to take an un-signposted track left off the Wonnangatta Road about 3 km past the Short Cut Road junction. I stumbled upon the Rock of Gibraltar Track. Well that was very nice, not a soul there. The Wonnangatta River was quite wide at the crossing and I couldn't see the bottom so reversed back to turn around. Then I found the dilapidated Collins Hut. There was a steep bit going down, but no problems. I wasn't in a hurry so put the camera on a low tripod and recorded a movie of the new Hankooks going up the rough, rocky track.

Then I continued onwards as far as Kingwill Bridge. I got the shots of the valley that I'd missed while in the convoy the previous day. Had lunch at a peaceful, shady spot, not a soul on the road the whole time.

Returning the way I came I happened to pass a little convoy at Dargo, and was surprised to see you at the head of it! I hurriedly switched on the radio and found you on channel 14, saying you were heading for the Gibraltar Rock Track! I declined your invitation to join, and said I was heading for the Dead Dog. You said OK, if you stick to the track we'll know where to find you. So I set off north expecting a doddle of a drive.

Apart from muddy potholes, it was an easy drive along the Upper Dargo Road beside the scenic Dargo River. Easy, that is, until I got to the Stock Route Track going up to join the Birregun Road. No bull, it goes up about 600 m in 3 km and was as rough as anything I'd driven all week. But the way-points said go up there, and there was nowhere to turn around once started, so let's go!

OK, solo driver, not very experienced, sun's going down, fuel getting low. What's he thinking? Is he panicking? Strangely, no. He realised he was calm in the knowledge of having been trained by the Club's competent trainers, that the track had been scoped out, his tyres were good, their pressure low and the track was dry. Also he remembered reading somewhere that you can take your 4wd anywhere you can walk. Tell you what, it would have been a pretty arduous walk for man and beast!

It was tempting to return by an easier route, but would have meant departing from the track I promised I'd be on. The Stock Route Track going downhill was almost as jolly as going up.

Dargo to Licola

Tony Warren

Following three days of very enjoyable four-wheel driving, featuring Billy Goat, the Pinnacles and Blue Rag Trig, a small group led by Scott Cumming (Patrol) set off on a two day return trip to Licola in search of some harder tracks. Group members were Jake (Hilux), Tony and Scott (Patrol), Bronwyn and Andy (Navara), Pelican and Tara (Landcruiser) and Tony (Prado).

Leaving Dargo we followed Trallis, Junction Spur and Castle Hill tracks before a break for a much appreciated morning tea, complete with fresh croissants courtesy of Scott's 'food van.' Well refreshed we pressed on until Pelican detected unwanted noise from the back end of the Landcruiser – a missing bolt in the upper control arm was found to be the culprit. Fortunately, Jake located an old shackle bolt in his extensive collection of spare bolts and with a little modification Scott and Tara were able to relocate the control arm. A good lesson in the need to carry spares of all shapes and sizes.



Leaving Castle Hill track we had a brief high range run on Marathon Road before resuming low range on Blanket Wood and Valencia Creek Tracks. We pressed on to our lunch stop on the banks of Valencia River. We spotted numerous small trout darting around in the pristine water, some leaping to feed on insects. A magic spot, representative of so many crystal-clear waterways in the High Country.

As we progressed the terrain got steeper, the tracks more rutted and the driving more challenging. Those who had them began engaging diff locks and we all paid more attention to picking good lines, driving those lines accurately and feeling our way over some challenging sections. The tracks narrowed further, offering spectacular views down sheer drop offs on either side – and a reminder to keep the vehicles well under control.

We drove the 'famous' B1 and B2 tracks – a well-deserved reputation for great four-wheel driving and rewarding views - and wound our way down to the Wellington River, our scenic stop for afternoon tea. Shortly after leaving our tea stop an inconveniently located rock attacked one of Jake's valve stems, necessitating an immediate tyre change. Fortunately, it occurred on a rare level patch of track and within 20 minutes we were on our way again.

The Chromite Mine track offered a particularly challenging section, with the potential for underbody damage while climbing some decent sized rocks on a steep ascent. Other parts of the track closed into dense vegetation, leaving each of the vehicles with some lasting reminders of the spiky bushland. From there we joined the Burgoyne track, a fitting culmination for a challenging day's driving, offering a plunging spur line strewn with loose rocks and boulders, with very steep drops within meters either side of the track. Fantastic in the early evening light.

Twelve hours after leaving Dargo we arrived, thanks to Scott's leadership on the day and Michael's planning in the lead up, tired and happy at our destination in the pretty little village of Licola.

A total of 170kms travelled, with most of that in low range four-wheel drive. Great country, great tracks and great company, a really special day in the High Country.

Licola to Dargo Bronwyn Squire

Veni, Vidi, Vici. I came, I saw, I conquered! And, what a beautiful part of Australia it is.

Forever grateful to our intrepid Trip Leader, Scott Cumming, for setting a start-off time of 9am, unlike the truly awful start time of 7:30am at Williamsdale to head down to Victoria (have I offered you my sincere thanks Mr Michael Patrick!). We held a team meeting at the intersection of the main Licola Road, Burgoyne Track North, and the Burgoyne Track South, and decided to do a quick 2 hour drive south before heading back up Burgoyne Track North, Mt Margaret, the Pinnacles and down Billy Goat back to Italian Flats (home). Hmmmmmmmm

Off we set – in starting convey order: Scott, Tony H and Scott, us (Andy and Bron), Jake and Tony W (five vehicles). Within 500 metres the track presented itself with an ugly, gnarly, loose rock, steep climb which, thanks to our new rear diff locks, presented no real problem. The convoy progressed over hills, across rivers, down dales, up nasty climbs, down sides of mountains with sheer drops, followed ridge lines, mounted rock steps, and visited a lovely and well build hut. Took photos, ate morno's, and generally had a fantastic drive, good company but NO PIE VAN. Ate Scott out of house and home on day one (well ate Scott out of his turtle shell home-on-wheels).



For those who care, we drove on many tracks including the main ones of Burgoyne South; Glenmaggie Creek Track, McEvoys Track and Cheynes Bridge Track. Our 2 hour quick run took over 4 hours, not because anyone needed recovery or repair, just that the tracks were challenging and therefore took time, a lot of time. Anyway, having lunch at around 2pm back near Licola Road, about 5 kms south of our set-off point that morning, the majority decision was to head back to Italian Flats via the black top. Aired up and off we went, again.

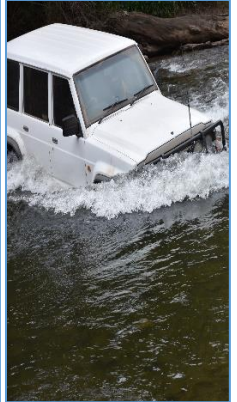
Being one of the most eagle eyed for this type of attraction, I noted a sign pointing to a Winery. Again, majority decision ruled, and with a slight detour we headed to the Winery. Oops, some bright spark, and one other, decided to Google – closed today!

In fact, closed all days except 11 – 4 on Sunday. Advertised on a sign post? Really? Onwards.

Hitting some dirt roads again on the fastest route to Dargo (according to the Navman), following some remarks about having aired up, we detoured back to the blacktop, which in retrospect saved us no less dirt driving, but being good convoy members we followed like ducks in a row! Tiredness, grumpiness (naturally not by me, despite my jumper, but possibly those with piles or a desperate need to get to Dargo Pub), made no impression on our trip leader who was impervious to whingeing and goes noticeably quiet on the CB! (Tip to those pushing their luck too far). We made it back to Dargo pub at 6ish, met some of the others who had come in from Italian Flats, and refreshed and re-fuelled ourselves with dinner and drinks.

Back at Italian Flats did we have an early night? Well, some of us did.

Many, many thanks to Scott for an absolutely fabulous two days of some challenging 4WD tracks (do not believe those of the participants that say the tracks were 'OK', they were demanding – but great fun).



Tara drives and gets dirty, Pelican passenger

Bruce & Carol McKenzie

We thoroughly enjoyed the High Country Ramble, especially because we were set up in our caravan and could come back to our set up camp each night. The number of people who attended made sure that there was plenty of camaraderie amongst everyone and gave plenty of opportunity to meet other members of the club.



It was unfortunate that Michael's car had problems necessitating him having to go into town, and the suggestion was made at the time by someone that there should be an alternative Event Leader in these circumstances. I said at the time that Scott was probably the alternate Event Leader and he was already away. In the circumstances, I don't think there was any other option than for us to just sit it out and wait for his to return. We did still get a trip in.

Carol and I would like to thank Michael for all the hard work put into organising the trip. It was fantastic and his planning beforehand meant that everything went off well. We liked being in close proximity to Dargo for supplies, fuel, real toilets and telephone reception as well as the pub and store.

Random Comments Trip Participants

Some of our thoughts on the recent Victorian High Country Trip, both Lauren and myself thoroughly enjoyed ourselves, and it also showed Lauren as to why we choose to be in a club which helps improves my 4wd driving skills and confidence in the what my vehicle is capable of. Lauren was also very impressed when your vehicle had to be recovered and Jim took over in organizing the recovery, with mostly everyone offering up various recovery equipment to get the job done.

We were very happy with Italian Flat being the base camp, felt it was an ideal distance from Dargo. The camp shower was a great idea and worked really well. (Could have been a little taller) 😊

Many thanks for a faultless and great trip and thank you for encouraging me to sign up for it. We learned a lot about a part of Australia we hadn't seen before. We felt quite safe driving the tracks in the company of some knowledgeable and experienced people. As a result I feel I gained confidence as a driver of rough terrain, and for that I'm very grateful.

Both Mary and I thought you organised and led the trip well. You were always available to talk things over, flexible in the day-to-day convoy trip planning, kept the mood light and friendly, and you kept us informed of what was going on.



Tara fixes truck men watch



Italian Flats Camp Site

Me, The Prado, & The Black Cat...

Well it all started at the beginning of October. I was driving home on the Monaro Highway when the Prado started to lose power, I pulled over, stopped the engine and had a look under the bonnet. Now you have to understand that looking underneath the bonnet is a man's thing. If you open the bonnet men will stand around looking inside at the engine, but the problem is 99.99999% of men have no idea what we are looking at. Well I had no idea so I tried to restart the engine but she would not fire, so I rang up NRMA and had the Prado towed to Monaro Offroad and warned Rod and Michael that the truck was on its way.

A couple of days pass and I ring up Michael who advises me that there were no error codes recorded and they were still investigating, but they had disconnected the fuel tank and attached the fuel line to a Jerry can and the engine fired. They then transferred the 20 litres of fuel to the fuel tank and the engine fired. I had run out of fuel. The fuel gauge was reading 75% full on the second tank, faulty fuel gauge, faulty fuel sensor. Another couple of days' pass, phone call from Rod they have found the cause.



The Prado has two ninety-litre fuel tanks and when the computer senses the fuel is getting low it starts a fuel transfer pump which runs for a couple of seconds and starts a Venturi effect. Well this pump has failed. The cost for the pump was \$1,269 but if I had a Prado 150 series the pump would have cost \$500 (go figure). Total repair cost \$2,119. Please note the reason it took so long to find the cause of the fault is that many issues could cause this problem.

My Prado is back on the road all is good, well no! I had given Tina a gift voucher for her birthday which was a visit to a Podiatrist. No worries a \$95 present. Nope not to be, add another \$1,000 to the bill. Turns out she has major problems with her feet.

Then my Stihl chain saw was stolen from my garage

All is good, well no! I saw a small puddle of oil under the rear diff. Crawl underneath the Prado, yep oil leak coming from the rear diff. Ring up Monaro Off Road, talk to Rod and book her in. I drop the truck off at Monaro Off Road and Rod and Michael swear all will be good. Nope not to be! I get a phone call from Rod (I dread Rod's phone calls now) the diff has to be rebuilt as some of the bearings have failed. Total costs of repairs \$1,536.

All this happened in October and I had no idea where to get the money from, I thought I would sell one of the dog's kidneys, and this was the reaction I got. So much for a man's best friend.



I go to the Victorian High Country in November all is well until Wednesday morning in Dargo. Start the engine, an almighty scream comes from under the bonnet. Maybe it is a black cat noooooooooo!!, a bearing has gone in the Alternator. I have to limp into Bairnsdale and get a new alternator -\$750.00.



You would think that was it, noooooooooo!. Coming back from Talooge I hear a terrible noise coming from under the Prado. Stop and have a look and what do I see but two lugs have separated from one of my Radar Renegades tyres which have only completed 28,000 km. So I attempted to contact the manufacturer but they were not interested as

this tyre is an R5 and has been replaced by the R7. \$300 later

Then my main cranking battery started to fail but that was fair enough as the battery was three and a half years old.

Then in January this year I noticed that the Prado was very sluggish in starting, as if the battery was not holding its charge. So off to Battery World to have a chat to Mark. Diagnosis was the starter motor was failing and was drawing massive current from the battery. New starter motor \$538.00

Oh well \$#@%\$# happens, or I killed a black cat.

I need a job now to replenish savings

Michael Patrick

Talooge Park

After the huge effort in December at the Muster from the many willing participants, I was looking forward to a bit of a relaxing time at Talooge between Christmas and New Year planning some of the tasks for 2017. All was going to plan until I received a call from David Sutton on Boxing Day as he and Helen were planning a few days at Talooge also. But David doesn't know how to relax, so for the benefit of those members who were unable to attend the January general meeting where I presented some of the work done I have included some of the photos showing the much needed work David and I did over the 5 days between Christmas and New Year.



A very big thanks to Anthony at Kelton Rentals www.keltonrentals.com.au in Queanbeyan for allowing David to borrow a 3t excavator and tip truck for the 5 days. As a not-for-profit club, we very much appreciate the support from Kelton Rentals and I can highly recommend them for any earthmoving equipment you may require.

ARB crossing was always a problem when it was wet due to the alluvial topsoil near the water and the clay soil towards the top, but has now been stabilised with a wire mesh reinforcing base, a 5 tonne load of rocks, concrete at the bottom and a mixture of clay and excavated shale on the top section with a spoon drain placed to divert much of the water. Water can rise very quickly to over 2m during the occasional flood as it did in June 2017 so hopefully the improvements will hold together.



As you can see from the pictures, due to the loose base we were continually repairing the concrete blocks and bricks which were getting dislodged with water erosion and traffic. Around 20 cubic metres of topsoil was stockpiled near the machinery shed for later use in top dressing camp sites at the top of the home paddock. The concrete blocks and bricks were cleaned during the Muster thanks to Alan and Marj, then transferred to a neat pile near the machinery shed for later use.



At the corner of the road above the crossing we found a large belt of shale, which was very fortunate, so it was excavated and transferred down the slope and mixed with the clay to provide a very stable base. This will provide good traction, while also lowering the top of the hill and reducing the gradient. After a storm while we were there it was possible to drive the empty 2wd truck up the hill while it was still wet.



The creek crossing is actually a very solid belt of shale which was exposed using our recently replaced firefighting pump, and gave us an excellent base to work from. Scrap galvanised mesh sheets we had already, rocks and concrete were used to create a strong and stable base at the bottom of the hill.



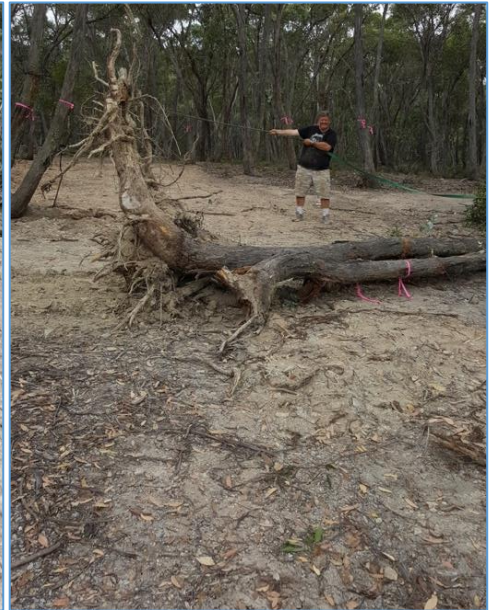
The end result is an “all weather” track which can be used to access home paddock by any 4wd vehicle or even possibly a 2wd or truck if required, and has already been easily negotiated by a number of vehicles towing camper trailers. Larger off road caravans should still use the Horse Paddock entrance.



For those members who remember setting up camp in the regrowth area of trees above the Machinery Shed probably will not forget how uneven the ground was and possibly how unstable many of the regrowth trees are. One of the smaller ones did come down during a bit of a storm last year. Investigations showed that many of the trees up to 10m tall or so had a very small and often partly dead root ball. This area



had been completely clear of trees a number of years ago, so in the interests of safety for our members, and to make the area much more useable, we thinned out a lot of the problem trees during the January Muster, and top dressed about 9 sites which will be seeded in Autumn to provide good level comfortable camp sites. Most of the problem trees were pulled over just using the weight of a David's Ute slowly rolling forward in neutral.



Track work to the Horse paddock crossing was also done between Christmas and New Year by putting a spoon drain in at the top of the hill and stabilising the track using a mixture of shale and clay. The tip truck got stuck a couple of times due to the damp weather prior to the repairs, as you can see by the photo below. Also note the lack of water on the repaired track at Horse Paddock crossing.



The January Muster was again attended by a number of our usual helpers, and we also had some newer members and their family and friends along to assist. The sausage sizzle provided by the club was a welcome break for lunch on Saturday. A very big thanks to all of the hard workers! Alan & Marj, Rob & Sue, Rob & Debbie, Brad & Cheryl, Dave, Jim, Michael, Keith, Sally & Heath, Stuart, Thomas, Dan, Jake & Cleve. We now have 9 sites reasonably level and top dressed ready for the members during the Feb driver training.



Some additional work is needed to level off a number of tiers just below the clubhouse to allow for more flat camping areas to be top dressed and seeded in Autumn.



Track work on Rayners Fire Trail, and also on Peter Southwell's property, was undertaken to repair some of the erosion by placing a trailer load of stones in the low points.

Other tasks completed during the January Muster, in addition to clearing and top dressing the camp sites, included chipping out a number of weeds in the main paddock, including St John's Wart, Scotch Thistles and Verbascum, and removing some of the tree surrounds on the established trees. Work tying up and protecting other young trees was also completed.

Years of wear and tear and metal fatigue has caused a breakage to our hard working tractor “Fergie” just by lifting a bucket of shale, so repairs are in hand to get her up and running again soon. We will be looking at a number of options in the near future to source a larger and more suitable second hand machine to use for the bigger tasks required on the property. A number of options need to be discussed from a larger tractor, Bobcat loader, Excavator, Backhoe Loader or employing a contractor. My early preference with the initial research I have done to date is to keep an eye open for an older 4WD Backhoe with a 4 in 1 front bucket. Something to work into our budget.



Gate Codes

In January 2017 the gate security codes were changed. A reminder that before travelling to Talooge you should always contact one of the relevant officers for the updated gate codes:

- Scott Cumming property@st4wdc.com.au
0490 000913 or Satellite text only +61 405 894 135
- Jim Anderson president@st4wdc.com.au 0408 283496
- Peter Butterfield education@st4wdc.com.au 0417 480856

Talooge Security

If you are visiting Talooge and notice any suspicious behaviour or a vehicle you don't recognise, it's your property and you have the right to politely ask who they are and what they are doing. Report any suspicious behaviour to either myself or Jim Anderson. Additional surveillance cameras have been installed on the property to assist in identifying any unauthorised traffic.



At the end of January David Sutton and myself spent a weekend sorting out the problem with Serrated Tussock at the end of Chicken Run track. 800 litres of diluted chemicals were sprayed using a boom spray unit fitted to my quad which covers a 2m wide span and was dispensed at a walking pace. The water supply was from our firefighting tank, which was refilled at the end of the weekend. The majority of Chicken Run was completed with further spot spraying needed along the creek banks and through some of the tree areas. An additional 60l was spot sprayed, targeting Scotch Thistle, St. Johns Wart and Lambs Ear on the home paddock, ARB crossing creek bank and the offset mounds. Thanks to David for his assistance again, and providing some restaurant quality mouth-watering Lamb Shanks which are shelf stable for many months without refrigeration. A great product for saving on fridge space when travelling!!

Please note ST4WDC have presented a certificate of appreciation for the supply of the machinery to Kelton Sales and Rentals

Talooge Park Musters

- Feb 18th / 19th
- March 18th/19th

Talooge Park “it’s your property” and we do have some fun at the musters, so if you haven’t been out there for a while or are a new member and are happy to help support our club, or even if you are amongst a number of regular helpers, I encourage you all to join us at Talooge Park for a little bit of work and a lot of fun. The weather is perfect at this time of year, the camaraderie is always good, and a free sausage sizzle on Saturday courtesy of the club is always welcome.

See you at Talooge Park. Scott Cumming - Property Coordinator
property@st4wdc.com.au

To Always Look Over Our Great Environment



Shelf Stable Meals

Now you can enjoy delicious meals straight out of the camping cupboard. No need to keep them in the Fridge or Freezer.

I am able to source for members various gourmet meat meals that are tasty and only need reheating for a few minutes prior to eating. You then can add these to your sides of choice. They don't need to be refrigerated as they are **Shelf stable for at least 1 year from manufacturing**. All you do is heat the pouch in a pot of boiling water for 10 minutes and they are ready to eat. They can also be removed from the bag and be heated like a casserole in a camp oven.

These meals are made fresh and kept that way by use of clever technology and packaging without the need for refrigeration or freezing. These delicious creations are free from artificial flavours, colours or preservatives and there is no added MSG.

The lamb shanks have been cooked using clever technology and packaging, technically speaking the product reaches commercial sterility by being cooked in a retort vessel (giant pressure cooker), utilising heat and pressure for a controlled period of time. This process is used on many products in the marketplace and the products remain shelf stable until the bag is opened. After opening the product should be treated the same as a fresh product. The best way to think of this process is 'modern canning'.

The meals that are available are:

- Lamb Shanks Red Wine & Rosemary Sauce
- Meat Balls in Tomato & Basil Sauce

I am currently trying to source other **Shelf Stable** products which will include:

- Lamb Shanks with traditional mint gravy
- Con Carne Mexican Mild Chilli Beef & Bean 300g
- Pork Spare ribs

Also, I am able to source **frozen** catering sized pre-cooked meat based meals. These come as 2.5kg packs. Just add your preferred sides to the meal. Options include:

- Beef Goulash,
- BBQ Beef,
- Butter Chicken,
- BBQ Pork,
- Sweet & Sour Pork,
- Sweet & Sour Chicken, and
- Lamb Red Curry.

These packs can be divided up and repackaged using regular domestic vacuum sealers as to your personal requirements for travel.

Please phone your requirements well before your travel date, so that I can get them in and you can also try them out at home. I will only be able to take cash as I have nil card facilities.

David Sutton

0427811484

Club Clothing

<i>Polo Shirts</i>	<i>\$38.00</i>
<i>Chambery Shirts</i>	<i>\$45.00</i>
<i>Jackets</i>	<i>\$95.00</i>
<i>Hoodies</i>	<i>\$45.00</i>
<i>Rugby Tops</i>	<i>\$50.00</i>
<i>Caps</i>	<i>\$15.00</i>
<i>Bucket Hats</i>	<i>\$15.00</i>
<i>Beanies</i>	<i>\$20.00</i>
<i>Name Badges</i>	<i>\$10.00</i>

For Sale



4 Goose Necks

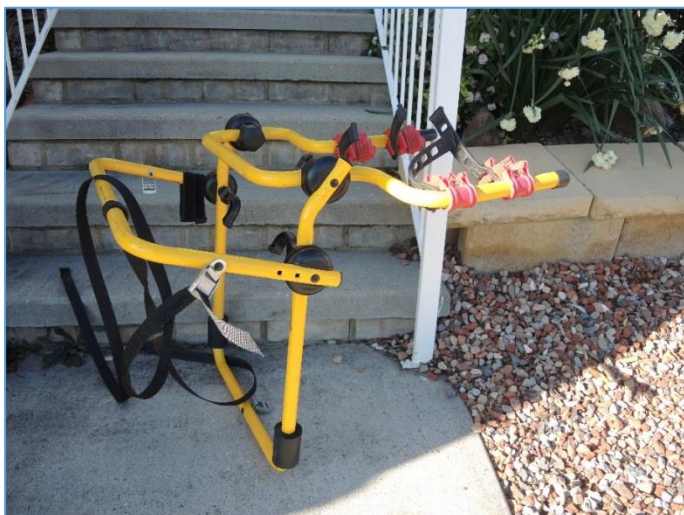
To suit a five stud tyre pattern - \$5.00 each

Contact Michael Patrick
0412 377 941
m-patrick@bigpond.com

Cobb Cooker

Used with a box of twelve self-igniting fuel blocks
– \$100.00

Contact Michael Patrick
0412 377 941
m-patrick@bigpond.com



Two bike carrier

Attaches to rear spare wheel – \$40.00

Contact Michael Patrick
0412 377 941
m-patrick@bigpond.com

Bosch AKE 30LI Battery Chain Saw

Worth over a \$1,000 will sell for \$400

- Comfortable handling. Soft grip and ergonomic design for optimum balance in any work position
- Oil level indicator and automatic oiling to avoid running the chainsaw dry
- Dual brake system. Electronic kick - back brake with audible signal and function brake for increased safety
- Compact design and 30 -cm chain bar
- SDS system for tool -free chain replacement and tensioning
- Battery type 36V Lithium-ion (Batteries last approx 30 mins each and recharge in 20 mins)
- Blade length 30 cm
- Weight (including chain, bar and battery) 5.2 kg
- Comes with a spare battery, battery fast charger, 2 extra chains, 1 spare bar and chainsaw box



Contact Michael Patrick
0412 377 941
m-patrick@bigpond.com



Primus Twin Burner Gas Stove

\$20.00

Contact Michael Patrick
0412 377 941
m-patrick@bigpond.com

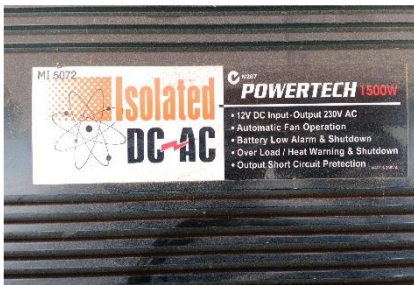
Free To Good Home

120 watt folding solar panel – 2x 60 watt panels

- Panel works fine, however the MPPT battery regulator/controller is not working.
- The panel is currently hooked up so the controller is by-passed so if you use it you need to ensure that the panel does not overcharge or boil the battery.
- The controller can be replaced by a unit from a store like Jaycar if you wish or you can use it without the controller.



David Sutton
0427811484



Inverter

A POWERTECH 1500 watt inverter
for sale

Works well \$200.00

Phone David Sutton
0427811484

Tow Assembly

To suit Prado 120
\$40.00

Contact Michael Patrick
0412 377 941
m-patrick@bigpond.com



Fridge Draw Slide

80cm X 47cm
\$70.00

Contact Michael Patrick
0412 377 941
m-patrick@bigpond.com

Ridge Ryder Folding Solar Battery Charger Kit 140 Watt



- Mono-crystalline solar panel: Highly efficient in converting sunlight to electricity
- Frame: HD Aluminum Alloy
- Output cable length: 500cm
- Regulator: 12V 7A
- Included: Carry bag for safe storage
- Dimensions Folded 78cm X 66cm
Opened out 132cm X 78cm
- Perfect for a camper trailer

Just a little bit too big for my back seat so I bought a 120 Watt charger and am willing to sell for the same price I paid for the 120 Watt unit:
Price \$200.00

Contact Michael Patrick
0412 377 941
m-patrick@bigpond.com

1995 Landcruiser 80 series GXL

4.2L diesel, manual 5 speed, 240,000 kms. Well maintained and regularly serviced.

- Bull Bar
- Dual Battery
- 2" lift
- cruise control
- aircon
- dual tanks 135L total
- UHF
- new radio/CD player with electric aerial
- cargo barrier and roll-out draws
- roll-out fridge
- 3 spare wheels/tyres
- Rhino roof rack
- Tyres as new

Phone Phil: 0419 122 572 or email to mackellarcg@bigpond.com



CAMPRITE TL8s 4-2
Off Road Camper Trailer

\$29,000

Aussie made hard-floor, hard-core off road camper trailer. First registered in 2010.

4WD Spectacular show special build

Featuring:

- Independent trailing arm suspension,
- 90 litre water tank,
- 85 litre Evakool fridge / freezer,
- 2 x 4.5 litre gas cylinders,
- 2 x concealed jerry can holders,
- large, lockable storage box,
- mesh wood / storage basket,
- ample interior storage

Heaps of luxury inclusions:

- full electrics,
- 125 watt solar panel,
- electric brakes,
- LED lighting,
- Duetto 12/240 volt hot water heater,
- stainless steel kitchen,
- 3 burner SMEV stove,
- 120 AH battery,
- PRADO black steel wheels, BFG AT tyres,
- innerspring mattress.

Lots of pictures at

<https://www.flickr.com/gp/mhines/k90JC1>

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