



JULY 2018

SOUTHERN TRAILS

NEXT CLUB MEETING

Tuesday 14 August
Deakin Football Club
3 Grose Street

NATIONAL LIBRARY CATALOGUE NO. ISSN 2207-2144



Bilbunya Dunes Sunset



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PRESIDENTS REPORT



Hi Everyone,

Hope you've all had a great month, there's certainly been a lot going on, with the club set to exceed 70 trips this year which is great news. I managed to get up to the Brindies in search of snow with a few other club members. The attempt on the first weekend was a bust, but take two the following weekend yielded a good amount of snow and also plenty of mud. Whilst always fun at the time, I think I'll be washing it off for a while.

The committee has had a busy month preparing for and undertaking that always fun task of the mid year budget review. The good news is the income from the 4WD Spectacular has been confirmed and received by the club at a total of \$21,800. This is nearly \$6,000 more than 2016 and a testament to the hard work put into the spectacular this year by all 3 clubs. Planning for the next Spectacular also commenced this month with the newly formed committee reviewing feedback from this years event to ensure that 2020 is even bigger and better.

The first trivia night organised by the social club at the Jerrabomberra Hotel was held on the 12th and was a big success, with a great night being had by all. Some photos from the evening are available on the club's Facebook page. There was a great turn out, if you didn't manage to get there this time keep an eye on the events calendar as they are planning another in a few months time.

As you might know the Bundarra property, which is the first property you enter on the way to Talooge has been on the market for quite some time. It has now been sold, with

the new owners planning to re-establish it as a working property, running a variety of livestock. As such we will need to be on the lookout and take extra caution when traversing through. The gates along the road will likely be closed in order to contain the livestock to various areas throughout the property. As is standard fare when passing through gates, we will just need to leave them in the state they were found. The new owners also intend on putting an automatic gate at the entrance and they will be installing a separate gate next to it for our use. This gate will likely be locked and we will be provided with the new combination at that time. If any gates in the property itself need to be locked will be setting up a double lock system for ease of access.

The Significant Trips Sub-Committee has commenced planning for a trip to Cape York. They have a set tentative date of September 2019 and are investigating the possibility of running two trips there simultaneously. One trip for those that would like to tackle the Old Telegraph Track and one via the

Peninsula Development Road. They are planning to conduct a survey to gauge interest for this specific trip and also for future significant trips.

Regards,

Matthew Maddigan

Club President

MEMBERSHIP MOMENTS

INFORMATION ON CURRENT MEMBERSHIP AND OTHER MEMBERSHIP MATTERS

New members

There have been five new memberships for the month of May. The new memberships were:

- **MARK AND DOMINIQUE ROWSON**

FORD RANGER

- **ANDREW LEIPER**

LEXUS (LANDCRUISER)

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

Welcome to the Club all.

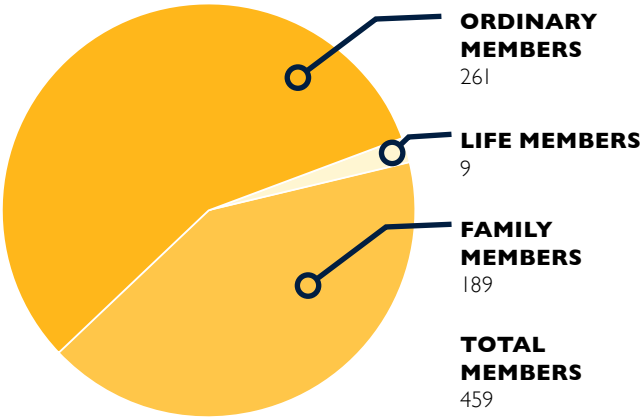
New memberships numbers are currently very high with a total of 41 new memberships so far this year.

Lynne Donaldson

Membership Secretary

Membership Renewal

Many thanks to all those members who have already paid their membership fees for 2018. **We still have 46 memberships unpaid.**



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

Please note that I will be away for 3 months commencing in June and Lynne Donaldson has generously agreed to fill in during that time.

Demetrio (Dim) Veteri

Stickers and Certificates

I still have a large number of training certificates for people to collect. For new members don't forget to get your club sticker from me.

NEW CLUB BANK DETAILS

The Club's new bank provider is "Bank Australia" and our bank details now are:

Bank: Bank Australia
Account Name: ST4WDC
BSB Number: 313 140
Account Number: 1213 0617

Members should use these account details in all transactions with the club, including for membership fees and clothing purchases when using direct deposit. Members who use Internet Banking and Mobile Banking please update your "PAYEE Listing" for ST4WDC with the new details.

MEMBERSHIP GIFT CERTIFICATES

These certificates are a great way to give the gift of membership to friends and family and are available for both current member's Annual Membership Fee (Cost/Value \$100) or for new members for their Joining fee and Annual Membership Fee (Cost/Value \$330).

If you would like to give a gift of ST4WDC Membership please contact:
Membership Secretary
membership@st4wdc.com.au.



CLUB CLOTHING

Clothing Item	Cost
Polo Shirts	\$35.00
Chambery Shirts	\$45.00
Jackets	\$110.00
Hoodies	\$45.00
Rugby Tops	\$50.00
Caps	\$15.00
Bucket Hats	\$15.00
Beanies	\$20.00
Name Badges	\$10.00



Here are examples of the club clothing options. To order talk to Marie McDonald at the meeting to order for pickup at the following monthly meeting.



BUSH SKILLS WEEKEND

VOLUNTEERS WANTED
TALOOGE PARK 29 SEPTEMBER TO 1 OCTOBER 2018

This is a relaxed weekend socialising with members of our club and invited clubs, driving the tracks, happy hour as well as informative bush and 4WD related demonstrations and talks.
To make it a successful event we are looking for volunteers who can deliver or assist with the following demonstrations and activities.



- **JACK DEMONSTRATIONS**
- **TYRE INFLATORS/DEFLATORS**
- **BEAD BREAKING**
- **GPS TALK**
- **BUSH TOILET SETUPS**
- **CAMP OVEN AND BUSH COOKING**
- **VEHICLE AND CAMP SETUPS (WALKAROUND)**
- **COMMUNICATIONS**
- **CHAINSAW MAINTENANCE AND SAFETY**
- **RECOVERY GEAR/SOFT SHACKLES/WINCHING DEMONSTRATIONS**
- **LED DRIVING LIGHTS**
- **SOLAR POWER /DUAL BATTERY SETUP / FRIDGES**
- **DRIVING THE TRACKS**
- **CAMPER TRAILERS - WEIGHTS, PACKING AND TOWING**

We are also looking for suggestions for additional demos and activities.

If you can help out or have suggestions please contact:

Jim Anderson
e-mail treasurer@st4wdc.com
mob. **0408283496**



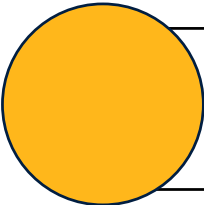
UPCOMING TRIPS

DON'T MISS OUT — NOMINATE ONLINE

START DATE	END DATE	ACTIVITY	TYPE	LEADER
28/Jul/18	29/Jul/18	Bendethra Caves	Grade 3	Michael Patrick
28/Jul/18	29/Jul/18	Bendethra Caves Reverse	Grade 3	Glen Watts
11/Aug/18	12/Aug/18	Overnight in a freezer	Grade 2	Pelican
11/Aug/18	18/Aug/18	Flinders Ranges	Grade 3	Dim Veteri
15/Aug/18	15/Aug/18	Basic Training 4WD Vehicle Evaluation	Training	Peter Butterfield
25/Aug/18	26/Aug/18	Talooge Park Muster	Muster	Peter Reynolds
8/Sep/18	8/Sep/18	Walk around Lake Burley Griffin	Social	Andrea Szabo
8/Sep/18	9/Sep/18	Chain Saw Awareness Training	Workshop	Neil Ellison
13/Sep/18	16/Sep/18	"Safe One" Basic Driver Training at Talooge Park	Training	Joe Briguglio
23/Sep/18	23/Sep/18	Brindabella Ramble	Grade 3	Michael Patrick
29/Sep/18	1/Oct/18	Bush Skills Weekend	Grade 3	Jim Anderson
12/Oct/18	14/Oct/18	Queanbeyan SES Landsearch Exercise	Event	Matt Maddigan
13/Oct/18	13/Oct/18	Weston Park get together and lunch	Social	Lynne Donaldson
17/Oct/18	17/Oct/18	Basic Training 4WD Vehicle Evaluation	Training	Peter Butterfield
20/Oct/18	21/Oct/18	Explore The Tracks of Abercrombie River National Park	Grade 3	Michael Patrick
20/Oct/18	21/Oct/18	Talooge Park Muster	Muster	Peter Reynolds
28/Oct/18	28/Oct/18	Bush Walk	Grade 1	Helen Sutton
1/Nov/18	4/Nov/18	"Safe One" Basic Driver Training at Talooge Park	Training	Joe Briguglio
11/Nov/18	11/Nov/18	Brindabella Ramble	Grade 3	Michael Patrick
17/Nov/18	23/Nov/18	Victorian High Country Ramble Vers 3	Grade 3	Michael Patrick
18/Nov/18	24/Nov/18	Fraser Island	Grade 3	Scott Grogan

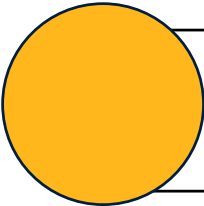
START DATE	END DATE	ACTIVITY	TYPE	LEADER
1/Dec/18	2/Dec/18	Talooge Park Muster	Muster	Peter Reynolds
1/Dec/18	2/Dec/18	End of Year Celebration	Social	Lynne Donaldson
7/Dec/18	9/Dec/18	Vic High Country Friday Night Dash v2	Grade 3	Stuart Watts
22/Jun/19	23/Jun/19	OziExplorer Nav X	Grade 3	Michael Patrick

TRIP SPOTLIGHT



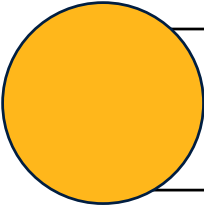
Chain Saw Awareness Training

Please note the revised date for this workshop is now 8-9 September



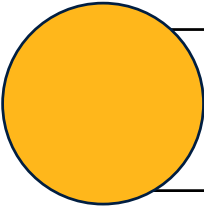
Overnight in a freezer

This trip is a quick weekend overnight trip to see if we can camp in the snow near Thredbo



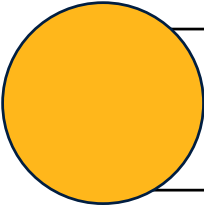
Weston Park get together and lunch

Come along and join us for a BBQ lunch and get together



Bush Walk

Settlers Track Walk

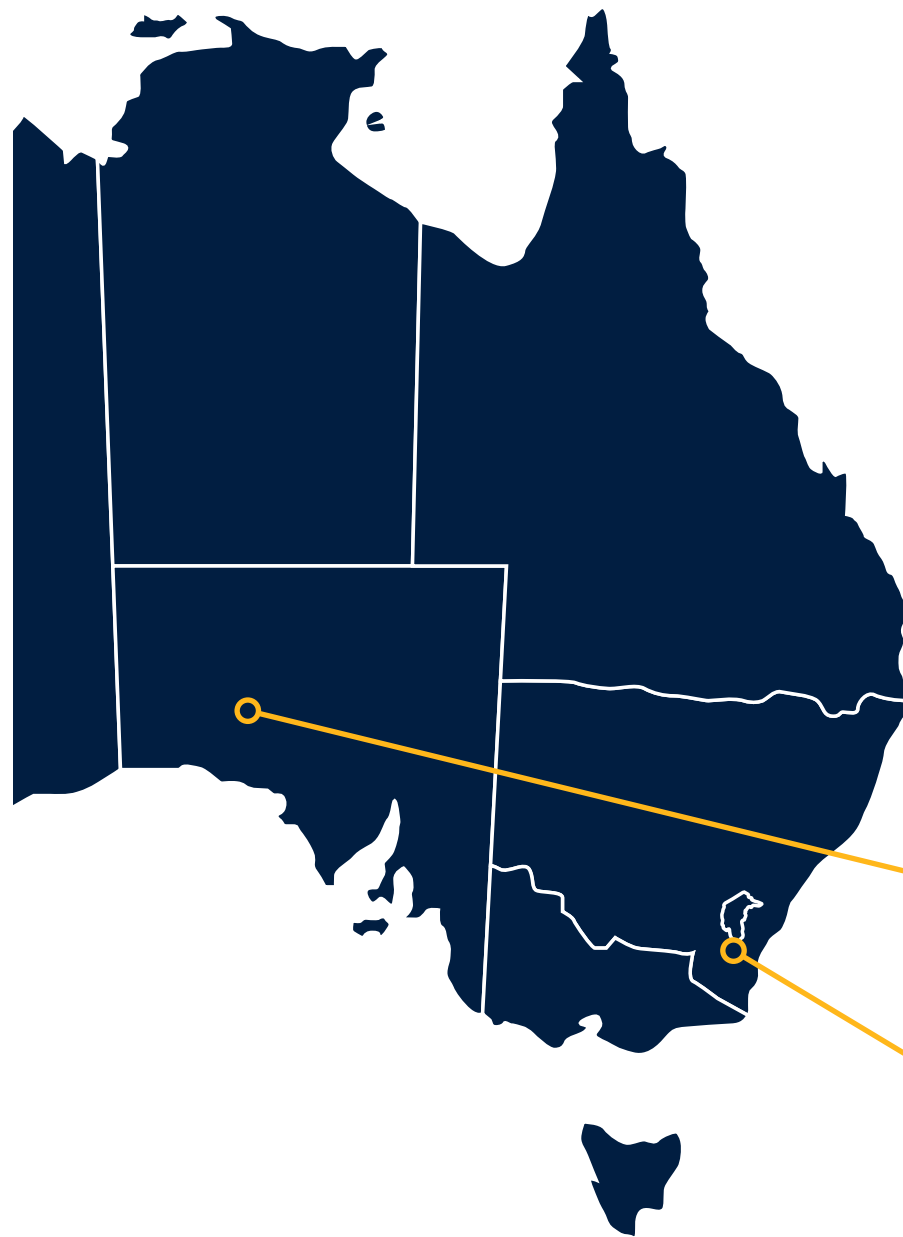


End of Year Celebration

Come and join us to Celebrate the year we have just had



TRIP REPORTS



DO YOU HAVE A STORY TO TELL?

Please email items for the ST4WD Club monthly newsletter or hand it to the 2018 Publications person at the monthly meeting.

Cut off for Items for the Newsletter is now the last Friday in each month. Anything received after that date will be placed in the following months newsletter.

Michael Jackson-Rand
2018 Publications Coordinator
publications@st4wdc.com.au

Please make sure you supply your images separately to the word document and then reference them in text. Word destroys image quality and I want your adventures to look the way you saw them when you were there.

**INTERMEDIATE WINCHING
AND RECOVERY COURSE**
Jim Derrick

**INTERMEDIATE WINCHING
AND RECOVERY COURSE**
Jim Derrick



Michael Patrick tackling one of the many challenging tracks at Talooe

INTERMEDIATE WINCHING AND RECOVERY COURSE

TALOOE

Jim Derrick

In the days leading up to the course Joe Briguglio had been sending out reminders to bring plenty of warm clothing as the weather forecast wasn't looking encouraging. On Friday morning I had driven back to Canberra from Tumut via the Brindabellas through mist and rain and the prospect of a night in a tent at Talooe wasn't looking too enticing. However, as I drove down to rendezvous at the Bredbo pub for dinner on Friday night the weather was improving. As it turned out the dire forecasts for arctic weather proved incorrect and we enjoyed a lovely day on Saturday which was cold but sunny.

The course started with a briefing on Friday night where the instructors outlined the purpose of the course and the aims of the exercises to come on Saturday. The aim was to provide some practical experience

of using winches at a level beyond the basic course but not extreme or competition type situations. The course was based around three scenarios at different locations which each group of participants moved around over the course of the day. The eight people in the intermediate course were divided into two groups of four and worked through each scenario in their small groups.

We began the day by tensioning which cables by winching each vehicle up a gentle slope towards a tree. Fortunately everyone's winches worked. Recovery gear was checked and we then headed to the first scenario.

Group 1

- **BRAD WELLS**
- **CHRIS NICHOLLS**
- **JIM ANDERSON**
- **JIM DERRICK**

Group 2

- **ROB DAVIDSON**
- **MICHAEL PATRICK**
- **STEPHEN HAYWARD**
- **TONY HOLT**



Setting up Recovery



Winching

Scenario 1: winching out of the creek

We drove up the creek until further progress was impossible and then had to winch up a steep section of the bank to exit the creek. We worked in pairs taking it in turns to be either the driver who remained in the vehicle or the person in charge of the recovery. The exercise involved winching the vehicle a short distance of perhaps only five or six metres up a steep section that couldn't be driven. The pair of drivers not involved acted as bystanders and provided assistance with the recovery under the guidance of the person in charge.

The recovery involved setting up a tree protector around a suitably positioned tree and then a winch extension strap downhill and attaching a snatch block to allow a double line pull to winch the vehicle over the steep section. We worked in pairs and the two drivers not involved helped set up the recovery and then assisted by using a winch extension strap as a safety strap to control the vehicle in the event of the failure of the recovery equipment such as a winch cable.

Once everything was set up a final end-to-end check was made of the equipment before commencing the recovery. The steep angle of the slope meant that there was no visual contact with the driver so a hand-held radio was used for communication. The site had also been carefully selected so that the morning sun was shining directly into the vehicle and the driver's eyes just to make things a little more challenging. The first stage of the recovery involved winding in the winch cable to take up any slack and to have a final check. After that it was a matter of the driver winching the vehicle up while the person in charge kept an eye on things and stopped periodically to move cable dampeners.

All the vehicles were successfully recovered. The first recovery took longer as people thought out the best set up. Subsequent recoveries were quicker as a system emerged. There were a number of lessons from this scenario including:

- **MAKING SURE ONE PERSON IS IN CHARGE TO MANAGE THE OVERALL SITUATION AND DELEGATE TASKS TO BYSTANDERS**
- **HAVING RECOVERY GEAR ACCESSIBLE FOR OTHERS TO USE AS THE DRIVER CANNOT MOVE FROM THE VEHICLE**
- **HAVING OTHERS UNDERSTAND HOW TO DISENGAGE THE WINCH TO FREEWHEEL THE CABLE. THE CONTROLS TO DO THIS INVARIABLY SEEMED TO BE AWKWARDLY LOCATED IN THE BULBAR AND HARD TO OPERATE.**
- **MAKE A FINAL END-TO-END CHECK OF THE EQUIPMENT BEFORE COMMENCING THE RECOVERY**
- **CLEAR INSTRUCTIONS FROM THE PERSON IN CHARGE**

This scenario was completed by lowering a vehicle back down this steep section using a winch extension strap looped around a tree. Once everything was set up and loose bark had been cleared from the tree trunk it proved relatively easy to allow the strap to slowly move around the tree to lower the vehicle in a totally controlled fashion. It was interesting to notice how much friction was involved and how the strap got quite hot as it slid around the tree.

Scenario 2: the slingshot

The aim of this scenario was to assist a vehicle with a failed or no winch over a rock step. The vehicle to be assisted was positioned just below a rock step on Lasseter's Track. The vehicle doing the assisting was positioned downslope and to one side. A tree protector was used to attach a snatch block well ahead of the vehicle to be assisted. A long length of Dyneema rope was then connected to each vehicle through the snatch block. To replicate real life conditions the length of Dyneema rope was insufficient to connect the two vehicles so the shortfall had to be made up using a looped winch extension strap.

Once everything was in place the driver of the vehicle to be assisted took control of the process. With the brakes released on the vehicle to be assisted the driver of the other vehicle was requested by radio to slowly reverse thus pulling the Dyneema rope through the snatch block thus moving the other vehicle up over the rock step. To get this vehicle back down over the rock step the process was reversed with the assisting vehicle driving slowly forward to again allow the Dyneema rope to move through the snatch block to lower the other vehicle back down the slope. In a manual vehicle, the driver of the vehicle being assisted, keeps the vehicle in first gear with clutch depressed. In the event of a problem the driver can quickly lift the clutch pedal to stall and immobilise the vehicle.

In this exercise my manual 120 series Prado was paired with Brad Well's automatic 150 series Prado. I was surprised how gently and easily my vehicle was lowered up and down. However, when roles were reversed my vehicle struggled to move the other one and lost traction. Lowering tyre pressures helped but it was still difficult. It seemed that the ability of an automatic transmission to progressively apply power was an advantage in this situation.



Slingshot recovery

Scenario 3: recovering a partially rolled vehicle

In this scenario drivers were confronted with a partially overturned vehicle which was on its side and resting against a tree which was preventing it fully rolling over. The instructors then explained that this vehicle was blocking the track, it had to be moved and asked what needed to be done to get it back on its wheels. In a real life situation the first thing would be to check if anyone was injured inside the vehicle but the instructors explained that the vehicle was empty and just had to be righted.

As with all these scenarios the first step is to ensure that the vehicle is secured so in a situation like this a vehicle could be attached to the tree using a strap. Once the vehicle is secure the next step is to formulate a plan before actually doing anything. The instructors posed a series of questions about how the task could be approached. An important one was "do you have enough recovery gear" as suggested plans began to require increasing amounts of recovery gear.

After some discussion we arrived at a plan. Step one was to secure a strap to the rear of the vehicle so that it wouldn't run away once back on four wheels. It wasn't safe to get inside the vehicle so there was no way

of knowing if the handbrake was one or if it was still in gear. In this case the instructors suggested that a snatch strap could be used as it would have a little give in it if the vehicle moved. The use of the snatch strap would also free up another strap to use elsewhere if limited recovery gear was available.

The second step was to use a tree protection strap to a tree across from the vehicle. One of our vehicles was then positioned to allow the winch cable to be run through the snatch block so that as the winch cable was wound in the overturned vehicle would be pulled back on to its wheels. An inspection of the rolled vehicle identified a convenient hole in a chassis member through which a shackle could be inserted and the winch hook attached.

The instructors then revealed that the overturned vehicle happened to be a very valuable prototype of the new 300 series Landcruiser. Such a highly valuable vehicle could not be allowed to crash back on to all four wheels so its descent would have to be controlled. To do this a winch extension strap was attached to the overturned vehicle on the other side from where the winch cable was attached. The strap was then rolled out to a suitable tree some distance away and wrapped around the trunk so it could be used to lower the



Trainers and students

vehicle gently to the ground. This tree was carefully chosen so that it was out of the path of the overturned vehicle in the event that the tree supporting it gave way and it rolled fully.

With everything in place the recovery commenced. The winch cable was wound in pulling the vehicle toward the ground. Once it had passed the point of balance the winch extension strap easily controlled its rate of descent. It worked very well and the 300 series was gently lowered back on to four wheels suffering no further damage. The instructors then decided that the vehicle's transmission required repair that the only way to safely do this was to lean it back up against three again. This was achieved by repositioning the winch vehicle and recovery strap and reversing the process.

With all three scenarios completed everyone returned to the club house for a quick debrief before a number of people headed back to Canberra. The overall consensus was that the course had been very helpful and allowed people to get some useful practical experience in using their winches and recovery gear in some interesting scenarios. Thanks to all the instructors for putting on such a good course.



Lowering vehicle down into the creek



Double line pull

I was going to write a report from group 2 but Jim Derrick has covered in great detail these training exercises.

How ever I would like to thank **Joe Briguglio, Peter Butterfield, Lindsay Jones** and **Michael Loberger** for their efforts in putting these exercises together.

Michael Patrick

PHOTO ESSAY: AROUND MINI AUSTRALIA IN 26 DAYS

**OODNADATTA TRACK, LAKE EYRE, DALHOUSIE SPRINGS, MT DARE
ULURU AND THE OLGAS, GREAT CENTRAL ROAD, KALGOORLIE-BOULDER,
ESPERANCE TO ARNO BAY VIA THE GREAT AUSTRALIAN BIGHT.**

Scott Broadhead

- **4 EXPLORERS
(SCOTT JEN DAZ MARK),**
- **2 MAZDA BT-50'S**
- **10,009KM'S**
- **AND A WHOLE LOT OF FUN.**



The trip photos and highlights of each day can be viewed on Facebook or Instagram:
facebook.com/AroundMiniAustraliaIn26Days
instagram.com/aroundminiaustralia/

Highlights included moonlight walk on Lake Eyre - sunrise and sunset also very special, Painted Desert sunset, Uluru segway tour (and Olgas - the Gorge walk is so nice), Esperance's beaches, Wiley Rock hill climb, Duke of Orleans Bay hidden coves and beaches, Bilbunya Dunes massive size and scale, Twilight Cove cliffs and the views from the edge of the Great Australian Bight.





Maree statue - big cuddly fella



Coward Springs - very refreshing after a few days in the car in the heat



Painted Desert Sunset



Lake Eyre - Halligan Bay - can you see the cars - thats how big Lake Eyre is



Oodnadatta Track - Arbuckle Bridge



Painter Desert



Uluru



Esperance 11 Mile Lagoon Beach - very picturesque spot for a dip



Fishing near Duke of Orleans Bay - Cape Arid NP



The crew crossing into the NT



Great Central Road - Lasseters Cave and Peterson Ranges



11 Mile Lagoon Crew



Wiley Rock - Cape Le Grand - drove up the very steep rock and got some spectacular views at the top



Bilbunya Dunes - look for the card to see the size of these sand dunes. 120 metres high the tallest in Australia



Twilight Cove - look for the cars to see the scale of the cliff



Point Malcom just down the road from Israelite Bay - worth the extra drive to get here - also a good fishing spot off the rocks



Konalda Homestead - host of over 100 old cars and a few dingoes also



Gunyah Beach Sunset

ARB TAILGATE ASSIST



Trying to juggle whatever you're carrying is a feat in itself, let alone managing the weight of the tailgate. Wouldn't it be useful if you had a little helping hand? ARB's new Tailgate Assist is here to be that hand.

Using two different struts, the Tailgate Assist reduces the effort required to operate the tailgate. The passenger side strut helps to slowly lower the tailgate and the driver side facilitates raising it. The struts have been co-developed with Stabilus, the world-renowned strut manufacturer and ARB has designed a unique mounting system to ensure longevity.

"Tailgates vibrate a lot and tubs move when you're driving in rough conditions, so we've put these struts through rigorous tests. We're confident in the product and know all the components are going to last," says ARB Product Manager, Rhys Brown.

The ARB Tailgate Assist is now available for Ford Ranger, Mazda BT-50, Holden Colorado, Isuzu D-MAX, Nissan Navara and Mitsubishi Triton with more models under development. Contact your local ARB store or stockist for pricing and availability.

More information available here:

<https://www.arb.com.au/struggle-no-more-thanks-to-tailgate-assist/>



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