



# SOUTHERN TRAILS

January 2019



ST4WD Club Trip: Merlya and Monkey Gum

## Next ST4WD Club Meeting

Will be held on

**Tuesday 12 February**

at 7.30pm

*Canberra Deakin Football  
Club*

3 Grose St, Deakin ACT

### Inside this issue

President's Post	2
Trip and Events	3
Membership Moments	7
Something New or Unusual	8
Vic High Country Ramble V 3	11
Crooked River	21
Social Committee News	22
Camp Cooking Recipes	23
For Sale	24
Xmas Party Photos	28
Our Sponsors	31

# President's Report – Andy Squire

## Jan 2019

Hi Everyone,

There have been a number of resignations from the Committee over the past month, including the President and Vice President. In accordance with the Club's Constitution the Committee held a special meeting and appointed myself (Andy Squire) and Lynne Donaldson as President and Vice President respectively. These appointments are only for the duration of this Committee, and we will be seeking nominations for all Committee positions for election at the AGM in due course.

Since I have only been newly appointed and don't have anything further to report, the following comes from Matt's report prepared for the December newsletter:

*"I'd like to start by saying thank you to Lynne Donaldson and all the Social Sub-Committee members for organising this year's Christmas party. Whilst unfortunately external circumstances resulted in the event being moved from Talooge to Weston Park, it did allow for some additional people to attend. You could not have asked for a better day weather wise and even with over 60 people attending there was plenty of great tasting food and games to be played.*

*Planning for the Cape York trip is coming along nicely and the number of nominees for the trip is steadily growing. As a result, the Significant Trips Sub-Committee is starting to look for a trip leader. Whilst they are planning the trip, the members of the sub-committee will not be running it, so if you are interested in leading this trip next, please email [stsc@st4wd.com.au](mailto:stsc@st4wd.com.au). It has been a busy year with over 80 trips and training courses being run and next year is already shaping up to be even better. The training courses and a number of trips for next year are already available on the website and filling up fast, so it is worthwhile checking them out and putting your name down early for any that you are interested in. With the build of my new vehicle slowly coming along, I'm definitely keen to get onto a few more trips next year. Hopefully you've all also had a good year out exploring various parts of the country or even just down at Talooge. I would like to wish everyone a happy and safe Christmas and New Year and I will see you all next year!"*

I would like to thank Matt and Michael for their efforts over the past 10 months.

Regards,

Andy Squire

President

## Trips and Events Report

### EOY 2018

Michael Patrick Trips & Events Coordinator

Hello fellow club members, what makes this club one of the largest in ACT/NSW is our club Training and Trips/Events. The members listed below have been active in coordinating all these activities so if you see one of these members give them a big hug.

2018 was a good year for club activities and I am looking forward to 2019

#### Trip Leaders for 2018

Andrew Squires

Andy Wall

Gary McLaughlin

Joe Briguglio

Lindsay Jones

Scott Grogan

Winston Bucknall

Neil Ellison

Stuart Watts

Rob & Lynne Donaldson

Rob Phillips

Scott Broadhead

Dim Veteri

Glen Watts

Alex Szabo

Michael Patrick

## Trips and Events – cont.

### Coordinators

(ie Training, Workshops, Musters, Events)

Neil Ellison

Alex Szabo

Alan & Marj Jones

Catherine Panich

Peter Reynolds

Scott Cumming

Matt Maddigan

Joe Briguglio

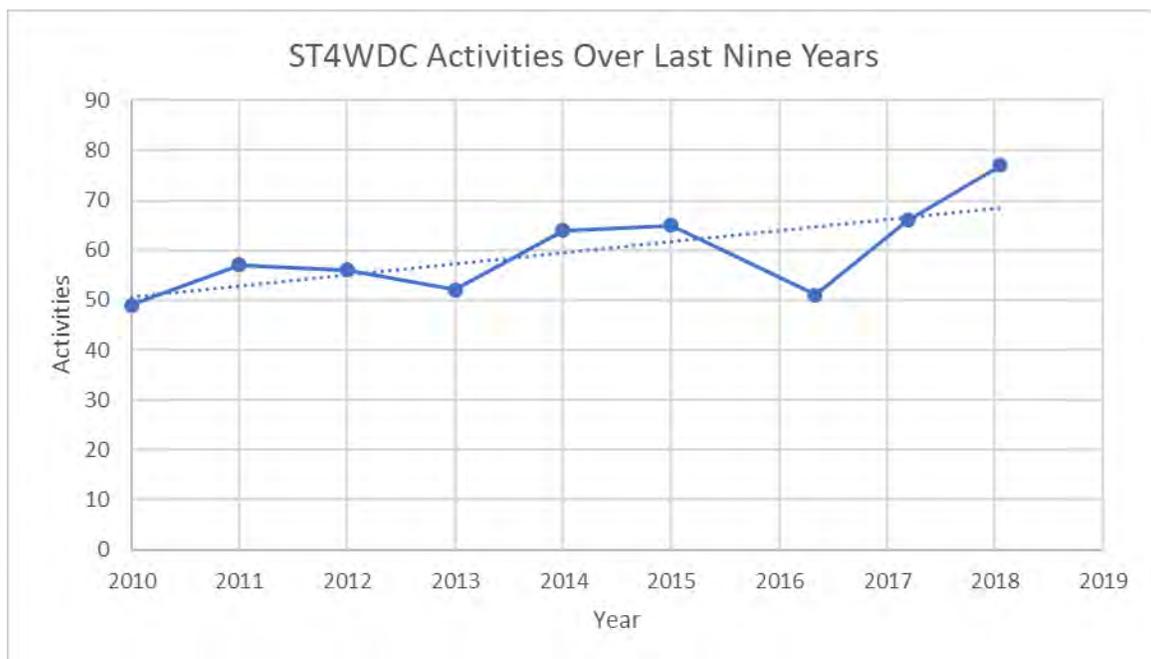
Rob & Lynne Donaldson

Jim Anderson

Peter Butterfield

Michael Patrick

Year	Musters	Training	Social/Event	Trips	Total	4WD's	Membership	ATL
2015	12	12	7	34	65	245	449	15
2016	8	16	5	22	51	246	450	6
2017	10	15	4	37	66	251	450	16
2018	7	14	11	45	77	302	509	18



## Trips Register

Start Date	End Date	Activity	Type	Leader
30-Jan-19	30-Jan-19	Basic Training 4WD Vehicle Evaluation	Training	Peter Butterfield
08-Feb-19	10-Feb-19	High Country Frolic	Grade 3	Lynne Donaldson
09-Feb-19	10-Feb-19	Talooge Workingbee	Muster	Peter Reynolds
19-Feb-19	19-Feb-19	Pre Safe One Basic Driver Training Evening	Training	Joe Brigulio
20-Feb-19	20-Feb-19	Information Night River Crossing & Sand Driving Course	Training	Peter Butterfield
22-Feb-19	24-Feb-19	Safe One Basic Driver Training at Talooge Park	Training	Peter Butterfield
28-Feb-19	28-Feb-19	Trivia Night - Put your thinking cap on !!	Social	Lynne Donaldson
03-Mar-19	03-Mar-19	Brindabella Ramble	Grade 3	Michael Patrick
08-Mar-19	11-Mar-19	Mystery Trip	Grade 3	Glenn Watts
09-Mar-19	17-Mar-19	Balloon Spectacular	Event	Catherine Panich
09-Mar-19	11-Mar-19	Touring around Tilba	Grade 2	Rob Phillips
10-Mar-19	10-Mar-19	Backyard Explorer	Grade 3	Michael Loberger
16-Mar-19	16-Mar-19	River Crossing & Sand Driving Course	Training	Peter Butterfield
30-Mar-19	05-Apr-19	Vic High Country	Grade 3	Michael Patrick
13-Apr-19	14-Apr-19	Talooge Workingbee	Muster	Peter Reynolds
16-Apr-19	28-Apr-19	From Dawn to Dusk - West to East - Simpson Desert Tour	Grade e	Scott Broadhead
17-Apr-19	17-Apr-19	Basic Training 4WD Vehicle Evaluation	Training	Peter Butterfield
19-Apr-19	22-Apr-19	4WD Club's Jamboree 2019	Event	Matt Maddigan
30-Apr-19	30-Apr-19	Pre Safe One Basic Driver Training Evening	Training	Joe Brigulio
03-May-19	05-May-19	"Safe One" Basic Driver Training at Talooge Park	Training	Peter Butterfield
12-May-19	12-May-19	Brindabella Ramble	Grade 3	Michael Patrick
16-May-19	16-May-19	Trivia Night - Put your thinking cap on !!	Social	Lynne Donaldson
18-May-19	19-May-19	Bush Skills Weekend	Event	Matt Maddigan
24-May-19	26-May-19	Intermediate Winching and Recovery Course	Training	Peter Butterfield
25-May-19	26-May-19	Talooge Workingbee	Muster	Peter Reynolds
25-May-19	25-May-19	Basic Winching and Recovery Course	Training	Peter Butterfield
01-Jun-19	31-Aug-19	The Red Centre 2019	Grade 3	Chris Nicholls
22-Jun-19	23-Jun-19	OziExplorer Nav X	Grade 3	Michael Patrick
13-Jul-19	13-Jul-19	First Aid Training	Training	Michael Patrick
13-Jul-19	14-Jul-19	Christmas in July	Social	Lynne Donaldson
20-Jul-19	21-Jul-19	Overnight At Mt Coree Campground	Grade 3	Matt Maddigan
24-Jul-19	24-Jul-19	Advanced OziExplorer	Training	Michael Patrick
10-Aug-19	11-Aug-19	Trip Leader Workshop	Grade 3	Michael Patrick
14-Aug-19	14-Aug-19	Basic Training 4WD Vehicle Evaluation	Training	Peter Butterfield
17-Aug-19	26-Aug-19	Flinders Ranges 2019 - An Introduction	Grade 3	Dim Veteri
22-Aug-19	22-Aug-19	Trivia Night - Put your thinking cap on !!	Social	Lynne Donaldson
31-Aug-19	01-Sep-19	Games Night at Talooge	Social	Sue Phillips
01-Sep-19	16-Sep-19	Getting to Cape York placeholder for EOIs	Grade 3	Matt Maddigan
07-Sep-19	08-Sep-19	Talooge Workingbee	Muster	Peter Reynolds
07-Sep-19	08-Sep-18	Chain Saw Awareness Training	Workshop	?????
11-Sep-19	11-Sep-19	Pre Safe One Basic Driver Training Evening	Training	Joe Brigulio
13-Sep-19	15-Sep-19	Safe One Basic Driver Training at Talooge Park	Training	Peter Butterfield
16-Sep-19	29-Sep-19	Cape York placeholder for EOIs	Grade 3	Matt Maddigan
22-Sep-19	22-Sep-19	Brindabella Ramble	Grade 3	Michael Patrick
28-Sep-19	13-Oct-19	Cape York (School holidays) placeholder for EOIs	Grade 3	Matt Maddigan
30-Sep-19	13-Oct-19	Getting home from Cape York placeholder	Grade 3	Matt Maddigan

## Trip Register – cont.

Start Date	End Date	Activity	Type	Leader
05-Oct-19	07-Oct-19	Wombeyan Caves and Yerranderie Township	Grade 3	Lynne Donaldson
09-Oct-19	09-Oct-19	Basic Training 4WD Vehicle Evaluation	Training	Peter Butterfield
19-Oct-19	20-Oct-19	Talooge Workingbee	Muster	Peter Reynolds
30-Oct-19	30-Oct-19	Pre Safe One Basic Driver Training Evening	Training	Joe Brigulio
01-Nov-19	03-Nov-19	Safe One Basic Driver Training at Talooge Park	Training	Peter Butterfield
09-Nov-19	09-Nov-19	Brindabella Ramble	Grade 3	Michael Patrick
15-Nov-19	17-Nov-19	Student Driver Trainers Validation	Training	Joe Brigulio
21-Nov-19	21-Nov-19	Trivia Night - Put your thinking cap on !!	Social	Lynne Donaldson
23-Nov-19	29-Nov-19	Victorian High Country Ramble Vers 4	Grade 3	Michael Patrick
30-Nov-19	01-Dec-19	Christmas Party	Social	Lynne Donaldson
07-Dec-19	08-Dec-19	Talooge Workingbee	Muster	Peter Reynolds



### CLUB BANK DETAILS

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.

# Membership Moments – Dim Veteri

Hi Everyone, below is information on current membership and membership matters.

The club finished the year on a membership high with a total of 509 full and family members. I think this maybe the first time the club has exceeded 500. This makes us one of the biggest clubs in ACT/NSW.

If you remember a time when we had more members let me know.

Current membership as at 31 December 2018

Ordinary Members	292
Life Members	10
Family Members	207
Total Members	509

## New Members

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

Jodie Lane & Robert Pepper – Driving a Ford Everest

Michael Drew – Driving a Toyota Prado

Chris Pittaway & Bridget Randall – Driving a Holden Jackaroo

Brendan & Patricia O'Rourke – Driving a Ford Ranger

Liam Robb & Alissa Heise – Driving a Toyota Prado

In December we had four new membership they were:

Georgina & Ciril Karo - Driving a Ford Ranger XLT

Robert Vandermeer – Driving a Toyota Prado

John & Fran Sankey – Driving a Holden Colorado

Nishan & Delani Fonseka – Mitsubishi Pajero Sport

**Welcome to the Club all.**

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.

As at the end of December 2018 we had a total of 66 new members for 2018.

## Membership Renewals

Membership renewal are coming in at a steady pace with approximately 198 having renewed to date. That does still leave nearly 91 members yet to renew.

Please try to get your renewals in as soon as you can.

*I still have a couple of renewals with no identifying information for me to allocate the renewal to the relevant member. If you have paid and not received a receipt and membership card, please contact me at [membership@st4wdc.com.au](mailto:membership@st4wdc.com.au).*

## A reminder of the fees for 2019:

For members who joined in 2017 or before the membership renewal fee is \$100.

For members who joined in 2018 you may be eligible for a pro-rate membership fee for 2019. If you are not sure please email me and I can confirm your fees for 2019.

When paying your fees by electronic transfer please check you are using the correct Club account details and don't forget to include your name in the payment details.

Demetrio (Dim) Veteri

[membership@st4wdc.com.au](mailto:membership@st4wdc.com.au)

# Tyre Pressure Management System (Review)

## Dim Veteri

Having made a number of trips to the Simpson and Flinders Ranges, last year, I was impressed with the functionality of the Tyre Pressure Management System (TPMS) one of the guys had fitted to his vehicle.

The benefits of a TPMS is that you can keep an eye on both the pressure and the temperature of your tyres as you go along. On a long outback trip, one of the major tyre issues is the regularly changing road surface. On a one day leg you changed from sand, rocky dirt to tar as many as eight times. Being able to monitor what is happening with your tyres becomes very beneficial in these circumstances - particularly when the decision is taken to stay at lower pressures for short tar sections.

So, I bit the bullet and invested in a TPMS from a recommended company called Dig Options location in Melbourne ([www.digoptions.com.au](http://www.digoptions.com.au)).

The first question was whether to go with internal tyre monitors (those that are an integrated part of the tyre valve and fitted inside the tyre) or to go this an external monitor tyre monitors (where the monitor screws onto the existing valve).



Internal Monitor



External Monitor

The internal type of course requires you to brake the bead, remove the old valve and replace it with the new monitoring valve. It can be done by your local tyre place for a fee. The external type simply screws onto the valve and you're done.

I went with the internal - why? - because I didn't want to muck around removing the screw on monitor every time I had to air down or re-inflate and the external looked too easy to steal (though they come with a locking screw)

The model I opted for was the Masten Smart TPMS TP-16 as its compact in size and fits well on the middle console of the Hilux and provides both Temperature and Pressure readings.



It can also be windscreen mounted or mounted directly to your Cigarette lighter socket. Price of the unit today is \$166, and fitting of the monitor valves cost me a very low \$5 per wheel (but I did get it done at my local tyre place where I'm a regular customer)

You can get replacement monitors for around \$42 each and you can also get systems to monitor 6 or 8 tyres if you have a camper or caravan (price does go up to around \$300 - \$380)

Are they any good?

I guess it will depend on you and your personality to some extent. They definitely do the job and are as accurate as any other tyre gauge I use. They do take a bit of time to get used to and set up. You have to set two temperature ranges – one for highway use (ie higher pressures) and one for low pressures. The manual is a bit lacking, but there are now a few club members with these who can help you get sorted.

When you rotate your tyres, you need to start the set up all over again, so the monitors read in the correct position on your screen. The external monitors would be easier in this regard.

If you are the type of person that keeps a close eye on gauges, these can cause you to worry overly – they show (as they are designed to) the ups and downs in pressures and temperature, which may surprise you at the start.

They have helped me in deciding how far I could keep driving when I slashed a tyre on a steep section of track in the High Country and give piece of mind on low pressure short tar drives in the outback.

Overall I'm happy with the monitors

# Something new or unusual...

This month I've gone some gear that could save your life – water containers. These are Australian made water bladders specifically designed with the 4WDer. They come in many shapes and capacity to fit in unused spaces

## Water Bladder 40 Litre - For those tight spaces

We all have those unusual spots in the 4wd where not too many regular shaped items will fit. This item could be the answer to both space and water supply issues. This 40 litre portable water tank is designed to be filled using a hose connected to mains or gravity fed systems. This inlet and outlet system is designed to prevent the interior of your vehicle from getting wet. It comes with a breather to allow the air to escape during filling however does not need to be used whilst in use. Given its made of PVC it can mould to any shape (but watch for sharp objects that could damage it) . Low-profile Bladder comes in 900GSM Grey Material and fitting placement can be changed upon request at no additional charge.

Standard fittings: 13mm inlet/outlet and 13mm breather



Dimensions : (670Lx380Wx160H)mm .

Accessories : 2 hose kits with right angle fittings tap and cap, 3 patches.

Weld types : 25mm HF, Hot-air over lap welds.

There is also a 60litre version of this shape

Cost: \$135 for the 40L and \$178.20 for the 60L

But it doesn't end there. This mob has a range of these bladders to suit a number of different applications. For example there is one for the whole of your rear wheel well with a capacity of 125 litre (\$243)



Or this 280 litre one for those longer trips (\$291)



Or this one for the back of the ute/wagon (\$248)

They are made by Fleximake and you can check them out at [www.fleximake.com.au](http://www.fleximake.com.au) or buy them from this ebay store [http://stores.ebay.com.au/bladdersrus?\\_trksid=p2047675.l2563](http://stores.ebay.com.au/bladdersrus?_trksid=p2047675.l2563) (prices vary depending on where you buy them)

## Vic High Country Ramble Ver 3

Trip Leaders	Michael Patrick Dim Veteri
Participants	Rod Williams Joe Briguglio John Pearsall Robert Stevenson Glen Heward Tom Samal Steve Robinson Alain Arbaut Peter Butterfield Rob Calvert Brad Wells Max Cornwall George Dounias Axell Greg Peter Petkovic Selwyn Fettell

This is the third time that ST4WDC has run a Victorian High-Country trip based camped at Dargo. As a trial the Dargo River Inn was used as a base camp at a cost of \$10 per head and was a great success. A big thank you to Marissa Barrett the Dargo River Inn for accommodating ST4WDC.

Unfortunately the High Country can get extreme weather conditions and this can be quite dangerous for four wheel drives and their occupants, so the trip had to be concluded on Tuesday afternoon.

The following is the participants comments about their experiences.

### **Anita and Greg Axell**

We thoroughly enjoyed our first trip with the club since both completing our basic training, especially as it fulfilled a long-held ambition of Greg's to visit the Dargo Inn! Thank you to Michael and to all the other leaders who made it such a great experience.

The journey to Dargo featured (not in order of importance): purchase of Portuguese tarts and other baked delights at Nimmitabel bakery; a temporarily mislaid convoy member following refueling at Bairnsdale; and arrival at Dargo to find we were to be provided with a club amenities block (one of the empty camp chalets).

We are allocated to Michael's group for the week's driving and we started out on Day 1 by getting almost straight into the tricky(ish) tracks of the Victorian High Country with Grady's Creek Road on to Grant's Historic Area (with a stop to view to cemetery maintained by a local club) and through Talbotville where Michael clearly enjoyed his role as chief chain saw operator for firewood collection. Day 2's treats were the multiple river crossings of Crooked River track (20 plus, with Anita securing equal rights with Greg to ensure fair division of crossings) and then a lunch stop at Wonnangatta Station. On Day 3 Greg took on the demanding Billy Goat Bluff Track and we were blown away (almost literally) by the view from the Pinnacles. With the weather closing in we managed to squeeze in another couple of tracks with Anita driving before heading back to Dargo where there was much talk of possible snow and cold temperatures the following day. While, in the end, the weather meant we left Dargo earlier than intended the trip was still a huge success in terms of driving, the lack of turnarounds (totally different from a recce apparently and with one notable exception), friendships made, and the new skill acquired in predicting the weather based on whether cows were standing or lying down (claimed by Michael to be both reliable and scientific).

Who was 'Peter the Swede' again?

### **George and Sue**

Our trip was short lived as we had issues with the Hilux. So, hanging out at camp was all we could do. But the city of Dargo was interesting. Looking forward to our next trip which we hope will have a lot more driving and sightseeing.

### **Max and Shane Cornwall**

I decided it was time for some father-and-son time, so I invited my son Shane to join me on the Dargo trip. Secretly I was concerned I may not be "up to the mark" in my driving skills as Shane has spent 8 years driving the tracks and beaches around Perth. As it turned out, he thought I did ok; and was impressed by the club's strong focus on safety and gentle approach to the tracks. Unfortunately, we could not join the main convey departing Saturday morning so we did our own thing on Sunday. We enjoyed the drive south on the Monaro Highway and were impressed by the beauty of the Coopracambra National Park. We arrived late afternoon at the Dargo River Inn and quickly had the Ultimate and the small dome tent set up (Shane's a snorer and I need my sleep!) Then was beer-o'clock and we had a few beers and a good feed at the Inn, and then a few drinks around the fire with the rest of the club.

We were in Michael's group and did the Wonnangatta track the next day. It was an easy track with many small creek/river crossings and more dust than I care to remember. We stopped for lunch at Wonnangatta homestead. A great location but clearly the families of the day had a tough life and many died young as evidenced by the tombstones in the family cemetery. As we had an hour for lunch, I decided to try my luck fishing in the nearby river. While I caught nothing but a nearby tree, it was great to get the fly rod out after a long winter break and to cool down in the river.

The next day we did the Billy goat Bluff track after much Ummying and Ahing about the potential impact of rain that was forecast for mid-afternoon. The track was far more challenging than Wonnangatta. The views from the Pinnacles fire lookout at the top of Billy Goat track were breathtaking. After a leisurely lunch waiting for the second conveyer to arrive; we set off down Billy Goat. The drive down was almost as much fun as driving up! As the rain was still to eventuate, Michael decided to take his group back to camp by a minor spur track. The track was often very narrow and surprisingly challenging. It was a great drive to finish off the day. As significant rain was forecast for the next few days, the decision was made to cancel the remaining Club drives. As I had to back in Canberra on Thursday night, we packed up and headed to Lakes Entrance where we had a good pub dinner and spent a pleasant day, before enjoying the drive home.

Many thanks to everyone for making us welcome; and to Michael for organising and leading our group.

### **Brad & Chez.**

A slightly shortened but very enjoyable trip to the Vic high country for many reasons

As we've attended the Vic High Country v1 & v2 we thought we were in for more of the same and was looking forward to seeing how the tracks have changed over time. We did drive to a few previously visited destinations, but the routes to those destinations were different, which made for an interesting all-round journey. The variation to driving routes will have been missed by those attending for the first time, but not lost on those that have attended previously and is a credit to those who arranged the routes and new experiences. Great job guys.

The Dargo River Inn provided several advantages over the previous camp site at Italian Flats as the owners made one of their group cabins available (which had two showers and two toilets for our use) to compliment the single amenities block normally available. The location was also walking distance to Dargo, therefore gaining access to the Pub & General store. The only missing thing was a large fire, which is somewhat traditional for our club, so we settled for a ½ 44gal drum to surround, which we did with many concurrent conversations. It was good to just look around at times and see the everyone engaging with each other during and after happy hour.

Driving the tracks and experiencing the high country is the draw card but the outstanding benefit has been meeting more likeminded people and building new friendships.

On Wednesday George made a number of phone calls to various Australia Post Distribution and

Call Centres and arranged the pick-up of the needed parts for his vehicle, rather than waiting another 2 days for delivery to Dargo. This would require a road trip to Stratford the next day to pick them up.

After lunch Wednesday we drove around the nearby grounded ark and through the parted waters to investigate some of the local Dargo tracks. Chez, Brad George and Susan headed out as the lead vehicle with the whole convoy (which consisted of Dim as Charlie) counting off as both vehicles pulled out of the camp ground. It appeared that Dim, changing roles from the front of the convoy to the back, would now experience the dusty world of Charlie but alas, dust free tracks were all we could find. This trip found a gazetted road that had been consumed by a privet land holder who made it very obvious that visitors were not welcome and a number of interesting tracks that enjoyable to drive, along with tracks marked on our maps that no longer exist.

On return to the Dargo River Inn, George & Brad tossed the Airobie around (supercharged Frisbee) and Glen joined in on his return. World record throwing distances were obviously achieved and spectacular catches fit for Foxtel replays were made all over the park.

Another great trip under the belt with many memorable moments. Thanks to everyone who arranged the event making it great and all the attendees for making it fantastic.

## **Rob Calvert**

Michael's blurb to warn us of the vagaries of the Vic High Country weather has now come to full fruition.

*"The mountain environment can change at any time so be prepared for hot and possibly cold extreme conditions with potential for rain, snow, high winds and bush fires."*

On past trips we have had the heat, the high winds, bushfires and a little rain but this time we got the holy grail of snow (or we would have if we had stuck around it was forecast down to 1000 metres) all of which required replanning; but this time the expected front was going to last several days and only the hardy would be brave enough to endure that. So sadly, we abandoned our cosy little camp at the Dargo River Inn and headed home.

It had been a great little trip up until the weather turned. We got some of the favorite tracks covered with a good run up to Wonnangatta Station on the Monday and Billy Goats Bluff on Tuesday. We managed to get up and down Billy Goats in between a couple of other groups. After fires a few years ago it was heavily graded to allow CFA crews easier access. The scars of the fires are still very evident. Although still quite steep it no longer features the loose shale sections that struck fear into me on my first descent.

For something different Michael took us home via Conway and Grady's Creek Road. The later

became interesting and required some careful wheel placement as it had recently been slightly overused in wet conditions and hadn't seen a grader for a while, a far more interesting drive home from Kingswell Bridge than the River Road.

I know Michael doesn't like desert trips but with his ability to bring rain he could become a legend if he travelled out into some of the more parched areas of the country particularly now.

### **Francoise & Alain**

Thank you to everyone, who have made our first trip with the club a wonderful experience.

Under Dim's guidance, convoy leader and all participants great senses of humour & knowledge we felt secure to navigate the tricky trail's parts.

The first day was such a learning curve climbing all these hills. Some hairy moment when our D-max could not keep going uphill without deflating the tyres a bit more. Thank you to the wonderful folks in our team who helped us to do this mid-way as it was a VERY steep hill!

Rewarding scenery, beautiful views from Blue Rag and Billy Goat tops and, a nice bonus, so many shrubs in flowers along the tracks.

Thanks to Michael to have organised the trip and negotiate access to additional amenities. Evening by the fire were an opportunity to develop friendship and the last evening we had good laughs in Rod and Nikki's caravan annex – such a large group to fit it in a small space even the rain did not weaken our spirit.

### **Glen Heward**

Headed off on the Saturday in two convoys making our way steadily to Dargo by way of the Nimmitabel bakery and Orbost lunch stop. Hit Dargo in the afternoon and set about setting up camp. By being based in one spot for the entire time was a great opportunity to establish camp and utilise different tools and equipment. It was also great to wander around and have a nose around other set up's. With a variety of set ups from swag to tent to T Van and full-blown caravans with extension there was a lot of variety and insights to be had. Three days of driving tracks followed with a couple of highlights being the Wonnangatta Station in the Wonnangatta Valley with a bit of history and one of Australia's earliest cold cases. One consistent theme on all the tracks for the first three days was dust. Short straw for Charlie for sure. Tuesday evening saw the weather turn and change to rain. Warnings of high rainfall did not eventuate and the next day dawned overcast but changed to sun and at least the dust had died down. No tracks were driven as there was a fair bit of moisture around which changed the nature of the tracks. The evening before and the morning saw a few pack up and head off. A sturdy few remained as well as one vehicle which had no choice due to mechanical difficulties with a part being posted to be collected before they could head off. All in all good to become familiar with a

range of locations and places that any four wheel driving enthusiast is aware of and great to be able to tick them off the bucket list. Many more to be ticked off though so looking forward to another trip in the future.

Thanks to Michael for organising the whole event and performed the role of trip leader and for Dim who played an important part as leader of convoy two and stuck to the bitter end to support all participants.

### **John Pearsall**

"Victorian HIGH country", They're not bloody joking, I was blown away by my first experience of this legendary annual club trip and realise why you have to be on the ball early to get your name on the list. What a blast. My huge thanks to Michael for putting this together every year and a special thanks to Dim, my group leader, whose knowledge of the area is nothing short of remarkable. Faced with changed track conditions and the threat of weather closing in he gave us the options and the 'good guts' to make the correct decisions. I was most impressed by the length and steepness of some of the climbs and descents and the distance and beauty of the vistas from the top of "Blue Rag" and "Billy Goat". And I am really pleased that the big old 4.2 cab chassis Patrol (in PB's words) "armchair" did the job with ease despite the driver being on the edge of his ability sometimes.

### **Rob and Fiona S**

The time we spent in Dargo and the surrounding High Country was enjoyable with three magnificent days of wheeling before the weather closed in. With the accommodations changed to the Dargo River Inn it gave us a chance to wash off the dust at the end of each day in the showers provided.

We particularly liked the history of the area which was there to explore at the majority of meal breaks during the daily drives. Everyone was friendly and helpful when needed with banter across the campfire of an evening and the radio during the day. Michael had chosen a few spur lines for us to drive as well as some tracks where we got to practice our river crossing techniques once or twice (and the rest). With the last of the days doing Billy Goats Trail this was a memorable drive and one to tick off the bucket list with the view from the Pinnacles like being on the top of the world.

It was particularly good to see everyone get included in afternoon drinks at the pub, afternoon games followed by an evening of "chit chat" put on in Rod and Nikkie's annex on our last day before returning home.

We'd like to finish by thanking Michael for putting the trip together and leading us throughout the days and Dim for all his help keeping everyone together after the weather was setting in.

**Peter P**

The trip was most enjoyable, despite it's early termination. Everybody was friendly, inclusive and in good humor, fireside banter was hilarious, quiet time was observed and camping facilities were quite suitable. I was a bit disappointed somebody had smoothed out the Stock Route, which was hell to climb in 2016. Nevertheless, there were plenty of challenges on the Blue Rag, Billy Goat and Dog's Grave runs. I was pleased the Paj went everywhere it was directed to go, though driver error did knock out its tail light, which swung down like an eyeball hanging by its optic nerve. I popped it back into its socket and, undamaged, it continued to function perfectly (the tail light, not my eyeball). I thought it was a good idea to keep the convoy group together from day to day, as you got to know people a little better. I felt secure under the guidance of our convoy's trip leader, Dim, who did an excellent job navigating us through each day's tracks and tricky bits.

**Laura**

Club members both new and old  
 Go and enjoy we were told  
 Dargo River Inn to setup camp  
 Sun bright and ground not damp  
 The large group was split in two  
 Different tracks so we could do  
 Michael Patrick led group one  
 Where Crooked River proved such fun  
 Dim boldly led the other group  
 Dogs Grave was their day one loop  
 Blue Rag, Billy Goat and Wonnangatta station  
 So much in this small part of the nation  
 Future weather was for rain and snow  
 So trip called short, what a blow  
 Glad to say no cars were upended  
 Thanks to all who organised and attended

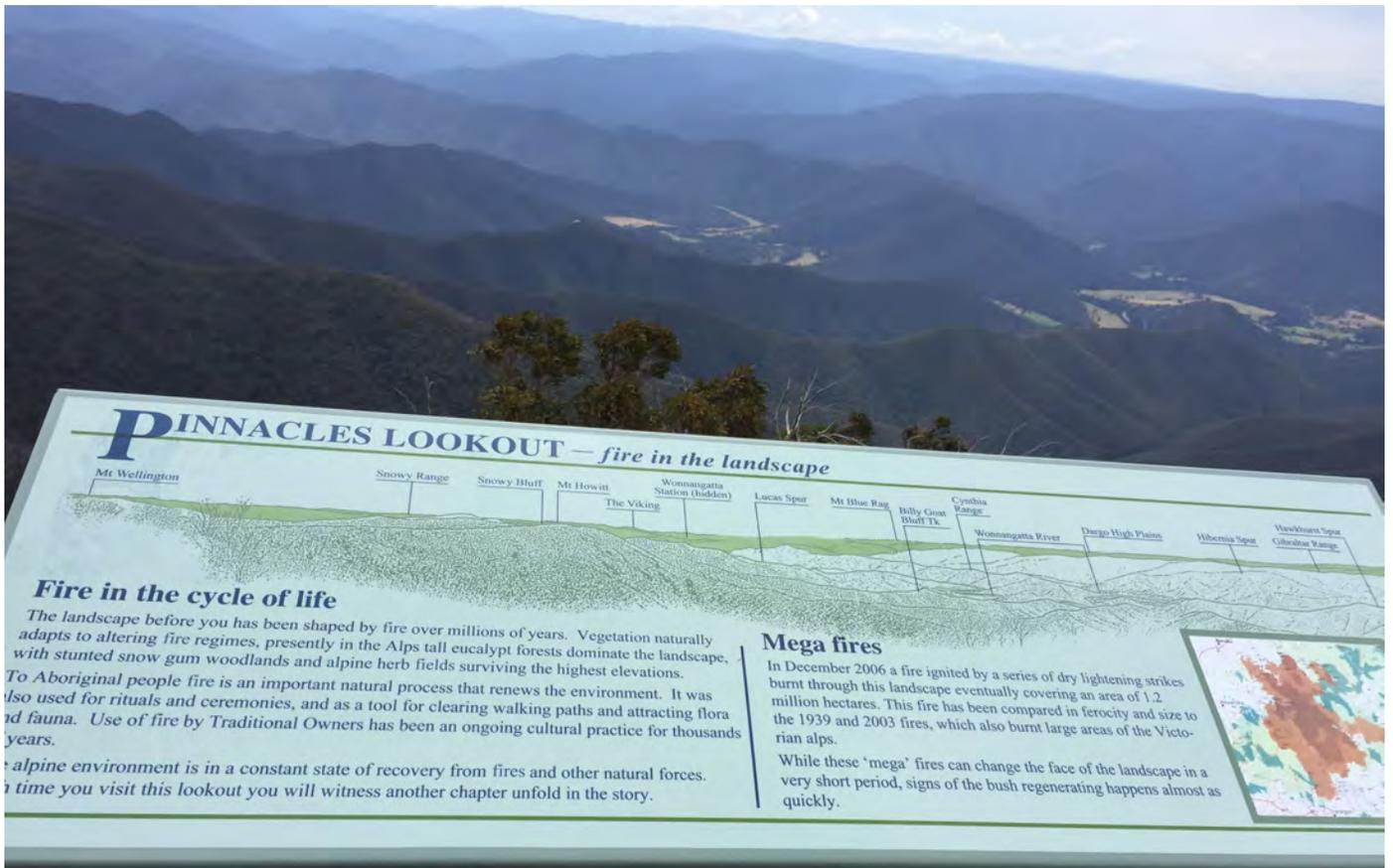
## Tom and Gay

The drive to Dargo was pleasant and uneventful with the campground at the Dargo River inn a nice surprise. Thanks to Michael for organising bathroom facilities in one of the cabins. Nice weather and 3 great drives followed with highlights being the views from Blue Rag and Billy Goat. The trip was called off on Tuesday afternoon due to weather but those who stayed on enjoyed a fun afternoon playing games and impromptu evening drinks hosted by Rod and Nikki - amazing how many chairs can fit into an annex!





17.11.2018 21:11



## Crooked River

Andy Wall

Just got back from 10 days in the Victorian High Country. Had a great time. One of the places visited was Crooked River and Talbotville. While I was there I got to thinking and came up with this.

### *Crooked*

*The track was very crooked*

*The river crooked too*

*Didn't see the crooked man,*

*Or the crooked kangaroo.*

*Saw the crooked fence,*

*But not the crooked stile,*

*As we bumped along,*

*For many crooked mile.*

The crooked River is formed by the confluence of the Twenty Five Mile Creek and Thirty Mile Creek, the Crooked River rises below The Tablelands, the fourth highest mountain pass in Victoria, within the Great Dividing Range, south of Dinner Plain. The river flows in a highly meandering course, generally south by west, joined by two minor tributaries before reaching its confluence with the Wongungarra River between the small settlements of Howittville and Winchester, within the Alpine National Park in the Shire of Wellington. The river descends 366 metres over its 26-kilometre course.

## Social Committee News

What a successful 2018 - 1st year of the social Committee was. We had various social activities up on the calendar which were well supported. We would like to thank everyone that came along to the events and had fun. These events are relaxed and gives us a chance to get to know each other better and perhaps make new friendships.

We look forward to 2019 and a busy fun year ahead, the following activities will be put up on the calendar.

1. Bush walks
2. Trivia nights
3. Picnics
4. Ten pin Bowling
5. Christmas in July
6. Day drives
7. Christmas party

A special thanks to ARB Fyshwick for supporting us throughout the year and for donating raffle prizes for the Christmas Party.

If you have any ideas we would love to hear from you.

Looking forward to seeing you all on a trip or a social occasion.

Social committee

## Camp Cooking Recipes

### Whole Pumpkin stuffed with Mediterranean mince

#### Ingredients

1 whole jap pumpkin to fit your camp oven

2 tbsp oil

500g beef mince

1 tsp garlic

1 tbsp mild chilli

½ tbsp Moroccan seasoning

1 tsp cinnamon

1 cup of chicken stock

100g sultanas soaked in half cup hot water

100g borlotti beans

100g of brown rice

#### Method

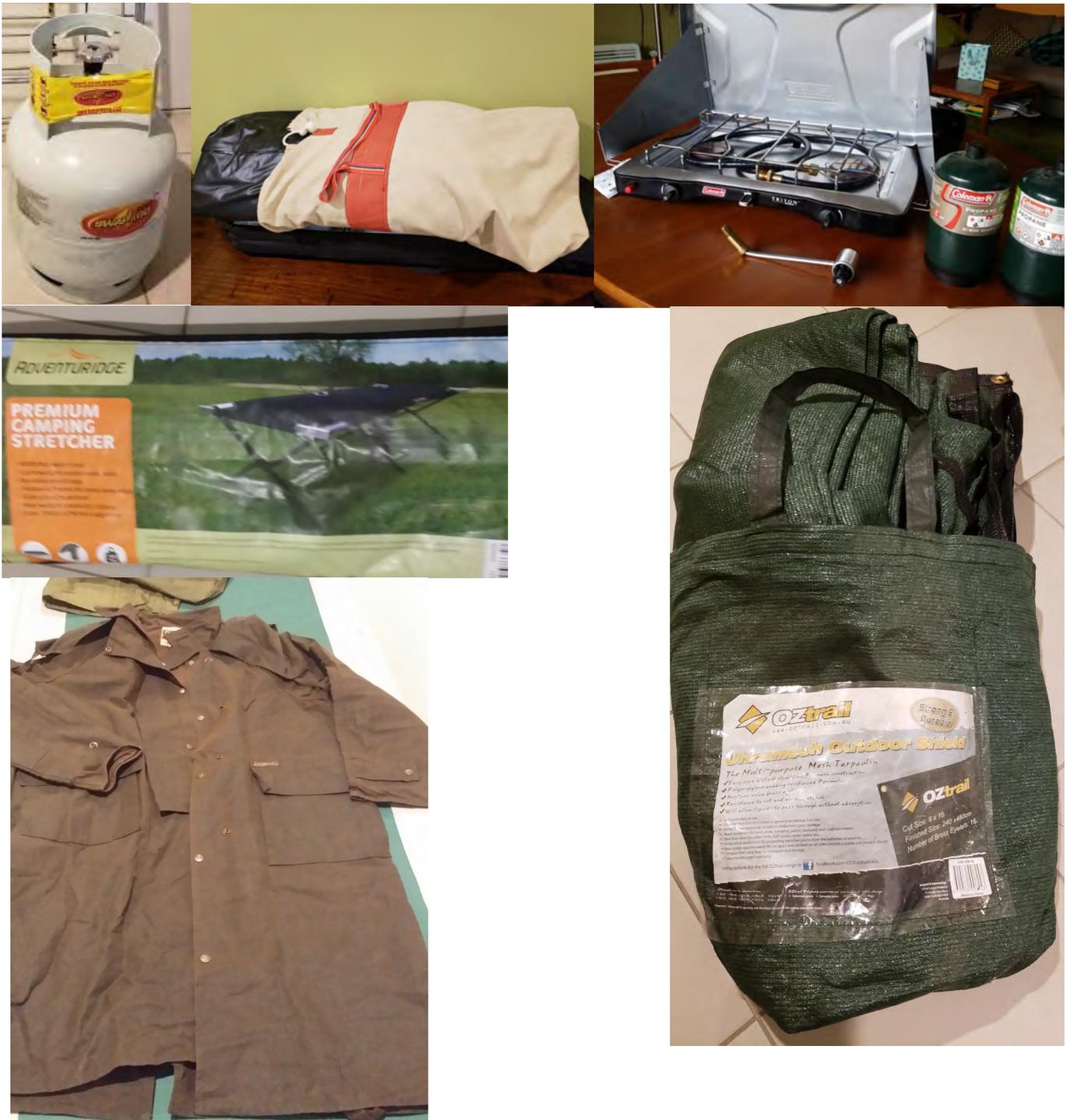
Cut top of pumpkin to form a lid. Scoop out seeds and scrape sides with a spoon. In a frypan, heat oil, garlic, onion and sauté for 2 minutes. Add mince and cook until brown. Sprinkle mild chilli, Moroccan seasoning, cinnamon, chicken stock and borlotti beans into mince. Drain sultanas and add to mixture. Cook through until most of the moisture has evaporated. Add meat mix into scooped out pumpkin and place the whole pumpkin inside a large camp oven. Place Camp oven into fire for approximately 2 hours until the pumpkin inside is tender. Check by using a skewer for tenderness of the pumpkin.



## For Sale

1. Stove stand and full swap& go gas cylinder \$50
2. As new QS double layered air bed and canvas bag \$45
3. Coleman auto ignite stove used twice, with 2 x new 1hr gas cylinders and fittings \$100
4. Camp stretchers 2 x \$60
5. Oztrail mesh tarp, 2.4 x 4.8m excellent condition used twice
6. Driazabone men's riding coat Size M 105 cm chest, excellent condition

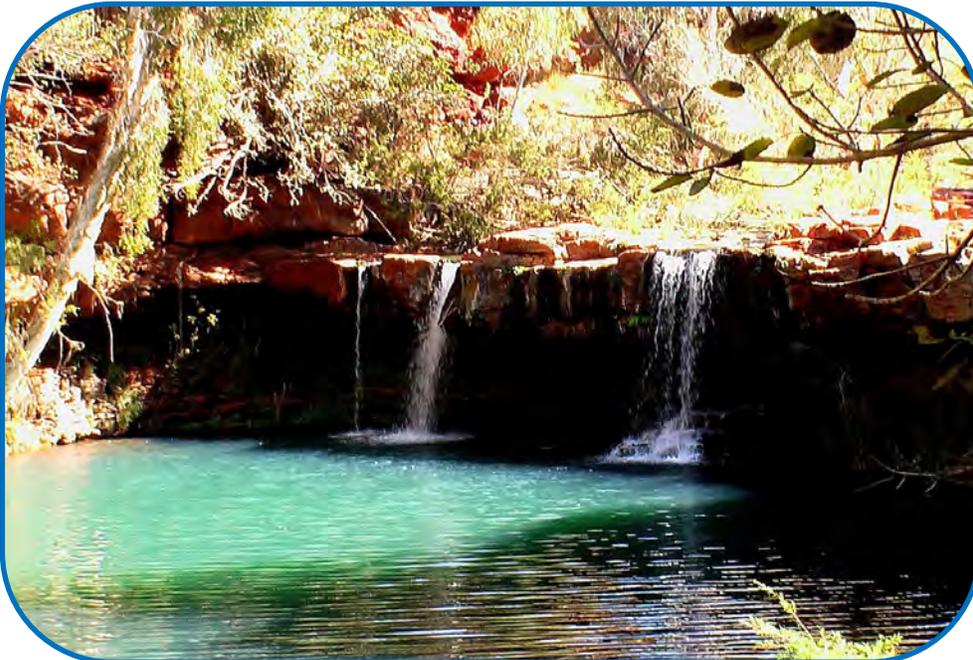
Contact Victoria Jewett on 0412 027 878 or email [vjewett@email.com](mailto:vjewett@email.com)



## Club Clothing

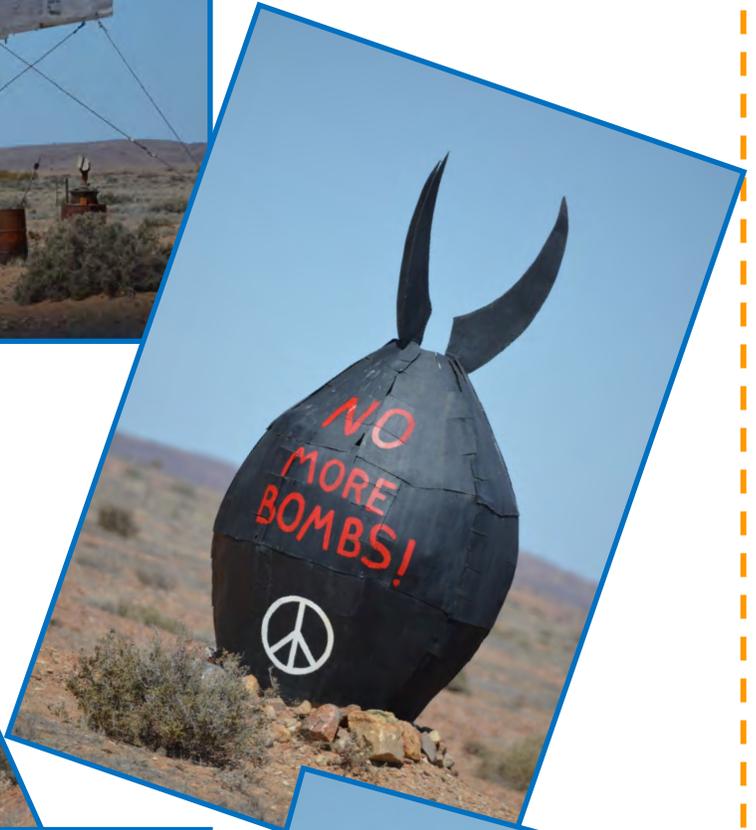


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<i>Bucket Hats</i>	\$15.00
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