

March 2019



Southern Trails

Next Club Meeting

Tuesday 12th March

Deakin Football Club

12 Grose St Deakin

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President's Report – Andy Squire

A successful Safe One Basic Driver Training course was held during March trialing a new 2 day format and seemed to be well received. The weather was brilliant with 15 Students attending and a good time had by all. I understand that a number of the students were able to go on the Brindabella Ramble with a big turnout and a mix of 'old and new', so great to see the newer members getting out, and the older members (those in the club for a while, not those who are simply 'old') making them feel welcome.

The Social Club organised another trivia night at the Jerrabomberra hotel with a pretty good turnout – the club had 3 tables who fought it out for glory and exaltation. It might have gone a bit better if we had known some trivia, but we managed to hold our own, not winning any wooden spoons and I think, from memory (it was past my bedtime so I wasn't paying much attention at the end), one table managed a place overall. Congratulations to them.

Yet another reminder that the AGM is this week (12 March) and there are still a few positions with no nominations. If you feel you could contribute please give some serious thought to filling one of them. Details are on the website. There are lots of tasks ahead for the new Committee, so I suspect it will be another busy year. There are a few Committee Members who have not re-nominated and I would like to thank them for their contributions and their time on the committee. So thanks to:

- Dim Veteri (Membership Secretary) for his efforts welcoming new members at the General meetings, and the hard work in managing membership over a few years,
- Victoria Jewett (General Member and previous Treasurer) for her contributions over a few years
- Marie McDonald (General Member) for managing the 'clothing store' and making sure all our members are decked out in the best gear
- Peter Czeti (General Member) for his contributions, and for joining the Spectacular Committee for the 2020 show

Also, thanks to Mathew Maddigan, Michael Loberger, Michael Jackson Rand, and Humayun Quireshi for their efforts during the year.

Hopefully I manage not to get lost or abandoned on Glen's Mystery Trip and will see you all at the AGM.

Trips and Events – Michael Patrick

Start Date	End Date	Activity	Type	Leader
09-Mar-19	11-Mar-19	Touring around Tilba	Grade 2	Rob Phillips
14-Mar-19	14-Mar-19	Day trip to Blue Waterholes	Grade 2	Chris Nicholls
16-Mar-19	16-Mar-19	River Crossing & Sand Driving Course	Training	Peter Butterfield
17-Mar-19	17-Mar-19	Bushwalk Mulligans Flat Circuit	Social	Andrea Szabo
24-Mar-19	24-Mar-19	Backyard Explorer	Grade 3	Michael Loberger
30-Mar-19	05-Apr-19	Vic High Country	Grade 3	Michael Patrick
13-Apr-19	13-Apr-19	Bushwalk Booroomba Rocks	Social	Andrea Szabo
13-Apr-19	14-Apr-19	Lazy South East Forests	Grade 2	Bronwyn Squire
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
19-May-19	19-May-19	Bushwalk Carillion to Jerrabomberra Wetlands Loop	Social	Andrea Szabo
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	14-Jul-19	Christmas in July	Social	Lynne Donaldson
13-Jul-19	14-Jul-19	Trip Leader Workshop	Grade 3	Michael Patrick
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
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

Trips and Events – Michael Patrick

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Start Date	End	Activity	Type	Leader
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
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
TBA	TBA	Bush Skills Weekend	Event	?????

Hello Club Members

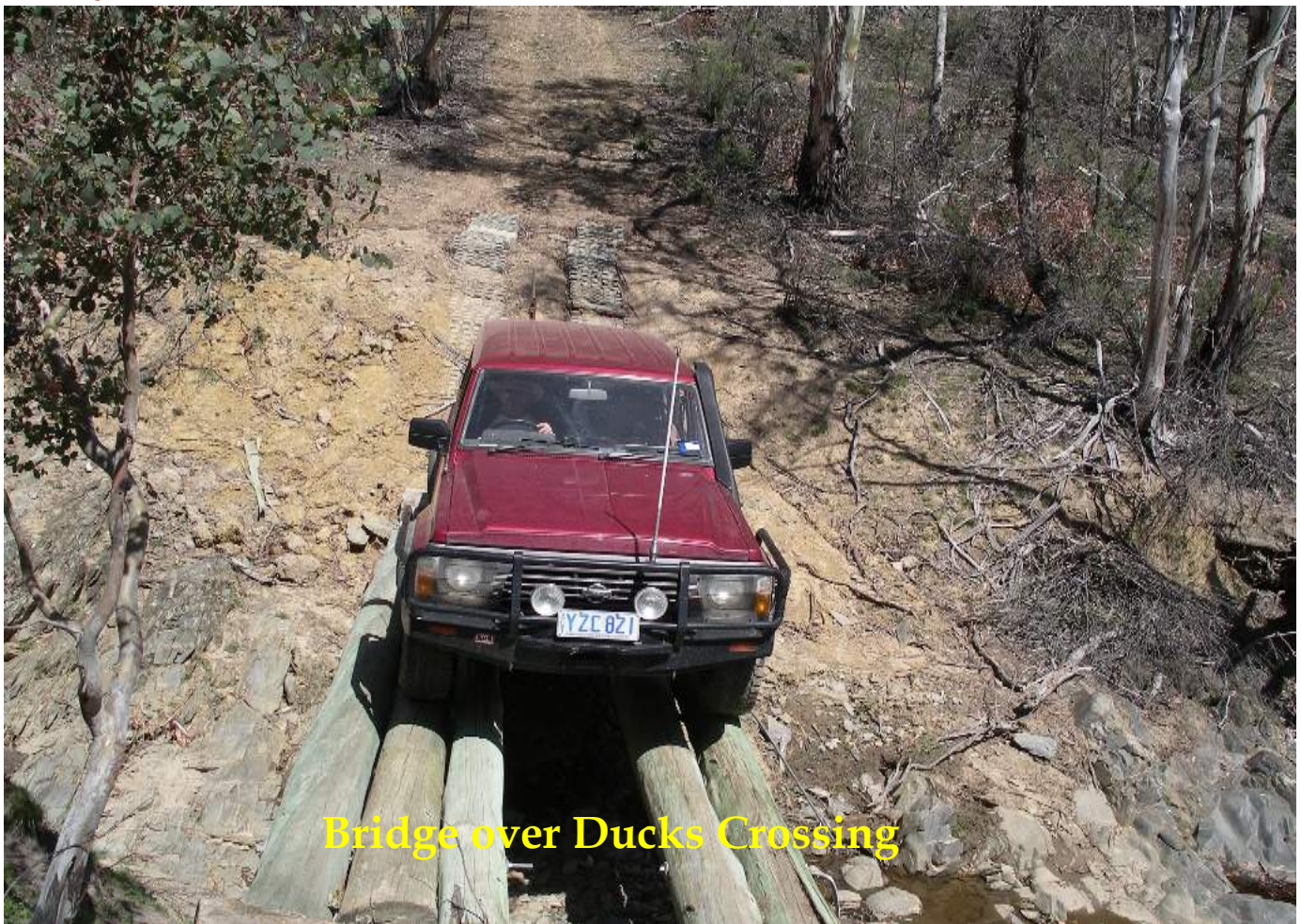
I have received some feedback regarding the Trips and Events on the Web site so I will explain how Trips and Events operates to our newer members.

1. Trips may be posted up to 12 months before they are due and can fill up very quickly. So please do not be disgruntled if you see some trips are full.
2. If a trip is full please contact the Trip Leader or Trips and Events Coordinator as we do take reserves
3. Generally, some trips can have up to 60% of nominations withdraw
4. For new club members who have not completed driver training, keep an eye out for Grade 2 and low-level grade 3 trips as Trip Leaders generally will accommodate new members. (Do not hesitate to contact the Trip Leader or the Trips and Events Coordinator to discuss)
5. Always monitor the Trips and Events register for new activities
6. Next month we will begin to mail out to all members the current Trips and Events Register
7. Currently a new web site is under construction and an area of major change is in the Trips and Events section. The new Trips and Events section will enable us to better manage member nominations and reserves.
8. If at any time you have any questions about Trips and Events, please contact the Trips and Events Coordinator

Michael Patrick

Events & Trips Coordinator

0412 377 941 mail trips@st4wdc.com.au



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High Country Frolic

Rob & Lynne Trip Leader

Chris Nicholls Technical Support

Rob Azzato

Jim Anderson

What a weekend that was. Great company and hard to beat scenery. Never get tired of going down to the Vic high country. We sneaked away early Friday morning stopping off in Jindabyne for morning tea before heading off down the Barry Way. Rob and Lyn did mention that it was going to be a long day with some grade 3 in it. The tracks were challenging with a few creek crossings (not too deep). To be on the safe side Rob D walked through one. First night camp was at Native Dog Flat thanks to Jim and his trusty roof rack picked up enough wood for a nice fire for all of us to enjoy. This is where we saw a few curious Brumbies, but they kept their distance. The following day was up Mt Gibbo track. The summit was too cold for lunch, so we moved on where it was sheltered from the wind. Camped at Wheelers Hut that night the facilities there were good, with the hut having had a internal refurb recently. A great shelter from the heavy rain that evening. The next day was up Mt Pinnibar, mother nature put on her best weather, then headed home. Thanks for all for making this a memorable trip, and to Rob and Lyn for their enthusiasm to lead another trip.

Rob Azzato

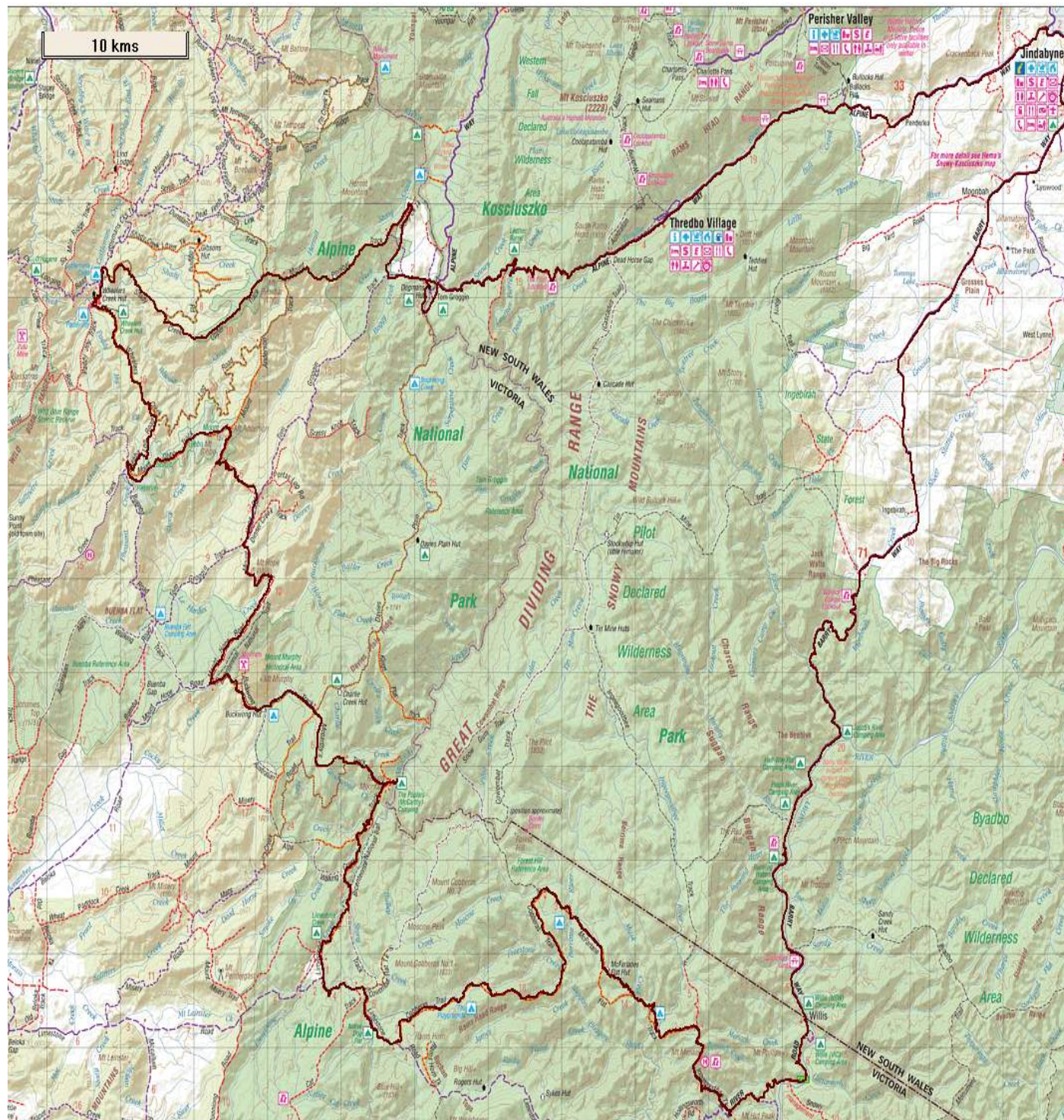
Julie and I missed out on the Friday fun day of driving the Ingeegoodbee Track, McFarlane Track and the Cobberas Trail due to a family commitment, but we arrived at the Native Dog campsite in time for some relaxing by the fire and to hear the tales of their day. Saturday morning had us up early and packing for another fun day along the Limestone Creek Track (some very steep sections), McCarthy's Track, Buckwong Creek, the Mount Hope Road, Mount Gibbo, and eventually to Wheelers Creek Hut for the night. The highlight for the day was probably cresting Mt Gibbo. This return trip was much more relaxing than our last visit here, when we were helping Alex Szabo cope with a broken driveshaft! Ten minutes from our campsite we were delayed by the need to clear a large fallen tree from the track. We scored a little rain in the late afternoon and overnight. Sunday saw us heading for Mt Pinnibar via the Shady Creek Upper Track. We were pleased to find this track has been cleared of much of the post-2003 fires regrowth that was encroaching on the edges and making for a very scratchy trip. The drive along the upper section of the Shady Creek Upper Track, approaching Mt Pinnibar, remains for me one of the most enjoyable drives in the high country, with outstanding views. After descending to Tom Groggin, Julie and I decided to leave the party, and spend one more night in the hills, at

Davies Plain Hut. The track is open again but has some very badly rutted sections and required some concentration on finding the right line. Our thanks again to Lynne and Rob for organising an excellent trip, and to Rob Azzato and Jim Anderson for their excellent company. There is something very special about travelling with a small group of experienced and competent people that make for a very enjoyable and relaxing experience.

Chris and Julie

What a fantastic trip lead by Lynne and Rob. Some great tracks, company, camaraderie and weather. Definitely looking forward to next year's trip. Travelled quite a few Kms from Jindabyne on the return trip as below.

Jim Anderson







1986

Southern Tablelands Four Wheel Drive Club Inc.

4 WHEEL DRIVE PROMOTION DAY

Hall Showground

Sunday 4 November 10AM — 6PM

1986

Displays of 4 Wheel Drive Vehicles

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"Rocky"

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"Jackaroo".

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"Niva"

Slaven Motors
"Suzuki" "Jeep"

Commonwealth Motors
"Range Rover"
"Mitsubishi"
"Holden"

York Toyota
"Toyota"
"Mercedes Benz"

National Capital Motors
"Nissan"

Displays of 4WD Equipment & Camping Equipment

Monaro Off Road

Houdine Camping & Sport

Discount Tyre Service

Steve's Communications,
Radios & C.B.s

Shell Hawker

Demonstrations

Bush Repairs — Winching — Recovery

Hi-Lift Jacks — Snatchem Straps — Etc.

Learn About Club Activities

4 WD Trips — Bushwalking — Sight Seeing
— Fishing — Canoeing — Rock Climbing
— Caving — Fossicking — Photography

Relaxing in the Bush

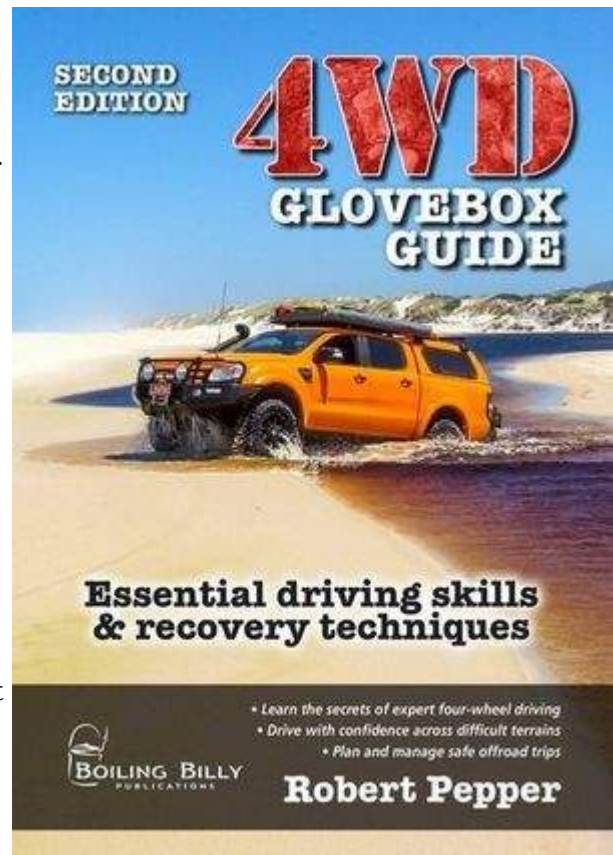
Southern Tablelands Four Wheel Drive Club Inc.

4WD Glovebox Guide - Review

I was recently asked if I knew of a 4WD reference guide that a member could keep handy on travels. One such Guide that I believe is a useful item for any 4WDer but particularly if you are just starting out in this great pastime of ours is the **“4WD Glovebox Guide”**.

The “4WD Glovebox Guide” has been around for many years and is written by well-known freelance motoring journalist, author, photographer and driver trainer (and now a member of ST4WDC), Robert Pepper. Importantly it is 210mm x 140mm which is just right for (you guessed it) your Glovebox.

The Guide covers everything ST4WDC includes in its Basic Drivers Course and then a whole lot more. The Guide provides lots of information about 4WDs including their make-up, an explanation on approach, breakover and departure angles and important info about your vehicles weight. It also has a great section on driving techniques which provides helpful advise on driving a range of different terrains we encounter. It then goes a step further to provide a “how to” guide for undertaking recoveries in a safe and effective manner.



For members looking to go one of our longer trips, the Guide has a detailed section on Trip Management. This section covers heaps of information on trip preparation, navigation, tyre repairs and what to do in an emergency. Finally, in the Appendix there’s a handy list of Australian UHF Frequencies. For the trip leaders in the Club there is also very valuable information to help you run a successful trip.

The guide is in its second edition, having been recently updated.

You can check out more about the Guide at Robert’s website www.l2sfbc.com where you can also order the Guide and his other publications or check out his Facebook page <https://www.facebook.com/RobertPepperJournno/>

The Guide sells for between \$25.95 and \$29.95 and you could also try one of these places for a copy.

tyres and rims

Tyres are a very important factor in the performance of any vehicle as they are the sole link between the vehicle and the ground. For offroad vehicles in particular the tyres must also grip on a very wide variety of terrains and be strong enough to handle high loads and tough conditions.

tyre construction

Typically, strong light-truck (LT) construction tyres are used instead of lighter passenger construction (P) tyres, because offroad driving requires tyres that are strong and puncture-resistant, and capable of carrying a load. Driving offroad also often means reducing tyre pressures – for guidance, see the driving techniques chapters.

Offroad tyres are a compromise between onroad and offroad performance. In Figure 2.13, you can see the four main classes of tread pattern, each of which varies the balance between onroad and offroad performance. The tread pattern is separate from the construction of the tyre, so it is possible to buy a road tyre that is LT construction and a mud tyre that is P construction.



Figure 2.13 Road, all-terrain, mud and extreme tyre tread patterns.

tyre pressures

The contact patch is the part of the tyre that touches the ground. When reducing tyre pressures it is important to note that the contact patch increase is not linear, e.g. the reduction in pressure from 40psi to 30psi has a much smaller contact patch increase than a reduction from 20psi to 10psi does.

This means that a reduction of even 2–3psi, such as from 20psi to 17psi, can make a significant difference to the contact patch.

Tyre pressures are lowered to reduce rolling resistance in soft conditions, and to reduce bounciness, which leads to loss of traction. An increased contact patch area helps the tyre wrap around small obstacles such as stones, and provides more grip in low-traction conditions.



Figure 2.14 Contact patch size, 265/65/17 all-terrain tyre, Discovery 3

understanding tyre markings

Tyres are marked with information indicating their size, age, construction and ratings. An example tyre marking is **LT 245/70/R17 119 S** – the table below explains what it means.

Note that the age of the tyre can be determined by looking at the DOT code – 5109 indicates manufacture in the 51st week of 2009. Using old tyres, regardless of tread wear, may be unsafe as old tyres are less flexible than new ones and thus may not be able to provide safe levels of grip. There is no specific age limit, but any tyre older than 5 years is suspect, although much depends on how the tyre has been treated over its life.

While the legal limit for tread wear may be in the order of 1.6mm, offroad tyres typically require replacement well before this limit is reached.



Figure 2.15 Parts of a rim and tyre

what tyre terms mean

Tyres and rims have their own special jargon:

term	definition
245	Width of the tread in millimetres (mm).
70	Height of the sidewall, expressed as a percentage of tread width; in this case, $245\text{mm} \times 70\% = 172\text{mm}$
17	Diameter of the rim, in inches (1 inch = 25.4mm). Total tyre diameter is: $(172\text{mm} \times 2) + (17 \times 25.4) = 776\text{mm}$ (or 30.6 inches). It's important to know the total tyre diameter because there are road regulations with regard to tyre diameter relative to stock, and because increasing diameter also increases offroad capability as the vehicle has more clearance and better angles (Chapter 1).

term (continued)	definition (continued)
R	Radial (as opposed to cross-ply) construction of tyre.
LT	Light truck construction tyre. May also be P for passenger construction or XL for extra load. 4WDs should use LT construction tyres because they are much stronger than P construction tyres.
119	Load rating – how much load the tyre can sustain. The tyres fitted to a vehicle must have a load rating at least as great as the vehicle's placard. A rating of 119 means a maximum load of 1360kg can be carried by that tyre. There is no simple mathematical relationship between the rating number and the maximum tyre load, and each tyre must be able to support much more than 1/4 of the vehicle maximum weight.
S	Speed rating – the maximum speed the tyre can run at. A rating of S corresponds to 180km/h. Note that Australia exempts 4WD vehicles from needing to run tyres that match the vehicle's placard speed rating. For 4WD vehicles, the speed rating must be a minimum of N, which is 140km/h, regardless of the placard.
rim	The metal wheel on which the tyre is fitted. Usually either alloy or steel. Most rims are one-piece, but older tyres are split rims, which come apart in two pieces to aid removal of the tyre from the rim. Split rims are always made of steel.
bead	The part of the tyre that seals against the rim.
sidewall	The vertical side of the tyre, from bead to shoulder.
tread	The part of the tyre that touches the road.
tread block	A single block of rubber, many of which together form the tread.
shoulder	The part of the tyre between the tread and the sidewall.
studs	Threaded rods onto which you place the rim and then screw on the wheel nuts.
stud pattern	The diameter and number of the studs and the size of the circle they form – the size of the circle is defined by its PCD, or Pitch Circle Diameter.
wheel nuts	Nuts that screw onto the studs, holding the rim in place (4WDs usually use five or six).



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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

INFORMATION ON CURRENT MEMBERSHIP AND OTHER MEMBERSHIP MATTERS

We continue to see a good number of new members each month and February was no exception. It's great to be able to welcome 6 new memberships to the club. We also had a number of our family members upgrade their memberships to full members this month.

Current membership - 28 February 2019

Ordinary Members	-	236
Life Members	-	10
Family Members	-	171
Total Members	-	417

New Members

There have received 6 new memberships for the month of January.

The new memberships were:

- **Chris & Ellie Robinson** – Driving a Mitsubishi Triton
- **Hayley Smith** – Driving a Mitsubishi Pajero
- **Les Luksza** – Driving a VW Amarok
- **Stephen & Rose Dangaard** – Driving a Toyota Hilux
- **Willi & Janet Thomsen** – Driving a Ford Ranger
- **Yana & Michael Steinebronn** – Driving a Isuzu MU-X

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.



Membership Renewals

Good news on the renewal front with the Club receiving 15 renewals in February. However this does still leave 68 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.

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.

Final Note

This will be my last membership report as I step down from the committee for the coming year. Unfortunately (or fortunately), I will be away for too many of the committee meeting to make nominating appropriate. Maybe next year? Many thanks to all those members who have assisted me throughout the past 2 years, it was very much appreciated. Please continue to offer your support to the new Membership Secretary in the coming year.



MEMBERSHIP MOMENTS (CONT.)

INFORMATION ON CURRENT MEMBERSHIP AND OTHER MEMBERSHIP MATTERS

Association Stickers

If you haven't got your 2019 NSW & ACT Association sticker, please see me at the meetings. If you need club stickers, I will also have those at the Club meeting

Membership Benefits

Please remember that a number of business in Canberra will give a discount to ST4WDC members when you purchase your 4WD and camping gear. Start with our sponsors, who are more than happy to see you.

Also, if you are applying for insurance for your 4WD, ask if they provide a discount for having completed a formal 4WD training course. A number do include Club 4X4 Insurance, who also offer a club discount. If your insurance provider does and you need an electronic version of your Basic Driver Training Certificate, feel free to scan your certificate you were given or contact me at membership@st4wdc.com.au and I can email you one (if you have completed the course of course!!!).

Demetrio (Dim) Veteri



Driver Training March 2019

Instructors

Joe
Dim
Lindsay
Scott
Peter R
Peter B
Tara
Thommo
Julie
Bronny
Michael P
Pelican
Rod
Rob
Stuart

Students

Jane
Belinda
Jon
Simon
Sophie
Jodie
John
Francoise
Brian
Michael
Geoff
Brendan
Georgina
Robb
Luke

I joined the club green, having done some mucking around in the Brindabellas and similar but nothing that could be considered 4WDing. From the outset I was impressed with the organisation of the club and the willingness of the members to assist and share knowledge. We were the guinea pigs of a new course with the traditional 3-day format being broken into three components. I found this to be a logical change and it assisted my family arrangements greatly and I would support this format going forward. The first component was the truck inspection followed by a lesson on tyres and their ratings. The second was mainly on communication methods. The final component was the driver training. I arrived a little late, mainly due to an idiot who attempted to fill their car with high flow diesel, in a Nissan Micra or something. Needless to say the car and the ground wore a little of the diesel and I was trapped for 15 minutes while the spill kit came out while at least 15 cars blocked my exit from the rear. I was in the second convoy and we left using the newly acquainted convoy procedure entering the property from the alternate entrance, in the dark by the end. At the time it was a little daunting but Peter's advice over the UHF was quite helpful. On reflection, it was a great way to fully immerse yourself into the course. The next morning was theory. As a mechanically challenged individual, it was a good cook's tour of 4WD systems. I feel this component could be delivered on the second session.

After the theory, we went into practical sessions. Learning about offsets, cross axles, and how to climb and descend hills. I enjoyed the gradual building of skills which were then immediately put into place on tracks. Driving a stock Prado, I was happy with how it handled, with only a few bumps, grinds and noises along the way. That was until Michael Patrick opened his mouth to comment, leading to the loudest bash of the weekend, heard by the rest of the convoy. The truck survived, the driver not so much. A lift kit soon jumped up the priorities... PS the Toyota badge on the tow bar that was found in Duck's crossing was not mine. If anyone on the course is missing one, come chat... I now have two... All in all, the course was enjoyable, I learned a great amount and met some great people. A huge thank you to Michael Patrick, Rod, Joe, and all the team for their time and knowledge they shared with me. I would happily recommend it to anyone looking to join the club.

Michael Drew

The course exceeded my expectations. The theory component had a really good mix of theory and videos showing the practical applications (or implications if things go wrong!) of what we had learnt. After the very graphic examples of snatch strap recoveries gone wrong, the instructors had our 100% attention for the recovery training! The one-on-one practical training is priceless - allowing the glossing over of those aspects where the student is competent and focusing more attention where improvements are required. All this in a friendly, fun environment. Margaret and I are looking forward to catching up again soon with the new friends we made on the weekend.

Brian Minty

I had a great time driving around the training course at Talooge, it's a great site with some really

"exciting" tracks. I was pretty pleased I didn't side swipe any trees or take any out or dent any panels on my "Ranger", with the exception of the UVP but that's what it's there for, and I did manage to "flatten down a few rocky ledges" for those without a lift that were following. I now have a good appreciation of "let it down gently, Gently!" and "left foot braking" and I will hear "don't cross your arms" echoing in my ears, like the "Bells of Tinnitus" for many a day, year! Thanks to My driving instructor, Peter, for his patience and for giving me the confidence to take on all tracks.

Now for a "Lift and Rock Sliders" and more exciting challenges, looking forward to it.

Brendan O'Rourke

I really enjoyed the experience and I have learnt a lot of skills about 4WD and in general about my car. It actually exceeded my expectations.

The only suggestion for future courses before driving into the property is to provide a quick rundown of skills that you might need to drive over the hill ie if you stall changing gears etc.

I have met some great people and found everyone very helpful and found the experience invaluable.

I look forward to going on some of the events coming up with the club and getting more experience driving.

Thanks,

Luke Guillot

Yep. I totally had no idea what kind of tracks I'd be driving this weekend nor how challenging and confronting I would find them. I started with a UTE-full of anxiety and fear and a total lack of confidence in my vehicle, but as time's given me perspective I'm feeling really excited about what I achieved and less fearful of going back for seconds. You all showed me that 4WD-ing isn't just about driving up/down/around/over bloody big hills, rocks and gutters.....it's also about the people you get to share the journey with. Best experience was doing Track 2 for the second time and hardly clunking at all. Most challenging experience was Scorpion Track as it really pushed the limits of my knowledge and skills I'd gained so far. To Joe, Julie and all the Driver Trainers.....THANK YOU for your patience, your care and your encouragement. I'll be back! Now....where's that bottle of scotch!

Georgina Karo

We were lucky enough to have fantastic weather for the entire weekend with warm sunny days and cool nights. From arrival at the Bredbo Hotel on Friday evening it was clear that this was a great group of like minded people from a variety of backgrounds and with varying levels of 4wding experience. Despite the access to Talooge being more challenging than normal there was a great deal of support and encouragement within the convoys and everyone made it in without incident. Settling in around the campfire fire after arrival at Talooge was a great opportunity to begin to get to know fellow students and trainers. Saturday morning's theory session was informative and involved the students in the discussion and got everyone thinking and sharing information. After lunch, it was great to be able to put the theory into practice and start to understand the abilities and limitations of ourselves and our vehicles. After returning to camp on

Sat afternoon the group were proud and excited by what they had accomplished during the day, albeit very tired! Another relaxed evening around the fire sharing stories and experiences after the debrief. Sunday saw a full day of driving, extending and consolidating on the previous day. We were again guided through obstacles by the experienced trainers and given the confidence to tackle them. I think most of us were impressed with the capabilities of the vehicles as well as our increased skill.

Overall the weekend was a lot of fun and catered well to a range of skill and experience levels. Despite coming into the course with a reasonable level of experience and knowledge in 4wding I came away from the weekend with plenty of new skills and it was an invaluable experience. I now have an even higher confidence in myself and my vehicle and it was great to be able to learn in such an accepting, fun and professional environment.

A big thank you to yourself, Joe and the entire 4wd Training team for a great weekend of learning.

Simon Bailey

“I’d just like to say that the Training Course we participated on the weekend of 23rd & 24th Feb was almost perfect. We had perfect weather, great instructors, really good venues and grounds, as well as great company.

Although not knew to 4WDing I found the course content informative, well presented and explained in simple and easily understood way. Anyone unfamiliar with these vehicles would have walked away with a greater understanding of how things work and why. More importantly, we had explained to us how tasks are performed the way they are, and why, aiming to reduce or eliminate risk to both man and machine.

I was very impressed with the enthusiasm and willingness of the trainers. They were keen to impart and share their knowledge and above all looked like they genuinely enjoyed their roles. This I’m sure helped immensely the students that might have been a initially apprehensive. In fact I was surprised to see many new members accept challenges’ that perhaps they would have declined if it wasn’t for the reassuring nature and confidence inspiring methods the trainers used. The amount of time and effort everyone involved with the training by the Club is commendable. I don’t think you’d find another club that invests so much, so willingly in their new members. I’m confident that every participant went home with new skills they never anticipated achieving in such a short period of time.

Well done all”.

John Sankey

I joined the club in October 2018. Couldn’t wait to do the driver training and was able to come aboard this past weekend, never did I think I would,

1. Experience what I did and
2. Enjoy it as much as I did.

The theory side of the course was very informative and I got a lot out of it leaving my wanting to

dissect things even further...I'm sure that's in further courses 😊

The practical part of the course was absolutely awesome, I learnt a lot about not only my own vehicles capabilities but my own.

The Instructors, well I've saved the best for last. Lynne was the best, a cheerful, positive and confidence booster to say the least, she made me feel like I could conquer anything.

Joe was great too with his knowledge and extra tips, I got a lot out of his input as well.

Being nicknamed CTD (crash test dummy) by Scotty made me feel right at home hahaha!!!! All the instructors were awesome in their little tips and help. Thank you.

I felt like I had been in the club for years.

Thank you for my incredible experience and for the ones that are yet to come.

Sophie Nelson

I found the basic training February weekend events both challenging and exciting at the same time. The weekend began with what I thought was going to be a very challenging solo drive from Bredbo in to Talooge in the light and it soon became apparent it would be a night drive in on an unfamiliar track, and I was not confident, but with the reassuring guidance from my unexpected passenger Lynne, we made it in. Phew, that was so much better!

Mastering using the left foot for braking seemed counter intuitive on the first day and breaking my habit of using it to engage a clutch meant lurching Dim towards the windscreen every time I wanted to change gear or brake but it got better by day two.

Scorpion track was a real challenge remembering to look left, right, in front, behind, breathe and turn the wheel quickly, accelerate or brake really took concentration. I lost sight of the track on one occasion and saw trees, lots of trees, to the left and a menacing pile of rocks and trees to the right and when I asked Dim which way the track went I was hoping he would point out a route straight ahead somewhere I hadn't seen but no, it was to the right, over the rocks and down, straight down, gulp! With Dims guidance I managed, and we made it safely to the refreshment stop at the bottom! Having been fortunate to sit in on Neil's training watching from the passenger's seat I wanted to master Hole in the wall, Duck's crossing and the Back door from the driver's seat and was pleased I succeeded with expert guidance. The whole weekend was exhausting but enjoyable. Thanks to the training team who were very supportive and encouraging and a lot of fun. I have some skills to practice and expand on and am looking forward to my next adventure behind the wheel.

Jane Coffee

I must admit I didn't quite know what to expect from the training weekend, despite reassurances from my 4WD-veteran partner Robert - "don't worry, ST4WD Club is great, lots of other people, dedicated tracks... you'll have a ball and learn heaps!"

Well, he was pretty much right, except for the side angles. I really, really hate side angles, especially on loose-ish shale, and on a downhill. Aside from that I enjoyed the course, and was impressed with the effort put in, and the friendliness and organisation of everyone concerned. There's clearly a huge commitment to training and safety which is great to see. I

became more confident with left-foot braking over the weekend and learned to trust the car - especially downhill that, when in first low, especially that it would not run away from me and I'd still be in control with Hill Descent Control (HDC) enabled. The cone wheel-placement exercise was more challenging than it seemed, and I can see the relevance to real-world 4WD. I didn't mind the steep up-and-down hills, just so long as they weren't side angles! Joe was so easy to listen to and great at explaining things. I really loved seeing the differential working. I wouldn't have minded some more time seeing what my rear cross-axle difflocks could do though. And at one point the tyre pressures had crept up to 25psi so we dropped them down to 20, and that made a nice difference to the smoothness of the ride over rough terrain, and I'm told for Off Road traction. So yay for low tyre pressures! But not too low....

On Saturday after the course I parked up, heard a hissing noise and found a small tear that was leaking air. Arghh!!! My brand new, super strong light truck construction tyres that were very unlikely to get punctured..... were punctured! What a great opportunity to learn about tyre repair kits. I was impressed the plug stopped the leak.

On the next day it turned out that the temporary repair worked and held air pressure well, so despite some misgivings I completed the second day of the course which wasn't as scary as the first, because of fewer side angles. Did I mention side angles aren't my thing? Possibly. Apparently everyone else hates them as well, except for Rob D. So the rest of the course went without mishap, but sadly we had to leave early (sorry about that, all), but I can say that when I drove out the gates it was as a wiser, more knowledgeable and skilled driverthanks ST4WDC! Can't wait to put my new skills into practice (and no, I don't mean tyre repair!).

Jodie Lane

This 4wd training was a really positive experience for me.

The first session, in Canberra, informed us how to communicate using 'bush comms' in convoy using UHF,HS,Sat phones or PBL focussing on the need to be well equipped especially in remote areas to ensure everyone safety.

The second part of the training started on the Friday night, after a meal at the Thredbo pub we all headed towards Talooge. I must say that I occasionally 'borrow' my husband's 4wd to go around town but it was another matter to sit behind the steering wheel of an auto 4wd on a dirt track. I removed some air from the tyres, put the car into low range and started driving in convoy listening to the instructions on the UHF radio. The longer alternative route to access Talooge was for me a long, fearful journey in the dark, expecting wallabies to jump in front of the car. It deflated the little confidence I had to enrol in this course!

On Saturday morning the theory session with good videos provided me with some understanding how a car could react according to driver's behaviour. I learnt basic safety principles, convoy procedures driving techniques including tyres, tractions, pressures, load rating. After lunch we started the practice with our designated instructors. Bronwyn my 'super-duper' instructor demystified my fears of crashing/rolling over in that 'big tin box' while driving sideways on slopes between trees. I learnt to break with the left foot, pick lines, select

gears, understand kind of ruts. Her kindness and expertise was second to none, sitting for hours, guiding me and advising correct procedures for stopping vehicles on both ascending and descending slopes. On the second day I acquired more confident listening to the engine, using various breaking systems. I also learnt how to safely use recovery equipment. I built self-assurance in assessing the terrain, evaluating tracks on foot, and if required, picking the lines. I found our daily debrief with other trainees very informative. It was a long tiring day and although I was at time shaken, I was much more optimistic about my off road driving capabilities.

Thanks indeed to all the instructors. I was really amazed by their expertise, patience good-humoured to develop my skills, giving generously their weekend to teach all of us. What a Club! I am now looking forward to many new adventures with the Club spending some time behind the steering wheel and pinch my husband's car.

Francoise Arbaut-Zaalen

Having observed the training format of three days when my partner did it last year compared to me doing it this time I have to say this new format is far better. The night session prior of communications and other matters was good to have at the earlier time as allowed for more digestion of the materiel. In fact, more of the theory could be delivered in this format at another pre night briefing. The practical sessions still allowed delivery of the same learnings.

As a person with vision impairment who uses a Bioptic to drive and only been driving for three years, I knew this training was going to require some adaption but having observed with my partner last time I believed it was achievable. I can highly recommend that if any person who does things differently would like to see if they can drive a 4WD that they are able to be given opportunity to observe as I did and then learn and consider, if and how they can apply what needs to be done to how they need to do it. Further, whilst I did observe last time, there is nothing like doing the training yourself to give you that hands on muscle memory and for me that is essential as I learn by doing.

I need to give whole hearted credit to my trainer who was amazing both with skill and flexibility to take things in his stride by firstly listening to me about what I can and cannot see but also and most importantly, not making assumptions about what he thought I can and cannot see or do. This is difficult for most people. It is a tribute to him that I progress through the course.

I went along just wanting to learn to 4WD so I could take the wheel to support my partner when we go on trips. I considered my learning would be slow and methodical taking it in my stride and just being happy as to where I am at. However, to my surprise I progressed at the same pace as the other students, even with some modifications and not knowing the car as it is not my daily drive. For the cone exercise I truly did not think I would be able to place the wheels so close to the cone on both sides nor to be able to back the big dual cab UTE around the pole. But I did all of that and without too much effort. What helped is knowing my disability and what I need to see which high contrast is. So, in preparation we had bought black and white tape to place on the bonnet to mark the tires whereas other students used cable ties that I struggled to see. Doing the course also allowed me to figure out what time I struggle to see the terrain and think about how to compensate for such. For example, certain times of the day when the sun shines into the cab I have difficulty seeing out so needed to slow the car, ensure the windshield is clean and sometimes look outside the window instead of the windscreen. Being all at low speed allowed me to think and drive.

Lastly, the comradeship developed with co-trainees really topped off the experience. All such lovely people, trainees and trainers alike. People were greatly supportive of each other and

certainly felt safety and professionalism were key. The bon fires on Friday and Saturday night made for relaxing social time and great viewing.

Belinda O'Connor

I would like to congratulate all the driver trainers, especially Chief Instructor Joe Briguglio, for a well organised and thoroughly enjoyable weekend. As someone who has enjoyed 4wding as a recreation for quite a few years, the course allowed me to focus on developing good driving habits and behaviours when in an off-road environment. The property is well designed and has a great variety of tracks which I found challenging and fun to drive. It was great to meet some of the club and make friends with others completing the course. The amount of practical hands on driving and skills was so beneficial and assisted in putting the theory to use. I feel that the Pre-trip session on the Tuesday could have been better spent delivering some of the basic principles that are covered on the Saturday morning such as what is a 4wd and the components of vehicles as well as convoy procedure. I felt the communications theory was too detailed for 'beginners' and that it should focus on UHF only with other types such as HF, Sat-Phone etc. covered in a separate Communications course if people wanted to know more or for those who enjoy remote travel or planning a remote trip. By providing an early overview of the basics of 4wd, people would have time to further understand and research their vehicle and come to the trip better prepared or aware. The Saturday morning session could then focus on the practical aspects of 4wding such as approach/ departure and ramp over, wheel placement, picking lines, cabin drill etc. which are then put into practice on the course. I am now looking to put my new-found skills into practice and take part in further club trips and events.

Jon Bresnik

The weekend was well set out, the balance of theory on the Saturday morning and the driving eminent was great. Coupled with the Saturday evening getting to know the class more and getting to know the trainers and learning about other club members vehicles and set ups.

Liam C Robb

This great weekend away began at Bredbo, after dinner and some meeting and greeting it was time to lower tyre pressures, one of many firsts for the weekend, before we headed off. I've only ever put air into my tyres, not taken it out, so this felt a little strange. Driving into Talooge was another first, being a newish member, this was the first opportunity we've had to visit the property. Once Camp was set up and some more socialising it was time to hit the sack. The next two days involved some very interesting theory and practical lessons on four-wheel driving that helped me understand my vehicles capabilities as well as my own. Another first for me was experiencing the unique feeling of descending a very steep slope in 4WD LOW watching your vehicles RPM's lowering to a point where you feel it's about to stall (and thankfully fighting the urge to push in the clutch). Fully understanding the capabilities of the truck was indeed an eye opener. A great weekend away with a great group of people.

Geoff & Mel



This is why driver trainers pants are too tight



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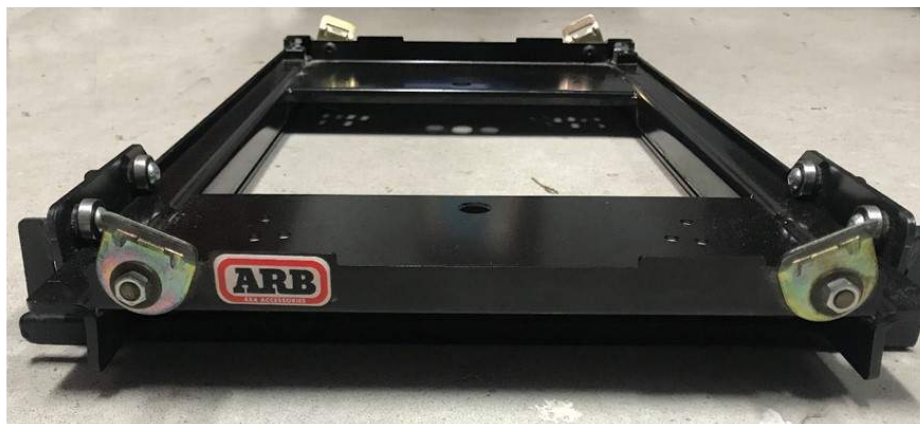
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Camp Cooking Recipes

Cheese and spinach cob

This is such a winner around the campfire of an afternoon, and perfect for those happy hour situations in campgrounds when you are looking to meet fellow travellers. And best of all, cleaning up is a breeze... as you get to eat the plate (so to speak).

Ingredients

1 cup of mayonnaise
1 large cob loaf
1 large handful of spinach leaves
1 small onion (finely chopped)
1 teaspoon mixed dry herbs
1½ cups of cheddar or tasty cheese (grated)
250g cream cheese
Salt and pepper

Method

Preheat a camp oven on a low/medium heat and drop in a trivet.

Slice a lid off the top of the cob loaf and scoop out the bread inside, ensuring you keep it in large pieces, while leaving the cob wall and base 2cm thick.

Mix all other ingredients in a bowl, and fill the cob.

Place the loaf on your trivet and bake for around 20 minutes, or until the filling has melted.

Serve on a large plate or board with the strips of bread inside. Start eating the cob once the filling levels drop.

See, no need for individual plates – as you are actually eating them. Pretty cool eh?



Camp Cooking Recipes

Orange Cake

For a super easy chocolate cake mix you'll need:

Ingredients

1 cup self-raising flour, sifted
1/3 cup cocoa, sifted
1 cup caster sugar
1/3 cup of coconut
80 grams butter, softened
1/2 cup milk
2 eggs, lightly beaten

Method:

Grab an orange and cut the top off like a jack-o-lantern.

Eat all innards of the orange with a spoon and then place some cake mix inside, up to about half way.

Replace the lid and double wrap the orange in foil. Place the package on a bed of coals for about 15 to 20 minutes.

Unwrap, and enjoy!



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Members should note that many of our fantastic sponsors offer Club members a discount on goods purchased from them. Please ask at time of purchase and have your membership card handy.

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

Club Clothing



<i>Polo Shirts</i>	\$38.00
<i>Chambery Shirts</i>	\$45.00
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Talooge water fall