

June 2019



# Southern Trails

Next Club Meeting

Tuesday 11th June

Deakin Football Club

12 Grose St Deakin

National Library Catalogue No. ISSN 0314 - 0814

**Guest Speaker for next meeting**

**Peter Fenwick CAMPERACT**



**Davies Plain Hut**

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# President's Report

## Andy Squire

June has rolled around and I am not sure where the last month went. Bron and I have been busy planning/preparing for a Simpson Desert trip and at the same time being part of the Winching Course and the Pine Buster at Burrinjuck, and trying to do some work. Time is running out and while we have lots of food and water, I am not as convinced that the truck is ready. Oh well, we can always catch a couple of camels and keep going.

The Winching Course was well attended, although a few late minute withdrawals and no-shows was a bit disappointing. The weather was glorious and warm (unlike last year which was cloudy and cold). Most of the exercises went smoothly, although some may complain that walking up and down hills carrying recovery gear is not their idea of fun. Thanks again to the trainers for giving up their weekend.

The Pine Busters weekend at Burrinjuck was a great success. A good turnout demonstrated to National Parks that we are paying more than just lip-service to the idea of volunteering and working with them to keep the parks looking good and open, and we hope that more events will be held. While we didn't get the chance to do a long drive, we did get the opportunity to drive into areas normally closed to public vehicles. Discussions around the campfire and at the end of the weekend were definitely positive, so hopefully we can build the relationship and prove we are not environmental vandals, and continue to gain access to some restricted areas. Indications are that other clubs are achieving this in their local areas.

I mentioned last month that we had commenced some minor revisions to the Constitution and By-Laws to amend the membership period to enable automated payment through the new website. Things are still progressing well, and hopefully in the next week or so the changes will be sent out to members for consideration. A Special General Meeting will be called to ratify the changes.

It has been a relatively quiet month, and so only a short report as I am now about to get into the truck, start the engine, remember I forgot something so get back out, repack and try again, and hopefully head west to some sunny weather..... See you all in 5 weeks. Oh, and remember...."Friends come and go like the waves of the ocean, but the true ones stay like an octopus on your face".



# Trips and Events – Michael Patrick

<b>Start Date</b>	<b>End Date</b>	<b>Activity</b>	<b>Type</b>	<b>Leader</b>
14-Jun-19	02-Jul-19	The Red Centre 2019	Grade 3	Jake Vanderstok
22-Jun-19	23-Jun-19	OziExplorer Nav X	Grade 3	Michael Patrick
06-Jul-19	07-Jul-19	Camper Trailer Workshop	Grade 3	Glenn Watts
06-Jul-19	07-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
28-Aug-19	12-Dec-19	Cape York	Grade 3	Matt Warmington
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
22-Sep-19	22-Sep-19	Brindabella Ramble	Grade 3	Michael Patrick
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
10-Apr-20	13-Apr-20	Mungo National Park	Grade 3	Matt Maddigan

# Christmas in July

When : 6<sup>th</sup> July 2019

Where: Laurel Hill Forest Lodge, 1670 Batlow Road Tumburumba

Meeting point: Uriarra Homestead

Time: 8.15am

Come along and join us for a fun overnight stay in an old converted Goal- bunk house style.

Supplied lunch on arrival, Christmas style dinner and dessert.

Breakfast in the morning.

There will be games and fun to be had by all.

The cost per head is \$100.00 – great value.

More details on the website.



# Safe One Basic Driver Training at Talooge Park May 2019

## Instructors

Joe  
Duck  
Andy  
Pelican  
Brony  
Michael  
Rob  
Lynne  
Peter B  
Scott  
Rob  
Stuart

## Students

Tom Robertson  
Sarah Wallace  
Andy Donnelly  
Rachel Major  
Yana Steinebronn  
Hayley Smith  
Nichan Fonseka  
Andrew Fox  
Trisha Miller  
Ciril Karo  
Tom Bustin  
Chris Robinson

That weekend was the best! Really nice spot there at Talooge and plenty of great camping spots and facilities.

Excellent training! All the teachers were amazingly helpful, knowledgeable, kind, and friendly. Special thanks to Bron, who's voice I hear in my head every time I take my hands off the wheel now!

### **Tom Robertson**

I would like to express my thanks to all the instructors for volunteering their personal time and experience to share with the students. Michelle and I found the warm and friendly welcome we were shown has confirmed our decision to join the club. In fact Michelle is now looking at a date to do the course and is looking forward to it.

### **Andy Donnelly**

I have to give credit where credit is due , I was personally very impressed with the level of safety techniques / procedures that was taught during the recovery components of the coarse .

I have personally under taken similar training with the Defence force , Fire brigade and commercially run 4wd coarse and I have come to the conclusion that a few of the previously mentioned should have a long hard look at the standard of training they are delivering .

So hats off to you and the team .

Now the team ( driver instructors ) what can I say apart from Thanks .

Observations : calm , very knowledgeable , delivery of information / clear / concise / to the point / ensured every student was assessed no mater how small the learning out come was e.g. Joining to straps together .

To conclude

The property and the training areas are top notch .

I had an absolute ball, any time you get the chance to have a drive in a new bush location is priceless .

To meet new like minded people like wise priceless

**Foxy**

My weekends training ended on Sunday nearly, but not quiet at the top of a track, with the ominous hiss and squelch of a rapidly deflating tyre and though a disappointing curtailment, this, and the rain, did not dampen my weekend. From the drive in on Friday evening – which at the time felt like a baptism of fire, tackling rougher, steeper and slippier roads than I had ever driven before, to the drive out on the same roads, slippier after constant rain on Sunday, now easily taken in my stride, the weekend was a revelation. I will not call it anything as portentous (or should I say, pretentious) as a journey of self-discovery ...but the weekend was a joy, learning from passionate, knowledgeable individuals who want you to succeed, to discovering my and importantly my trucks strengths and weaknesses was a revelation – I can have confidence in the truck, that if I put it in the right place and have a little patience it will go everywhere. To the social side of sitting around the roaring camp fire, long into the night, getting to know the fellow trainees and instructors, not feeling like a “newbie” but as a valued member of the club, under the majestic Southern Sky with more stars than you can count in the beautiful nature filled Talooge Park, with Kangaroos, Wombats, Pelicans and a wily old Duck . So now that it’s a few days after the weekend and I’ve washed off some of the mud, dried my camping gear, am planning upgrades to the vehicle and replacing spare wheels (and windscreens – crack not caused during the course but defiantly not improved for it) - I feel very lucky to have stumbled upon the Southern Tablelands 4WD club as place to learn, to improve, to socialise, to contribute and to explore the stunning Country.

**Tom**

Having been the backseat passenger on the previous course I was very excited to take on the weekend. Like most males I was appropriately (over) confident, but I was also self aware enough to know that the confidence would only get me so far and I had a lot of practical learnings to experience. The learning started at offset mounds, where speed and momentum were practically shown to not be the same things, and continued into a few down- hill sections that needed less speed and more control. The twisting tracks also reminded me a Ranger is a long truck that needed both front and rear awareness. So learning done, Sunday was a pleasant drive with very few issues – until **Back Door**... As the rain fell, we chose not to pre-walk and discuss and that probably contributed to what was clearly heard on the video to be described as a very ugly drive. The lesson to us all is that time spent in reconnaissance is never wasted! I'd like to take the time here to appreciate and recognize the patience and skill of the driver training team, thanks to Joe and Rob as my passengers, your wisdom did fall on fertile ground, and I'm looking forward to the opportunities to continue my learning.

### **Ciril Karo**

Firstly want to say a massive thank you the Scott for being my partner on crime this weekend giving me the tools and guidance I need to get out on the tracks and trips. I had a ball learnt a lot still have more to go but feel confident driving now. Talooge what a magical place wont be the last time we go out there.

Thankyou to my husband for doing the cooking and looking after me whilst I was out playing in the dirt. What a great club fo be apart of.

Bad side it rained and rained some more so a soggy cub to unpack and dry out .

### **Trish Miller**

It was a great weekend and a well run course. The instructors know what they are talking about and the property is such a lovely environment to learn in. The campfire at night was also a nice place to make new friends and share stories of the days learnings.

I had an awesome instructor who had me leaving the course with more confidence than I started with, my greatest achievement tackling and defeating the backdoor track at the end of the course.

Thanks Andy for all your guidance and look forward to participating in future club trips.

### **Sarah**

The Basic Driver Training has been a practice of knowledge and experience which I have found invaluable. The course strikes the right balance between safety and measured engagement with risk. It allowed me to test the limits of my vehicle and expand driving skills under the watch of a calm and seasoned 4WDrive trainer. During the training, I have learned to assess tracks and obstacles, understand my vehicle and how to operate it under difficult conditions and become

aware of my bad driving habits! I have undertaken challenges I did not believe possible previously and, as a bonus, I left Talooge on Sunday afternoon with boosted confidence and both side mirrors and awning still attached. Sweet!

## **Rachel**

Wow what an amazing weekend. With no previous 4wd experience I was quite nervous going into the property and I must give many thanks to Michael who sat in my passenger seat and assisted me with the steep climb in the dark.

The course was more than I could have imagined or hoped for. The instructors were extremely professional, from the information provided in the theory by Joe though to the practical and calming effect of having Stewart as my personal instructor.

Over the weekend I gained confidence in my vehicle (Isuzu MUX); what it was/was not capable of and most importantly in myself.

The best bits aside from everything were:

- Learning how to drive the mud filled offsets
- Gaining confidence and laughing heaps
- Being in a convoy is an amazing feeling, adding to feeling safe and knowing there are people there to help if needed.
- I didn't send Stewart through the windscreen whilst learning to use left foot braking
- Only caused mild scratches to my vehicle
- All the driving, hill starts, wheel placement, using my MaxTrax, and of course all the driving
- Did I mention the driving, wow Talooge is a wonderful scenic property and I look forward to being able to spend more time there
- Learning to drive responsibly to protect the environment
- Saturday night by the fire
- Sunday morning surprised that when Duck breathalyzed me my reading was zero (possibly needs calibration)

Finally a huge thank you to Stewart, Duck, the instructors and crew for your sharing your time, tips, and patience over the weekend. You all made it a special event for me and my husband Michael (who is keen to do the course) and we look forward to joining you all on some trips starting with the Brindabella Ramble this weekend.

## **Yana Steinebronn**

I had an absolute blast learning to drive in a introductory 4WD course. The tracks were

challenging and great to learn on. We are so lucky to have such wonderful facilities and tracks to use. I can not fathom going on a real 4WD track without prior proper training, specially not having an instructor next to you to teach and watch over you.

The amount of confidence you get from just having the instructor next to you is tremendous. You can instantly boost your ability hundred fold to take on the tracks which no truck upgrade or modification can ever provide.

It is ten times more effective than ditching your street tyres with high pressures to driving off road tyres on low pressures. If anyone is considering wisdom of getting off road tyre they won't be once they are on the tracks.

Having the instructor next to you, relieves you of having to second guess whether you should be there in the first place. This really allows you to focus on the task at hand and accomplish it with confidence.

From the first day itself we were on fairly challenging tracks. There would be no way I would have been on those tracks by myself. With the instructor besides me however I was able to handle the tracks with ease and confidence.

Having never driven in high range let alone low range, I now feel lot more confident and eager to go off road driving and to increase my experience and knowledge. Being able to do this with in a supporting club is invaluable.

You often can not get something for nothing. But if you are lucky, you get the best for nothing. This course was an instance of you getting the best for nothing. Because it was taught by individuals not for personal gain, but to share their passion and knowledge with others. I remain indebted to their selfless giving and generosity.

So thank you very much for introducing me to this wonderful sport as a capable and competent driver.

**Nishan Fonseca**

Wow!! What a full on weekend. A mix of theory and practical and a huge learning curve. There were plenty of opportunities to ask questions and clarify instructions. It was great that we each had a calm patient experienced instructor in the car to guide us through initially daunting challenges. By the end I was amazed at what I'd manage to absorb. It was an enormous confidence boost to drive out alone in convoy at the end of the weekend. A perfect chance to put all we had learned into practice. Overall a very rewarding experience. Many thanks to Joe B, Rob D, Stewart & Ducky. Plus all the other instructors & students for their time and guidance.

**Hayley**

Wow, what an amazing weekend. The vibe at Talooge was fantastic from the get go. The camp

Wow, what an amazing weekend. The vibe at Talooge was fantastic from the get go. The camp grounds were immaculate, and spending the weekend with like minded people, from such diverse backgrounds, was a great escape.

The instructors brought a wealth knowledge, from decades of experience, all of whom were more than willing to share. The experience was invaluable and the fact that this is available to me and my partner as club members is outstanding.

I was particularly impressed with the one on one, student trainer tuition, reinforcing some great techniques that were put into practice on the tracks.

As someone who was quite confident behind the wheel coming into the basic driver training, I can honestly say I am far better prepared for some of the challenges the trails can throw at you.

Thanks guys!

**Chris**





# Lazy South East Forest

## 13/14 April 2019

**Trip Leader: Bronwyn Squire**

**Participants:**

**Andy and Amy-Rose**

**Dickie and Debbie**

**Rob and Sue**

**Ang**

**Steve and Glennis**

**Alex**

**Ciril and George**

So seven trucks set off early Saturday morning from Namadgi Visitor Centre. The plan was for a number of gentle tracks, stopping at various points of interest, and taking in some bushwalks. As this was our first overnight trip with the club we looked forward to seeing how it all worked. In simple terms - exactly as advertised. A quick stop at Brayshaws Hut, gave the first chance for us to appreciate the hardy graziers who lived in the hut until the 1950s. Then past Cooma we turned onto a track that, while gazetted as a road, went across a number of paddocks with a lot of gate opening and closing required and we learnt the club tradition of treats being left for the gate closing team! After a stop for coffee and lunch at Nimitabel, we then moved into the forest proper, and started taking in the sights - a call of deer crossing the road of course was only seen by the lead car, but it did illustrate why this was a designated hunting area.

Our Saturday bushwalk was a choice of various loops through the Nunnock Swamp - with everything from a 100m ramble to the lookout to the longest being a 4km or so choice - but mostly flat so a nice stroll. Alex and I found a lazy White-Lipped snake on the trail - taking in a bit of late sun - and he was encouraged to move off before anyone following us found him. Then it was into the trucks for some lazy rollovers down to the Postman's Camp for the night. A quick note on Postman's Camp - notionally about 6 campsites and a long drop toilet, each site large enough for truck, camper trailer or large tent, along with fireplaces. We needed to cross the Tantawangalo Creek to reach it and it is well worth doing a depth check if you head that way. The running river was also a lovely sound to go to sleep to. Notably there were already 5 trucks in the camp, but there was still lots of room with some flat areas off the side of the track having room for swags and smaller tents. It didn't take too long to set up camp, leaving lots of time to sit around the campfire and relax.

Sunday after a lazy breakie, we headed off to Six Mile Creek and did the short walk to view the cascades. A great spot to put on your visit-list after some rain as looking at some of the trees swept down the creek gave an insight into how much water would be flowing over the falls. Sharp eyes spotted some yabbies in the creek and a large tree across the gully gave an opportunity for extra photos! Then we drove back to Postman's Camp via the track of the weekend - 'Postman's Link Track'. It was clearly less well travelled than the other roads, and went through some closer country to make it a more enjoyable drive. Importantly as a less well travelled track it was covered in leaf litter and there was no dust!

We then went onto Alexanders Hut for lunch and our Sunday bushwalk. This was another well maintained hut, with information signs to give another insight into the history of the area - rabbit trapping was a key take away. The walk in this case was about 5km around, through forest and grassland (and also across another part of the swamp system we'd walked around on Saturday) and got the heart working a bit more due to some nice hilly bits. So back out to the Monaro Highway, and the trip was over, although we had an impromptu reconvening of the convoy to detour around Nimitabel as the road was closed due to an accident. Thank you to Bron for leading us on our lazy tour, and it was great to get to know all the others on the trip. While this report could add some of the extra stories from the trip, I was reminded that what happens on tour stays on tour so no stories about lost phones and keys, big cheesy sausages or "adorable" trucks will be told!

**By Cyril**





# Victorian High Country

## 30 March to 4 April 2019

### **Saturday 30 March: Williamsdale to McKillops Bridge - 353 km**

The group met at Williamsdale at 8.30 am under a grey sky. There were ten vehicles which consisted of three 120 series Prado's, a 150 series Prado, a 200 series, a Hilux, a 79 series Ute, a BT50, a Pajero Sport and one Patrol. We followed the Monaro Highway to Cooma and then to Nimmitabel, sometimes through heavy rain, for morning tea or a pie depending on your preference.

After morning tea, we headed south through Bombala to Delegate where we stopped to look at the Delegate River Tunnel which is another example of the hard work undertaken by earlier generations. Our next stop was a brief one at Tubbut where our trip leader purchased some honey from a roadside stall. A quick stop at the old Amboyne suspension bridge followed before we arrived at our camping site at the very impressive McKillops Bridge. The weather was still cold and rainy so there wasn't any sitting round the campfire with most people retiring early to their beds.

### **Sunday 31 March: McKillops Bridge to Jacksons Crossing - 94 km**

We left McKillops Bridge and followed the Deddick Trail which was straightforward until the staircase to Mt Joan. This section was steep with some rock bars across the track. The first eight vehicles made it up successfully.

The ninth vehicle almost made it but just failed to get over a step. Murphy's Law then came into play as a problem with the battery then caused difficulty with releasing this vehicle's electric handbrake and the vehicle also wouldn't run for some reason as it was at an angle. With some effort the handbrake was released and the vehicle was recovered a very short distance to a flat section of track where it was then happy to run and made its way up the rest of the track. The final vehicle then required a small amount of winching before it too reached the top of the staircase.

The final two vehicles certainly weren't helped by having eight vehicles ahead of them to create some wear and tear on the track. After a late lunch we then headed to our campsite at Jacksons Crossing where there was a great camping spot next to the river.

### **Monday 1 April: Jacksons Crossing to Swifts Creek - 161 km**

We left Jacksons Crossing along the Running Creek Track and made our way to Buchan where we stopped for a coffee. We then took some pleasant rural roads across to pick up the Great Alpine Rd which we followed south to the beginning of the Haunted Stream Track. We followed

this track through its multiple river crossings. Those who had been in the same area three weeks earlier reported that there was more water in the crossings due to recent rainfall although the crossings were not any problem.

Some of the entries and exits to the creek required careful driving but most were straightforward. Ruts were encountered in some places between crossings but nothing particularly difficult. We then made our way to Swifts Creek where we stayed at the very pleasant camp site and enjoyed the luxury of a shower. Plans for a pub meal for dinner were foiled when we discovered that the pub is closed on Mondays.

### **Tuesday 2 April: Swifts Creek to Moscow Villa - 121 km**

A quick look at the map will show that, as the crow flies, Moscow Villa is definitely not 121 km from Swifts Creek but we took a circuitous route. I think our inimitable trip leader described it as being all over the place like the Fecal matter from a demented individual identifying with the female gender or something along those lines. Anyway it was a very pleasant drive through some pretty countryside. We arrived around three in the afternoon so it was a short and relaxing day. It had been planned this way to allow the cooking of roast lamb in a camp oven for our trip leader. The early finish also gave us time to look at Moscow Villa hut and to explore a walking trail near the campsite.

### **Wednesday 3 April: Moscow Villa to Charlies Creek Campground - 171 km**

We left Moscow Villa and headed to Omeo with a stop at the Washington Winch which is an old steam driven winch used up until the 1960s for hauling logs from the bush with substantial steel cables. After a coffee in Omeo we left with an additional vehicle in our convoy. In Omeo our trip leader met a couple from Queensland, Rowan and Cody, who were doing a trip around Australia in a well set up 79 series dual cab. They were wondering if they should travel in this area on their own so were happy to join us.

From Omeo we headed to Benambra and took the Pheasant Creek Track. This began with a steep descent into a valley. While descending there was the quintessential high country view of an impossibly steep looking track leaving the valley on the opposite side. Looks can be deceiving and, while it was steep, everyone drove up it without much problem. After some further tracks we drove on to the Buckwong Track which took us to the campsite. The evening's entertainment was provided by Glen who experimented with how many tyre plugs can be inserted into a punctured sidewall. The leak was fixed after thirty had been inserted but sadly a big knot of plugs was subsequently expelled from the tyre some time later so the efforts had ultimately been in vain.

### **Thursday 4 April: Charlies Creek Campground to home (Belconnen) - 284 km**

We began by lining up all the vehicles for a team photo and then headed to Davies Plain Hut. After a brief look at the hut we took the Davies Plain Track towards Tom Groggin. The previous day on Buckwong Track we had seen DSE signs indicating the track was double black diamond classification and was deeply rutted but this seemed to be a bit of an exaggeration. The same signs were present on the Davies Plain Track but this time they weren't exaggerating.

There were plenty of deep ruts that required careful driving and Michael guided everyone down a particularly difficult section. As we got closer to Buckwong Creek Campground we were contacted by a group of six vehicles heading along the track towards us. Fortunately the inevitable meeting occurred at a point where, after some messing about, all our vehicles could be moved off the road to allow the other group to pass.

The passing spot was at the base of a somewhat rutted downhill section for us so it was uphill for the other group. Their first two vehicles made it without problem but the third, a short wheelbase Pajero did not. We watched with interest as the driver used a technique that would be frowned on by our club instructors. It involved lots of wheelspin and bouncing with a distinct lack of forward progress. After a number of failed attempts the group finally decided that it might be wise to lower the tyre pressures. Ultimately one of the earlier vehicles reversed to tow this one up the hill. It's no wonder tracks get cut up and rutted!

After passing the other group we made it to Buckwong Creek Campground where we stopped for lunch. The poor condition of the track and the time spent in passing the other group meant that we had travelled less than thirty kilometers in about three hours since setting out. The delay had wrecked our trip leader's plan to then head up to Mt Pinnibar. In addition, as some light rain had been falling it was decided that it would be wise to avoid the clay based track to Pinnibar. After some further discussion the group decided to terminate the trip with most people heading across the Murray to Tom Groggin campsite to air up for the trip home.

Finally, many thanks to Michael Patrick for organising and leading the trip. This is particularly the case as he had to completely redesign the trip after much of the originally planned route was closed due to fires.

### **Jim Derrick**

I went on the Victoria high country trip with an old friend, Ross Schofield. The whole thing was a great experience and I had a great time. This is the first time I had ever ventured into the area we travelled and knew nothing of the area. I was surprised at the size of the forested areas and enjoyed driving the tracks. I learned a lot more about my 150 series Prado in respect to its capabilities and its limits. One of the things I learned was I need an awning, it would have been particularly useful on the first day as it rained all day late into the evening.

The people on the trip were great. I met a few members of the club I had never met before. There were some great stories told and I got the opportunity to ask people about the equipment they carry. The group was a walking, talking, driving review of camping and 4WD equipment.

Ross recently retired after many years as one of the ACTs road maintenance managers. He kept up a running commentary on the state of the road surfaces sealed and unsealed. I now know a lot of road work jargon including "The Surface Depth Test by Sand Patch Method".

I would like to thank Leo Thompson for coming around to each camp site to check on everyone each morning.

### **Steve Walsh**

As promised in the description, the VIC high country week long trip delivered a little bit of everything. Rain, sunshine, water, mud, bog holes, clay, rock steps, recoveries and breakdowns.

Day 1 saw us battle the rains and winds, raincoats were common theme when setting up base camp. A few bent awnings and beers later, an easy dinner and early bed time was favored by all.

Day 2, and the sun greeted us brightly. We tackled the Deddick track which was mostly an easy drive with the correct lines. The final 1% of the track is where it got interesting, with several rock steps requiring some extra right foot and lockers for those who had them. I was the 2nd last 4b in the convoy, with All Terrains and not the best clearance; I stumbled at the last lip. An attempt to use Maxtrax turned out to be futile, as my tires quickly turned into slicks with the chewed-out landscape from the earlier vehicles proving to be too much. This now turned into my first proper recovery; safety came to the forefront of my (and other club members) mind. I instinctively put the car into Park and put on the hand brake (an electric button one). Whilst I waited patiently for other members to determine the best method of recovery, my vehicle suddenly shut off. I attempted a few restarts which resulted in the car starting temporarily and then promptly turning off again. As I also have a push button start, I hadn't familiarized myself with how to turn off accessories in the event of an abnormal shut off. My idea to lock the car with my key FOB (which would normally turn accessories off) was quickly blown out of the water, as a few hours earlier (unbeknown to me), my 5 year old son took the keys from the center console and was playing with them in the back of the car - they were now lost. By the 5th start, we all heard the familiar "tick tick tick" a car makes when a battery hasn't got enough juice to fire the car up. Luckily, I was familiar with how to manually override the "P" gear (which normally requires power to release) and moved the gear stick to "N". I had one other slight problem - the electric hand brake... An initial gentle pull from the recovery vehicle confirmed that it was still on. Jumper leads were then brought out which connected my AUX battery to my Starter battery. In less than 5 seconds, I had to start the car and release the electronic hand brake before it turned off again. It worked, and we were finally able to slowly pull me up to level ground whereby I started the car again, and this time, it remained powered on. Under reflection, we assumed that due to the steep prolonged angle the car had been on, the fuel pickup was unable to keep fuel pumping to the engine, even though I still had a 1/3 of a tank of fuel left. A good experience for me and educational for others who don't have autos, push start or electric hand brakes. A number of lessons were learnt, including your valuables are never safe when a 5 year old is around...

Day 3 saw our first tyre casualty of the trip; a side wall - non repairable. Fortunately, we were in a pretty safe spot and a spare was easily put on. The haunted stream track consisted of 52 stream crossings (no I didn't count them!), and a number of challenging bogs holes which tested all of us (and our vehicles). This track required a high amount of concentration, ensuring all our knowledge was leveraged to survive. I suffered some damage, a scrapped bottom (plastic bumper) and a nick taken out of my front left mag ensured a little piece of me was left behind. There were several times where we stopped to allow cows to get out of the way, but this did provide an opportunity to take into the great scenery.

Day 4 was a relaxing and easy going drive to our destination at Swifts Creek. A late start and early arrival allowed us to recover from a long challenging drive yesterday. It was quite a chilly night, but this was ok given the camp site had hot showers - which most people (all?) took advantage of.

Day 5 was another easy driving day, although it claimed another side wall tyre. We reached the top of Mt Gibbo for a great 360 degree view of the High Country. Another highlight of the day was seeing a wild deer stumble passed us who gave us a very odd look. We assembled for a group photo which was embraced by drones, smart phones and still cameras.

Day 6 we traveled to Davies Hut. The terrain was challenging with large ruts and quite a bit of mud. There were numerous other vehicles heading in both directions which made that section take far longer than anticipated. By lunch 3/4's of the convoy decided to head home to Canberra - as the rain looked to creep back into our journey. The remaining few of us attempted to climb the Mt Pinnibar track, but half way up decided it wasn't worth the risk of the clay track which had just been graded - making it very treacherous in the wet. We instead headed home to Canberra.

Overall, a very enjoyable trip which I'd put my hand up for again in the future.

### **Matt and Leo**

Saturday started with lots of rain, especially whilst viewing the elusive Delegate River Tunnel, a marvelous digging feat by the gold miners.

On to McKillops Bridge for a welcome overnighter. An early night as the drizzle made time by the fire not pleasant.

Then the Deddick track to the Snowy camp at Jacksons Crossing. An interesting recovery on the Mt Joan steps for one vehicle, showing what a late model car with electric hand brake and push button start can cause towing hassles. I learned that soft shackles and Dyneema rope "straps" are very worthwhile kit.

Track out of Jacksons was OK and dry enough not to cause a problem for all. On to the magic Haunted Stream. This time 54 wet crossings with some mud sections, definitely more fun than dry. Welcome stop at Swifts Creek for shower and Bacon and Egg breakfast.

Then a meander to Moscow villa. Track to Mt Gibbo via Pheasant Creek again required some measured wheel placements.

An early stop at Charlie Creek before an attempt at Davies Plain track to Tom Groggin. Big delay in our convoy meeting another convoy coming uphill on a very slippery clay section. They definitely required 4wd training.

Early finish for the day as the weather deteriorated so Mt Pinnibar was not attempted by most.

I had the pleasure of having a friend and new club member Ian Kelly along as passenger to give him an oversight of the High Country.

In all, some lessons learned about recovery and also tyre problems by "plugger".

### **Jake**

'The Victorian High Country - great scenery, challenging tracks. Yet another trip led by Michael Patrick. A great group of people. All the elements for a brilliant week away, helped along by perfect weather after a cold, wet first day.

Highlights included Delegate Tunnel, McKillop's Bridge, Deddick Trail, Jackson's Crossing, and Haunted Stream and a recovery or two here and there. As always the High Country provided variety - spectacular views, industrial history and the best 4WDing in the country. And as always Michael provided great leadership, hard work and enormous entertainment value. Another great trip!

### **Tony Warren'**

Overall a good trip exploring the high country. Was able to expand my experience of driving in this area which was exactly what I was looking for. A good mix of scenic and challenge with a pretty good balance overall. Some great places to camp. It was a different experience to the one I had in November where we just based ourselves in Dargo. Not having to repeat some driving time was a real bonus when we were travelling to different camping locations each day. Definitely changes the logistics of the trip as well when you are camping in a different location each night. Again, fun to develop experience with that scenario. You tend to look at your set up a bit differently when you must pack and unpack each morning and night.

A good mix of experience throughout the convoy which was great to ensure that for someone with a moderate level of experience they can learn from the experience and develop their four-wheel driving knowledge and confidence. It was also a good test of equipment with the Cooper ST maxx tyres not faring well. With two sidewall punctures over two days it is probably time to look at other brands and see what they have to offer. It was fun to be able to gain some experience using the tyre plugs on one of the tyres. With thirty plugs in place we thought we had the tyre at a point where it would service in an emergency. A couple of errors put paid to that. Worked out that maybe should not have pumped the tyre up to a full 40psi straight after the plugging process. A bit of time under less pressure would probably have led to a better outcome. After about 30 minutes under that pressure the plugs gave way and it was not pretty. All part of the experience though and some good lessons bedded down for next time.

### **Glen**







Bushfire damage March 2019



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# Camp Cooking Recipes

## Sausage Stew

### INGREDIENTS

Serves: 4

Oil

8 good-quality beef sausages

4 rashers bacon, diced – rind removed

1 large onion – peeled and diced

2 cloves garlic – crushed (fresh or tube variety)

2 medium potatoes – peeled and diced into 1cm cubes

2 carrots

3 cups (200g) mushrooms – thickly sliced

440g tin of diced or crushed tomatoes

1 cup (250ml) beef stock

½ cup (125ml) dry white wine

½ tsp dried thyme

½ tsp dried basil

Salt and pepper

400g tin of cannellini beans – drained and rinsed

### DIRECTIONS

Cooking time: 30 mins (approx.)

- Over a medium heat, heat a little oil in a heavy pan or camp oven.
- Sauté the sausages until well-browned.
- Remove and drain on some absorbent paper and set aside.
- Add bacon, onion and garlic to the pan and cook for a few minutes.
- Add potatoes and carrots sauté until lightly brown.
- Add in mushrooms, tinned tomatoes, beef stock, white wine, thyme and basil.

- Stir until all combined.
- Season to taste.
- Bring to the boil and reduce heat to a simmer.
- Cover and cook for about 15 minutes, or until potatoes are tender.
- While that's cooking, cut the cooled sausages into bite-sized pieces.
- Once the potatoes are tender, add the sausage and beans to the pot and cook until everything is hot and heated through (about five mins).
- Spoon the meal into bowls and sprinkle with parsley.
- Serve with toasted slices of crusty bread, or with crusty fresh rolls.



# Happy hour share Pull apart Cheesy Bread

## INGREDIENTS

Serves: approx. 8

An unsliced round or oblong crusty bread loaf, such as sourdough, Vienna or Pane di Casa.

1 cup (or more) grated/shredded melting cheese – such as a mix of mozzarella, cheddar and parmesan.

3 rashers of bacon.

Garlic Butter Mix:

½ to 1 cup (250g) butter – melted (amount depends on the size of the bread loaf).

2-3 cloves of garlic – crushed (or use 2-3 tablespoons tube/jar minced garlic).

3 lengths of spring onions chopped thinly.

Salt and pepper, to taste.



## DIRECTIONS

Preparation: 10 mins

Cooking Time: 25 mins (approx.)

Preheat your camp oven to hot.

Using a large, sharp, serrated bread knife, cut the bread into a criss-cross (diamond) pattern, about 3-4cm wide, but don't cut all the way through to the bottom of the bread.

Place the bread on a large sheet of foil x 2 layers, enough to wrap entirely.

In a small bowl, combine the melted butter with the other garlic butter mix ingredients.

Dice bacon and fry in a frypan then drain and pat excess oil with paper towel.

Using your fingers or a knife, pry open the cracks in the bread and evenly drizzle the melted garlic butter mix and bacon in the cracks.

Sprinkle or spoon the grated cheese into the cracks.

Cover and enclose the bread with foil.

Make sure you have a trivet at the bottom of your camp oven. Place the foil-wrapped-bread on the trivet and cover and bake as detailed - coals top and bottom.

Serve immediately - everyone grab a piece!



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Bank: Bank Australia  
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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

### Membership figures as at 31 May 2019

Membership Type	Number	Comments
Ordinary	238	Reduced by 8, test memberships
Life	10	
Subtotal	248	
Family	166	
Total	414	
Members not renewed	67	

### Final figures Year Ending 31 December 2018

Membership Type	Number	Comments
Ordinary	292	
Life	10	
Subtotal	302	
Family	207	
Total	509	
Members not renewed	46	

### Current membership compared to same time last year (March 2018)

At 31 May 2018 we had 257 full members, 9 Life members and 188 family members for a total of 454 individual members compared to 414 this year

At the same time last year, we had 38 new full members for the year compared to 14 this year. There were 51 members who had not renewed by the end of May 2018 Compared with 67 to the end of May this year

### New members April 2019

Shane and Deb Furphy

# For Sale

## Hannibal Jumbo Roof Top Tent

This is the 1.4m wide model. It has an annex and a new vinyl cover. There is also a canvas draft barrier, for around and under the vehicle. (Made for Toyota Prado). It's made with heavy-duty canvas so sleeping-in is a possibility when camping!

The roof top tent is 9 years old but only used occasionally, and stored in a carport.

See <https://www.hannibalsafari.com.au/product/hannibal-jumbo-canvas-tent/> for more information on this model.

Price \$1000.

Contact Ian on 0448 132 060 or e-mail [immcnaught@bigpond.com](mailto:immcnaught@bigpond.com)



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## PRADO 120 RECOVERY POINTS

As new rated recovery points for a Toyota Prado 120 series. I had these fitted to my Prado briefly before installing a bulbar with integral recovery points. Never used in anger, the points include factory supplied nuts and bolts.

Retail cost is \$130. For sale for \$50.



**Price \$50**

Contact Tony on 0418203318  
Email [awarren\\_1999@yahoo.com.au](mailto:awarren_1999@yahoo.com.au)

# For Sale

## RHINO RACK SHOVEL HOLDERS

Used Rhino Rack shovel holders (2).

E-bay cost new is around \$50. For sale for \$15.



**Price \$15**

Contact Tony on 0418203318  
Email [awarren\\_1999@yahoo.com.au](mailto:awarren_1999@yahoo.com.au)

# For Sale

## WINCH EXTENSION STRAP (NEW)

TIGERZ11 20m long winch extension strap. 50mm wide, rated for 5000KG. New, still in plastic wrapping.

Prices range from somewhere between \$40 and \$60 for straps of this nature. For sale for \$30.



**Price \$30**

Contact Tony on 0418203318  
Email [awarren\\_1999@yahoo.com.au](mailto:awarren_1999@yahoo.com.au)

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