



December 2019

Southern Trails

Next Club Meeting

Tuesday 10th December

Deakin Football Club

12 Grose St Deakin

Guest Speaker for next meeting



Dogs Grave

Contents

President Report	3
The Southern Tablelands Four Wheel Drive Club Grievance	5
ST4WDC Code of Conduct	8
Trips and Events	9
Bredbo Christmas Barn and Pub	10
Monster Christmas Raffle	11
ST4WDC Cape York 2019 – Part 1	12
Yarrangobilly Thermal Pools	26
Heavy Duty Screw-In Tent Pegs	30
Membership Fees	31
ST4WDC Christmas Party	34
"Safe One" Basic Driver Training	36
For Sale	49

President's Report

Andy Squire

Yes Michael... I know.... You're waiting on the President's Report for the magazine. Like I say to Bron, when a man says he'll do something, he will. You don't have to remind him every six months. Another month has passed, and I have to try and remember the important stuff to pass on. This seems to be getting harder in my old age. What am I going to be like when I hit 50?!?

First, and probably most important for the majority of our members, is a reminder to renew. Hopefully you have received an email from the website to remind you that renewals for most of us (anyone who joined prior to 1 January 2019) is due by 31 December. Anyone who joined this year, your renewal will be on the anniversary of the date you joined. Renewals are possible on the website and payment can be made using PayPal or Bank Transfer – just remember to include your name in the transfer details so we know who made the payment. If you have any problems please contact the Membership Secretary or the Information Coordinator.

On the weekend of the 16 November the Driver Training Unit conducted a Trainer Evaluation weekend for the cohort of new trainers who have completed their apprenticeships. I am happy to say that all graduated and all six are now fully fledged and signed off members of the DTU – congratulations to them, and thanks to Joe, PB, PR and their 'support staff' for their efforts over the weekend to conduct the assessments. It is a big commitment from all involved and the DTU is a valuable asset to the club. We also have a new group of 'Trainee Trainers' who have just commenced the program, so the DTU numbers are looking healthy.

The 4WD Spectacular is rolling around quickly and hopefully the rosters are filling up. Helen Montesin is managing our club rosters and can be contacted on montesin@tpg.com.au or 62383208 or 041255240, so get in touch if you can help – it's not just on the weekend, but in the week leading up as well to help set up the grounds and our club tent. Our club also has responsibility for managing club displays, including a number of 'static' displays around the grounds. If you have any suggestions contact Joe (Education@st4wdc.com.au). Advertising material is available and should be at the club meeting – if you can put some brochures around or put some posters up or in your car windows, or can put a spare wheel cover on, come along to the club meeting and grab some. It's our show so let's make it great (think I might be channelling some politicians with that one).

Club Delegates attended the 4WD Association Quarterly Meeting and Annual General Meeting in November. The majority of the existing Association Committee were returned in their existing positions which does give continuity. There were also some changes to the Constitution so that clubs not registered in NSW or the ACT can become members of

the NSW/ACT Association. The reasoning behind this was to enable border clubs to affiliate so that they can be more fully involved in activities that impact their region. The Delegates are still completing their report back to the Committee, so there will be more on this later.

While on the subject of Governance, at the latest Committee meeting the Committee has approved an amendment to the By Laws to include a Code of Conduct, and a supporting Policy document which provides a formal Grievance Procedure. These provide a clear and formal statement of expectations for our club members, and a procedure by which any club member can raise concerns, issues or reports of improper behaviour to the Committee for action as required. The Code of Conduct and Grievance Procedures can be viewed later in the newsletter. If you have any comments, send me an email or give me a call.

Christmas always seems to be a busy time of year, and this is the case again. We had the Club Christmas Party last weekend and despite a chilly breeze there was a good turnout and a wonderful lunch put on – thanks to all those involved in organising (I am not sure exactly who was involved so I won't try and list the names as I will undoubtedly miss someone and I don't want to do that). There was also a pretty special fruit salad, apparently with over 20 different types of fruit. I didn't even know there were that many edible kinds.

The Vic High Country trip was a great success. Thanks to MP for organising, and to all the mini-Trip Leaders (they were day trips, not small leaders) for taking out the groups on each of the 4 days it didn't rain. And no, fearless Trip Leader didn't pack up and go home at the first sight of clouds but stuck it out (I think he was actually locked into his swag so he couldn't escape). We had a number of members on the trip who have only recently completed their Basic Driver Training and it was a great opportunity for them to gain experience and enjoy the camaraderie offered by the club. Hopefully there will be full trip reports in this or the next newsletter, but it is a great trip and despite there being a few fires around the views and drives were spectacular – this is an awesome piece of Australia and it is really worth getting on the next trip down that way.

And the Christmas Season. I'm a Scrooge and Bah Humbug. So "Platitudes of the Season to you all". But seriously. Be safe on the roads, don't drink and eat too much (but that's all relative, what's too much?) and hope you all have a great festive season. Thanks for a great year, and hopefully see you in January.

What else... uuuummm... nope, can't think of anything, so I will leave you with this though:

For Christmas this year, try giving less. Start with less attitude. There's more than enough of that in the world as it is – and people will usually just give it back anyway!

The Southern Tablelands Four Wheel Drive Club Grievance Procedure

Overview:

From time to time disputes / issues can arise between members or between members and the Club or there may be a perceived breach of the Code of Conduct by a member. As such, it is appropriate that a grievance procedure is established so that all disputes / issues can be sought to be resolved, in a timely fashion, to the satisfaction of the members and the Club. All members have a responsibility to participate in reasonable actions to resolve disputes / issues.

Procedure:

In the first instance, the dispute / issue should be sought to be resolved between the parties concerned. If that process fails or the Code of Conduct is perceived to have been breached by a member, then the dispute / complaint should be put in writing to the President of the Club or to the Vice President or to a Committee member as appropriate. The written complaint should provide details about the dispute / issue including time(s) / date(s) and location(s); an indication as to the type of dispute / issue, being informal or formal; and the outcome sought.

Definitions:

Informal complaint: Typically, no mediation / disciplinary action is required – the complainant(s) simply want(s) their issue to be heard.

Formal complaint: The complainant(s) want the dispute / issue resolved formally.

The President (or Vice President or Committee member) will determine if the dispute / issue is informal or formal.

If the issue is informal, the matter will be placed on the agenda for the next Committee meeting. The complainant(s) may be called to attend the Committee meeting and present their case. The Committee will review the written complaint and, if presented, the oral case. The Committee will determine any outcome, if needed.

If the dispute / issue is formal, the President (or Vice President or Committee member) will provide the documents for review, on a confidential basis, to the Committee members not involved in the dispute / issue. The Committee members will review all written documents and decide if the matter is to be resolved by the Committee; or if it is to be resolved by a subcommittee of the Committee; or if mediation is needed.

If the matter is to be determined by the Committee or a subcommittee, the President (or Vice President or Committee member) will determine when the dispute / issue will be reviewed.

A reported perceived breach of the Code of Conduct by a member must have the matter reviewed and determined by the Committee or a subcommittee as soon as is practical.

Resolution by Committee:

At the Committee or subcommittee meeting to resolve the dispute / issue, all parties to the dispute / issue must be given a full and fair opportunity to state their respective cases in writing and must be offered an opportunity to attend the meeting and present their case. The Committee will take into consideration both written and oral cases and if needed, seek additional information. When all information has been reviewed, the Committee or subcommittee will determine the outcome of the dispute / issue. The need for confidentiality of the details of parties involved or the matter itself, including in the minutes of the meeting, will be determined by the Committee.

The Committee or subcommittee must inform the parties to the dispute / issue of the decision and the reasons for the decision within 7 days after the Committee or subcommittee meeting.

If any party to the dispute / issue is dissatisfied with the decision of the Committee or subcommittee, they may elect to initiate mediation.

Mediation:

Where a person is dissatisfied with a decision made by the Committee or where a dispute / issue is determined by the Committee to be resolved by mediation, the following procedures will apply.

Appointment of mediator(s).

At the next meeting, the Committee will review potential Club members to be the mediator (s). The mediator must be independent to the dispute / issue and cannot be a member who is a party to the dispute. The potential mediator(s) must agree to the mediation role.

The name(s) of the mediator(s) and the reasons for selections will be put to all the parties of the dispute / issue. If agreement is achieved by all parties, the mediator(s) will be appointed.

If agreement is not achieved by all parties, an alternative mediator(s) will be sought.

If a party to the dispute / issue seeks a mediator external to the Club, that party must pay all costs of the mediation.

Mediation process:

A time, date and place of mediation will be mutually agreed by all parties, including the mediator.

The parties to the dispute / issue must, in good faith, attempt to settle the dispute / issue by mediation.

The parties are to exchange written statements of the dispute / issue that are in dispute between them and supply copies to the mediator at least 7 days before the mediation session.

The mediator(s), in conducting the mediation, must:

give the parties to the mediation process every opportunity to be heard; and

allow all parties to consider any written statement submitted by any party; and

ensure that natural justice is accorded to the parties to the dispute throughout the mediation process.

The mediator(s) must not determine the dispute / issue outcome, it is the parties who mutually determine the outcome.

The mediation process and discussions must be confidential, however the Committee must be informed of the outcome.

Lack of Resolution:

If a dispute cannot be resolved under the procedures set out above, the Committee must be notified. The Committee will determine any impact on the Club of an unresolved dispute / issue and take appropriate actions within the Constitution or By-Laws of the Club to mitigate any risk to the Club.



ST4WDC Code of Conduct

The Southern Tablelands Four Wheel Drive Club (the Club) has developed a Code of Conduct with the objective to provide members with a clear understanding of the standard of conduct expected as a member of the Club and what members can expect from the Club.

The Club has an expectation that as a member you will:

- abide by the 4WD Australia Code of Conduct – Off Road Driving, that the Club supports and endorses, available on the club's web site;
- promote the Club's purpose and reputation with the members, potential members, sponsors and the general public;
- behave responsibly and ensure you will not injure the reputation of the Club on any trip or event, or when representing the Club, or when displaying membership of the Club;
- treat other members and Club guests fairly, equally and with respect and courtesy;
- not physically or verbally harass others;
- report any inappropriate behaviour of a member to the Committee for follow up and action;
- respectfully address any concerns about the Club, its direction or a Club member to the Committee.

As a member you can reasonably expect that you will:

- be able to enjoy the benefits of Club membership;
- be able to use club assets;
- be treated fairly, equally and with respect by the Club, its Committee and other members;
- be informed of and be able to actively participate in Club trips, events and training (subject to satisfying required criteria);
- be able to undertake trips, event and socialise in an environment free from all forms of harassment and discrimination;
- have the Committee act on behalf of the members for the benefit of the Club and all members;
- have privacy and confidentiality concerning records, documentation and any other communication containing your personal information (in accordance with Privacy Act (1988)), unless consent is otherwise provided;
- be able to voice your opinions and suggestions to the Committee in a respectful manner;
- where needed, be able to have any disputes or issues resolved through the Club's grievance processes.

Trips and Events - Michael Patrick

Start Date	End Date	Activity	Type	Leader
11-Jan-20	11-Jan-20	Cotter night drive	Grade 3	Darren Miller
01-Feb-20	02-Feb-20	4 Wheel Drive Spectacular Outdoor Recreation Show	Social	
12-Feb-20	12-Feb-20	Basic Training 4WD Vehicle Evaluation	Training	Peter Butterfield
19-Feb-20	19-Feb-20	Information Night River Crossing & Sand Driving Course	Training	Peter Butterfield
26-Feb-20	01-Mar-20	Consolidated "Safe One" Basic Driver Training At Talooge Park	Training	Joe Briguglio
07-Mar-20	09-Mar-20	Tilba take 2	Grade 3	Rob Phillips
12-Mar-20	12-Mar-20	Pine Wildings Brindabellas	Grade 3	MP/GW
14-Mar-20	14-Mar-20	River Crossing & Sand Driving Course	Training	Joe Briguglio
21-Mar-20	27-Mar-20	Vic High Country	Grade 3	Michael Patrick
21-Mar-20	21-Mar-20	The long broken powerline	Grade 3	Darren Miller
08-Apr-20	08-Apr-20	Basic Training 4WD Vehicle Evaluation	Training	Peter Butterfield
10-Apr-20	13-Apr-20	Mungo National Park	Grade 3	Matt Maddigan
18-Apr-20	19-Apr-20	Monga National Park	Grade 3	Sue Phillips
29-Apr-20	05-May-20	Consolidated "Safe One" Basic Driver Training At Talooge Park	Training	Joe Briguglio
09-May-20	10-May-20	Brindabella Lowells flat campground	Grade 3	Darren Miller
15-May-20	16-May-20	Basic Winching and Recovery Course	Training	Joe Briguglio
19-Aug-20	19-Aug-20	Basic Training 4WD Vehicle Evaluation	Training	Peter Butterfield
29-Aug-20	30-Aug-20	Games Night at Talooge	Grade 3	Sue Phillips
09-Sep-20	13-Sep-20	Consolidated "Safe One" Basic Driver Training At Talooge Park	Training	Joe Briguglio
23-Oct-20	25-Oct-20	SNOWvember thermal pool and caves version 2	Grade 3	Darren Miller
28-Oct-20	28-Oct-20	Basic Training 4WD Vehicle Evaluation	Training	Peter Butterfield
28-Oct-20	01-Nov-20	Consolidated "Safe One" Basic Driver Training At Talooge Park	Training	Joe Briguglio



Bredbo Christmas Barn and Pub

Goodwill and Christmas shopping trip to Bredbo Nov 2019 – Deb Davidson

Sue and Rob organised this trip to Bredbo to show some community support and for a relaxing time in the club's backyard.

Our group for the day were John and Christine, Brad and Chez, Stuart and Sarah plus Sophie and Zac, Pelican, and Rob and Deb. Six cars in total. Andrea met us at Bredbo as she had battery trouble.

We headed out from Tharwa along Naas Road then onto Boboyan Road. The track was quite steep in places and dodging the cyclists was a challenge. The scenery was terrific and the road dusty. A quick pit stop at Brays haw's Homestead which is a very quaint little cottage in the middle of a field. Very popular with hikers.

We then turned onto Shannon's Flat Road, then Billilingra Road and the eventually hit the Monaro

Highway about 10k's south of Bredbo. Even though it is November, we could see the snow on the mountains along Shannon Flat Road. We arrived at the Bredbo Pub just after 11am. The back road was great, and we would love to return when its greener.

We all had lunch at the pub and then headed to the Christmas Barn. The two Robs took Spud and entered him into the Dog Trials which were taking place on the Showground. No trophy unfortunately.

Some of us were lost in the Barn for hours, some came out with no money left. And I think someone may still be in there. Pelican was very impressed with the \$1950 toy soldier.

After meeting back at the Pub, we all said goodbye and returned home. That is all except Rob and Sue, Rob and Deb, Pelican and Andrea. Andrea decided to stay in the pub, Pelican in the roof top tent and the rest of us in our campers.

We decided to share the love around and bought pizzas from down the road for dinner.

Rob brought out his Oz Pig so we had a lovely little fire, and contemplated life. Unfortunately for Pelican who is obviously not an early riser, the rooster was. So he was up before 7am and decided to go home for breaky. We all packed up, had breaky and headed home. □

Another great relaxed weekend with scenery, dirt roads, good company and a fire. Can't ask for more.

Thanks Sue and Rob



ST4DWC

Monster Christmas

Raffle

**TUESDAY 10TH DECEMBER AT THE GENERAL MEETING,
TICKETS ON SALE FROM 7.30PM**

**HAMS, CAKES AND
MANY MORE TREATS**

OVER \$400 IN PRIZES

TICKETS 3 FOR \$2.00

ST4WDC Cape York 2019 – Part I

The Details and Statistics

Depart Cairns 28/8/19; return to Cairns 12/8/19 (16 Days)

17 people in 9 vehicles:

2007 Jeep Wrangler Rubicon Shawn and Janny Faraday

Isuzu D-Max Alain & Francoise Arbaut

Landcruiser 100 series Senerath and Waruni Wijeratne

80 Series Landcruiser Bryn Evans and Imogen Firmstone

2014 Toyota Hilux SR5 Michael and Keryn Zissler

Ranger Wildtrack Jamie and Leah Walker

Toyota HiLux Glynis Whitfield

Nissan Patrol Danny and Beth Williams

Nissan Patrol Matt Warmington & Anne Douglass

Matt and Anne's Trip Statistics:

Vehicle – 2005 TD42i Patrol

Load – Medium to heavy carrying 120l fuel; 40l water; one spare tyre; basic spares; tools; recovery gear; and camping gear for 7 days off grid at a time.

Total Kilometres (Canberra to Canberra) = 7,547.1km

Total Fuel = 1,364.35 litres at a cost of \$2,175.91 (average 1.63/l)

Least expensive fuel = BP Miles \$1.38/l

Most expensive fuel = Bramwell Roadhouse \$2.05/l

Average fuel usage = 18.08l/100km

Best fuel usage (Hwy) = 15.55l/100km

Worst fuel usage (OTT) = 23.45l/100km

Other expenses:

Accommodation (we stayed in cabins on the way up to Cairns and back) \$1,121.00

Food and drink (we ate out quite a bit) \$1,811

Entertainment (we went on a helicopter ride; fishing trip; and Thursday Island tour) \$1,068.00

At the Cape:

Fuel is available at approximately 200km intervals;

Mobile coverage is patchy above Cooktown – Telstra coverage at Coen and at the Tip;

There's an IGA and bottle shop in Bamaga. The IGA stocks a variety of other stuff including bedsheets – Anne took advantage of this as she was not enjoying the -5 sleeping bag.

A few comments:

Fantastic trip made so much better by travelling with a great crew, glad we did it!

What worked out? – Our Black Wolf Turbo 300 tent, camp stretchers and self-inflating mattresses were really comfy, and we had room to stand and dress in the morning. The camp toilet was a Godsend also.

What didn't work out? – replacing the starter motor in case it failed on the trip – the new one failed on the trip! The old one probably would have been fine.

What would we do again? – travel with the same bunch! And run another trip – it was great fun.

What would we do differently? – if avoiding a trailer, we'd take a roof top tent. Setting up and packing up the tent and beds everyday was becoming tedious, and my knees didn't like it one bit. Avoid buying bread products in tropical climates – they get mouldy quickly – wraps work well, and they pack flat.

Would we do it again – in a heartbeat! There's so much more to see.

The Trip

Canberra to Cairns

We travelled independently to Cairns via various routes and timeframes. Some arrived early to explore the area and others, like ourselves, by the skin of the teeth. Four days from Canberra to Cairns is a big haul, though Jamie and Leah did it in three! They also managed to cram every possible attraction around Cairns into the days saved – if I didn't know better, I'd think they were Scots.

Day 0 – Tuesday 27th August

Today was spent mainly as a rest and preparation day in Cairns getting ready for the “Trip to the Tip”. Bryn and Imogen were still putting their rig together up until the last moment as packing and preparation for a return to the UK had interrupted their preparations.

Some met for dinner at Splash seafood restaurant on the Esplanade which turned out to be a good choice as the food and company were excellent. Those travelling with trailers opted to stay 90 minutes north west at Mt Carbine as they offered free trailer storage if you stayed two nights with them (one on the way up and one on the way back).

Day 1 – Wednesday 28th August – Cairns to Elim's Beach via CREB Track and Lions Den Hotel.

Launch day – woohoo!! Aptly meeting at the Big Marlin in Cairns, we soon headed off to meet Mt Carbine's temporary residents at Mossman. With the crew together we headed to Daintree. Bryn and Imogen elected to divert via the Daintree River Ferry and do the Bloomfield Track whilst the rest headed into Daintree and on to the CREB Track. With a little navigation magic, we managed to find the start and it soon became apparent that the track had been recently graded.

Following a 'local' into the mountains, the reason that the track is treacherous in the wet became apparent with mostly a clay base. We breezed through, enjoyed a couple of beautiful river crossings, and had lunch on the top of the hill under the powerlines with spectacular views all around. A side track and walk to Roaring Meg Falls was rewarded with more spectacular views.

We pulled in to the Lions Den Hotel a little later than expected but managed to scrounge enough time for a refreshing ale. This resulted in an evening drive out to Elim's Beach where we were met by the lovely owner / managers. Eddie is the traditional owner and his son welcomed us as if we were family. Pretty

rudimentary facilities but for \$10 each we were happy.

Some comments from the crew:

“Beautiful drive through the CREB track” (Cairns Regional Electricity Board – bet you didn’t know that little gem! - Matt)

“Get together at Lion’s Den Hotel – more bumper stickers for Sen!”

“The CREB was really good, well maintained. Elim’s Beach is a great spot, wouldn’t mind going back – friendly managers too!”

“Thanks to Matt for convincing us to do the CREB. Was in two minds but the track was graded. We had time to absorb the nature around.”

“After the dusty but challenging CREB track it was lovely to end the day at Elim’s Beach. Glad I was able to see the coloured sands from a distance.” (We arrived in the dark and the tide was up in the morning so we couldn’t go up the beach to see them up close – Matt.)

Day 2 – Thursday 29th August – Elim’s Beach to Musgrave Station.

Trekking west towards the Lakefield National Park via Isabella Falls and Battlecamp Road, we stopped at the Old Laura Homestead for lunch. I tried out the drone which became immediately clouded in bulldust – note to self, don’t launch or land in bulldust! In times past people in this part of the world had to be totally self-sufficient in the wet, and in some ways they still do.

A meander through the Lakefield National Park showed many different landscapes from bush to heathlands and lagoons. We stopped briefly at the White Lily Lagoon and were pleased to see some magpie geese up close, though no amount of encouragement could get one to spring into flight so Jamie and Sen could get an action shot with their humongous lenses – not a competition. Anne’s patient waiting poised with the iPhone (which takes great photos btw) was unfortunately not rewarded either.

Pulling in to Musgrave was nice with drinks, counter meals and amenities on offer. We set up camp for the night near a fenced off pond which we later discovered was home to small freshwater crocs and turtles. The owner came out to feed them that evening; though small, they appeared menacing as they approached to grab a bit of meat. A clear escape route is important according to the owner as apparently one has had a go at him in the past.

Some comments from the crew:

“Last night at Elim’s Beach. Walk along the beach, cannot get to coloured sands as high tide, but able to see it from where we were.”

“Old Laura Homestead, White Lily Lagoon. Reached Musgrave during daylight hours. (Oh alright, yesterday was a long day but I bet you slept well! – Matt)

“Freshwater crocs and little turtles – watched being fed.”

Day 3 – Friday 30th August – Musgrave Station to Archer River.

A short day travelling up the Peninsula Development Road, or the ‘PDR’ to those in the know. We stopped in Coen to look at the Historic House which was the old telegraph station in the day. Lots of really cool old equipment, knick knacks, documents and photos.

Ducked in to check a free riverside camp north of Coen and the quarantine station. The word was that they don’t want mangoes or bananas from areas north of Coen travelling south.

Arrived at Archer River Roadhouse, another lovely campground with basic facilities and more importantly a waterhole down the road to cool off in – discovered by Leah and Francoise. It was pretty hot and dusty

so there was no mucking around grabbing the swimmers, towel and a beer before heading off for a dip.

Some comments from the crew:

“Heading to Coen camping at Archer River tonight. Ice creams for everyone at Coen :o)”

“Great little swimming hole at Archer River, best cool off after a warm day.”

Day 4 – Saturday 31st August – Archer River to Bramwell Station.

We didn't realise it at the time but there must be an imp living at the intersection of the PDR and Frenchman's Track that loves to cause mechanical issues. There we were, happily enjoying the rattles and kettle drum effects of driving on corrugations when my Patrol – Johnny (Diesel) – decided to just stop. The engine was dead and wouldn't start again. A quick inspection found a blown fuse – hah! though alas, the replacement also blew – bugger! It's at times like these that I wonder why manufacturers label five separate fuses “engine control” without further explanation of their purpose. The manual was consulted, and it appeared that it might be a fuel cut-off solenoid.

So, without further ado, the trusty winch extension strap was brought out and the next 50km was spent travelling very slowly in the dust behind Jamie and Leah's Ranger before arriving at Bramwell Station. Brakes and steering don't work very well without the engine, though I found that if I used the clutch to roll it over, this generated enough vacuum pressure to restore the brakes. Steering was another matter though and I ended up with forearms like Popeye.

After some poking and prodding at electrical doo-hickeys in the shade at Bramwell Station the fuse was increased from 10A to 20A and eureka! It worked and kept working till we got back to Canberra for God's sake. I replaced the 20A with a 10A when we got home and it's still fine. It seems the imp doesn't like southern climes.

A raucous evening was had at Bramwell Station with a country meal and some great music, helped along with a few sherbets. Sen, Jamie and Matt decided to show the northerners how southerners can dance – not very well it seems after reviewing the video!

Some comments from the crew:

“Lots of laughter around the camp fire last night – ways to get rid of Sen's stock of alcohol” (before hitting the Jardine River and the Northern Peninsula Area where restrictions are in force) “and Leah's toasted marshmallows. Imogen again made ‘Black Jacks’ (flap jacks)”

“Late start from Archer River. Michael picked up something beginning with K from the roadside????” (Kerryn, who'd gone for a walk up the road to take some photos) “Turned up Telegraph Road to Cape York (Pajinka)”

“Mechanical problem with one car, but Matt fixed it!!”

“Fun night at Bramwell Station. Drinks, dinner, live music, and dance!”

Day 5 – Sunday 1st September – Old Telegraph Track Day 1, Bramwell Station to Dalhunny River.

Well today's the day! Everyone elected to do the OTT which was a surprise as I had expected a few to take the bypass road – the more the merrier, I say. It was not long before we came upon our first challenge at Palm Creek. A recce discovered a mildly and more challenging entrance. A few took the more challenging option though most elected for the less challenging option, which was still quite rutted, steep and loose followed by a shallow sandy bottom crossing.

The real challenge was the exit. There were a few options each with its own challenges, though all were steep, narrow and seriously rutted. A group ahead of us were going through when we arrived so we took the time to observe and assist them. The favourite exit involved a mild grade exiting the creek which

rapidly became steep with offset mounds making it difficult for open diffs to gain traction. The winch was used to drag a few of us over the last few metres to the top.

After a couple of hours, we were all through and headed off to tackle Ducie Creek and North Alice Creek.

Some comments from the crew:

“Today was our first challenging day with only 44.6km travelled at an average of 20kph and we crossed our first two big creeks. Palm Creek only 4km up the old telegraph track and it took us 2 hours to cross. Three brave souls took the hard route and the rest including the T-Van the pretty hard chicken run. Hats off to those who didn’t need winching – Matt & Shawn on the hard run, and Danny and Bryn on the hard chicken run. It was a great team building and learning experience all down to our basic training.”

“Ducie Creek was also interesting as you had quite a bit of water to navigate in a funny U bend, before popping out the other side (we must be learning). The remainder of the OTT was a somewhat grade 3 track not dissimilar to Talooge, except it was 34 degrees, and we were able to wash the dust off at Dulhunty River, where we are camped for the night and reminisced about those sad poor people working in Canberra as we cooled off in the river. Cheers, we loves you all you sad cold people.”

“The evening was spent sat around the campfire, wine, port and other, and a cheese damper to round it off.”

Day 6 – Monday 2nd September – Old Telegraph Track Day 2, Dalhunty River to Eliot Falls.

Well today’s the day, Gunshot! Everyone is keen as mustard since the previous day’s successes at Palm Creek – which had been built up to be a car crushing suicide run by the scuttlebutt going around. In reality the entrance and exit turned out to be challenging but easily overcome with a little common sense and some basic skills. It also didn’t hurt watching the group in front of us going through.

Crossing the Dalhunty River, Bertie Creek and Cholmondeley Creek were easily achieved, though there was often no clear indication of where the track continued from the many camp spots around the creek exits and so reconnaissance was undertaken on foot – you have to get your exercise somewhere.

Arriving at Gunshot we spent some time looking around at the various entrances and exits. The ‘chicken track’ was still quite challenging and meant a small diversion upstream. For some reason best explained by “because it was there” I decided to give the main entry a go. Preparations were made which through ‘distraction with extraction’ failed to include securing any loose items in the back seat. We found this to be an important consideration after we hit the bottom of the descent and were invaded by backpacks and thankfully other soft or light objects falling from the back seat to the front. Not so for another couple we came across later who told us of a plummeting can damaging his windscreen – thank God it didn’t hit one of them in the head.

The preferred exit from Gunshot involved a three point turn in the river. Mike decided to try a different manoeuvre with the T-Van but unfortunately slid sideways and ended up unable to move forward or backward. Jamie coordinated a recovery with Shawn as chief rigger and soon had the T-Van winched sideways giving Mike the space he needed to escape.

A brief stop at the grave of WJ Brown then lunch at Cockatoo Creek. Onwards via Sailor Creek to re-join the PDR for a few kilometres and arrive at Eliot Falls campground which turned out to be lovely and clean with composting toilets in raised buildings, à la National Parks style. The swimming holes were fantastic. We opted for the Saucepan upstream from the falls which turned out to be a great choice as the falls themselves were a bit difficult to get in and out of with the low water levels.

It was lovely soaking away the dust of the day in such a beautiful place. Shawn and Janny decided to float downriver from the Saucepan to the Falls on an inflatable sofa. Bryn and Imogen gave this a go later in the afternoon though were constantly on the lookout for snapping handbags on the lonelier sections of Eliot Creek.

Some comments from the crew:

“We left Dalhenty River @ 8:30am. Lovely campground beside the creek. Easy crossing as water was fairly shallow and good solid rock surface underneath. Just took a bit of wandering around tracks going every which way to find our way on the right track.”

“The crossing at Bertie Creek was uneventful and then came Gunshot Creek. We took our time checking out the creek bed and the various entries. Only two exits to choose from and they were both not too bad.”

“Matt and Shawn both chose to stand their vehicles on their noses by tackling one of the original entries, but the team were well prepared with Jamie and his Ranger in place with snatch straps already set up on the Patrol and Jeep. The snatch from standing on the nose to once again being on all four tyres took no time at all. What a well oiled machine we all were. Note: I am including all the spectators as many comments must have helped as well!”

“Getting Mike and Kerryn’s T-Van across took some clever winching work but proved not very difficult.”

“Cockatoo Creek was a lovely lunch spot and gave us plenty of time to suss out the bottom of the creek. With good wheel placements we all got through quite easily. Good thing we are doing this trip at this time of year as water levels are not too high at the moment. I would hate to try Cockatoo Creek with water raging through – it would be a completely different story.”

“The swim in the warmish waters of the Saucepan (just above Eliot Falls) was a very welcome end to the day and relaxing.”

“We drove through varied vegetation types during the day from riverine to the usual open forests, but the heathlands were a great change of scene for us all. With bushes growing to about door height we got a good view over the plain.”

“Another wonderful day of great weather and interesting driving.”

Day 7 – Tuesday 3rd September – Old Telegraph Track Day 3, Eliot Falls to Jardine River.

Departing Eliot Falls, a few of the group were anxious about the Nolan’s River crossing as it had been touted to be a vehicle drowning risk, and so diverted off to the Northern Bypass / Bamaga Road to regroup at the night’s camp on the northern bank of the Jardine River.

Those continuing the OTT tackled several more crossings including the famous Cypress Creek log bridge before arriving at the infamous Nolan’s Brook where we were met by a crowd of onlookers waiting expectantly on the other bank. Some were camping, while others had the misfortune of water damage and were waiting for things to dry out or for a tow.

After a thorough assessment we elected on an entrance and route and decided to deploy water bras and a pair of snatch straps connecting the vehicle on the other bank with the one crossing so that there was no delay if a recovery became necessary. The group before and after us were also happy to adopt this strategy.

Success!!, we all managed to cross without incident and stopped for lunch on the other side before heading back to the Northern Bypass Road, airing up, and crossing the Jardine River at the ferry to meet up with the other group on the northern bank camp.

What a blast the OTT was. I was a little sad that it was over to be honest though this feeling was tempered by anticipation of the many other attractions and goals ahead, including arriving at the ‘tip’.

Day 8 – Wednesday 4th September – Jardine River to the ‘tip’ and Punsand Bay.

Such a lovely campground right on the beach. A few fishing lures were donated to the river whilst thoughts of how to outrun a hungry croc on soft sand with my dodgy hip passed through my head.

Early morning was a spectacular affair with mist rising off the water and the soft gurgle of the river flowing

from the Great Dividing Range to the west coast. As no-one had been eaten during the night, we packed up and headed off to our ultimate destination via Bamaga.

It was interesting to see the reminders of wartime aircraft operations scattered around the Jackey Jackey airfield to the south east of Bamaga. Some remarkably well preserved given the 70+ years they had been sitting in the bush weathering the seasons.

We took the opportunity to restock on groceries, refreshments, drinking water and fuel in Bamaga. Prices were not as high as expected given the hype which was a good thing as almost all our supplies needed replenishing by this stage.

Onwards to the Croc Tent for the obligatory souvenirs – can't say “been there, done that, and got the T shirt” if you didn't. A sneaky surprise was hatched here which I was to find out about later at Punsand Bay on our second night.

We were making such good time that we headed straight to the ‘tip’. Arriving in the car park, grabbing the camera and the water bottle before heading down the beach to walk around the headland. Unfortunately, the tide had other plans and so we opted for the route over the headland. Some found an easier route lower down around the rocks which was used by all on the way back. Special congratulations are due to Beth Williams who persevered against adversity and made the arduous trek to meet up with the rest of the group at the signpost.

YOU ARE STANDING AT THE NORTHERNMOST POINT OF THE AUSTRALIAN CONTINENT – we made it, yesssss! A few hundred snapshots later with just about every type of camera known to man, it was time to wander back to the cars (via the easier route).

A short backtrack to Punsand Bay and setting up camp for the next three nights on the beachfront. Sitting in front of the tent with a cold refreshment in hand with the sun going down – what more could you want?

Days 9 & 10 – Thursday and Friday 5th and 6th September – Punsand Bay and Thursday Island.

Pure luxury, two full days in one place. A fishing charter; helicopter rides; sitting at the bar; eating pizzas for breakfast, lunch and dinner; and not having to cook or wash up.

Day 1 at Punsand Bay was topped off by a group dinner at the Corrugation Bar, where some presentations were made (remember the surprise). It was a lovely gesture by the group to show their appreciation by presenting ‘fearless leaders’ with Cape York shirts and a croc G string. Thankfully insufficient refreshments had been consumed by this time to permit modelling of said G string.

Day 2 involved a trip to Thursday Island via the ferry service, and a guided tour followed by visits to the cultural centre and one or two pubs overlooking the azure waters between the many islands that surround it. After returning to the mainland some of us went off to do the five beaches run on the east coast and returned to camp in the dark via a ‘short cut’ track through the Roma Flats.

Some comments from the crew:

“Relaxing day at Punsand Bay, beach walking. Matt, Shawn, Jamie and Alain went deep sea fishing. Came back with seafood pizza! Pictures of a barracuda and a shark too big to bring on the boat”

“Helicopter tours showed a school of reef sharks close to shore and two crocs”

“Pizza tonight and the whole group giving the Cape York shirts to Matt and Anne. A special Croc Snapper pressie made the whole group giggle – hoping Anne likes it!”

“Left early for Thursday Island, caught the ferry – an amazing day! Various bus tours, visited the fort, cemetery and sightseeing around the island”

“We had a liquid lunch at the most northern pub in Australia on top of a hill overlooking the islands and

Arafura Sea”

“Later some of us went back to the camp whilst Matt & Anne; Sen and Waruni; Imogen and Bryn; and Glynis drove the 5 beaches and Roma tracks while some Foxtel addicts watched Parramatta vs Manly in the bar”

Day 11 – Saturday 7th September – Punsand Bay to Bramwell Station.

With regret we left the Northern Peninsula Area and crossed the Jardine River heading southwards towards Bramwell Station with stops at Fruit Bat Falls for lunch and a quick diversion to see Captain Billy’s Landing. We had originally intended to camp at Captain Billy’s Landing before discovering that it only supports a few at a time.

Fruit Bat Falls was picturesque, and I don’t think you ever get tired of donning the swimmers and dunking yourself in that beautiful fresh water on a hot and dusty day.

The road in to Captain Billy’s Landing was better than expected and we made good time. Regular humps in the road, probably for erosion control, were a constant source of amusement and often whee’s and wahoo’s were heard over the radio as they were breached at a moderate speed. The grassy campsite itself sits beside a large southern headland though is open to the northerly winds. A national parks toilet and shelter is available, and the beach is beautiful.

Arriving at Bramwell Station (for the second time in the trip) after fuelling up at Bramwell Junction Roadhouse was a relief from the corrugations and dust. Everyone broke out their happy hour snacks and a great time was had sitting around in the shade beside the camp.

Not so lovely was the corral of wailing cattle waiting to be loaded onto trucks the following morning. The moaning continued throughout the night and not much sleep was had. It was hard not to think of those poor animals dragged away from familiar surroundings. We were glad to be leaving the next morning.

Some comments from the crew:

“With regrets left Punsand Bay at 8am, such lovely surroundings”

“Heading south on the main road and Jardine River Ferry (could not see any crocs)”

“Fabulous time at Fruit Bat Falls. Best swim, even better than Eliot / Twin Falls and Saucepan. Alas, sad that it is the last warm waterfall and croc free dip”

“Moved on to Captain Billy’s Landing down a nice narrow well maintained track with great music clips from each car – ABBA won!”

“Noisy, dusty, speedy trip to Bramwell Station. 5 o’clock dips, nibbles and giggles”

Day 12 – Sunday 8th September – Bramwell Station to Chilli Beach (via Frenchman’s Track).

From Bramwell to the start of the Frenchman’s Track was mainly corrugations and bulldust. It took its toll and the mechanical gremlin who lives at the corner of the track and the PDR came out to help once again.

Shawn found his rear passenger side shock absorber top mount had broken, and his winch fairlead was hanging by the cable, so he removed the shock and we reattached the fairlead. Alain discovered a gear oil leak and decided to head for Weipa for repairs. Mike went with him as support. The corrugations also resulted in more than one bow shackle being lost – tip of the day: don’t hang bow shackles from your car on corrugated roads!

This left us with seven vehicles, and so off we go! – or not. My car wouldn’t start. It appeared to be a dead main battery, so we switched over to the second battery and off we went – this time for sure.

The Frenchman’s Track was apparently created by a French company carrying out a seismic ground study

in 1965. After collecting some fire wood we came across a German couple in an early model Pajero heading down the track who joined us at the challenging sections for support. The track was quite bumpy with lots of detours to avoid the worst sections – not suitable for camper trailers.

The sandy Wenlock River crossing turned out to be straightforward though with steep entrance and exit tracks that required careful wheel placement.

After stopping further down the track for lunch at a lovely unmarked creek crossing, my car decided not to start again. An unsuccessful push start rattled things sufficiently and it started with the key? It appears my earlier diagnosis of a faulty battery was wrong, and I had a faulty starter motor solenoid instead. Good thing I replaced it before the trip – grrr!!

A combination of Maxtrax and snatch straps saw us through this very slippery white clay crossing which we decided must be a tributary of the Wenlock River. While we were finishing a Scottish couple came along behind us and decided to take a steeper exit with some assistance from the winch. They stuck with us for the rest of the track. We seemed to be gathering numbers again.

At the Pascoe River we caught up with our German Friends and headed down to scout out the crossing. The entrance track was steep and bumpy with rocky sections and required a slow and steady approach. The river bottom was scattered with large rocks, though not uncrossable. With assistance from Shawn and Jamie each vehicle was guided through successfully to be greeted by an equally steep and bumpy exit which we all achieved without incident.

As reward for our efforts, we were greeted by a magnificent sunset at the top and completed the track and run to Chilli Beach in the dark.

Some comments from the crew:

“9am start from Bramwell Station. Cows were moaning the whole night and I think we all felt sad about their fate”

“Bloody corrugations most of the way with little gifts of respite to reach the Frenchman’s Track”

“Unfortunately, a nasty oil leak to Alain’s car was detected and they had to leave the convoy and head the other way to Weipa for repairs (Oh! poor Alain who was so looking forward to doing the Frenchman’s Track). They were accompanied by Mike and Kerryn”

“The rest of us 7 cars, one with a buggered battery and another with a broken shock absorber, continued onward bravely (as Matt says)”

“First river crossing across Wenlock River. Steep descent, shallow river and a soft sandy hill on the other side.”

“Next river was a tributary with lots of slippery clay at the bottom and deep. Matt and Danny made it without winching”

“Frenchman’s Track – a combination of everything, corrugations, rocks, bull dust, sand, clay, and deep rivers – exciting!”

“Made it to Pascoe River by 5:45pm. Most difficult crossing of the day! Very rocky descent to quite a deep river and then difficult ascent. Well done team, we all made it to the top. Took about 1-2 hours for all this”

“Then we were on our way to Chilli Beach arriving just at the right time to watch a gorgeous sunset in the last bit of the Frenchman’s Track”

“Onwards on bitumen for 68km to get to Chilli Beach around 8:00pm. Put up tents in the dark, had dinner. All were exhausted but happy and joyous of our achievement”

Day 13 – Monday 9th September – Chilli Beach, Portland Roads and Lockhart River.

A layover at Chilli Beach was certainly worth it, what a wonderful place. Cyclone damage aside the idyllic nature of this place is amazing.

After a relaxed start to the day a few of us headed off to explore the local surrounds. We visited the Aboriginal community at Lockhart River and found a local fisherman who sells prawns and mackerel to passers-by. For lunch we visited Portland Roads, once a transport gateway to the Cape but now a quiet village. A local resident runs a lovely Café from their home with outdoor seating on the front deck and views over the ocean. The lengths they go to for supplies is incredible including a monthly drive to Cairns (784km). The food was amazing and the company even better!

Happy hour was had on the beach with a sunset migration by the local starling population leaving us all in awe. It was decided that after happy hour we would have a seafood medley for dinner with everyone putting their best campfire culinary delights forward. The range of lovely prawn skewers, seafood curries, and barbequed mackerel was amazing, and all washed down with a refreshing ale.

What was that? I thought it was a stick, so I walked right over it! Anne and I had gone for a night time wander down the track to the toilets with dimmed lights to save batteries when she did a double take and turned around to find a little olive python crossing the path. The little fella was a bit miffed about the near miss but went on its merry way once it was clear there was no threat. Whew!! I must invest in a better head torch for Anne.

Some comments from the crew:

“Sleep in for everybody”

“Rest day, walks on the beach and some drove to Lockhart while others stayed at camp having a peaceful day without driving”

“Sen went crazy after seeing fresh coconuts on the beach, did not give up until he husked one, drank the water and ate the flesh – a contented man”

Day 14 – Tuesday 10th September – Chilli Beach to Coen.

Sadly leaving Chilli Beach behind, we stopped briefly at Mt Tozer to have a look at the information boards explaining this granite outcrop from the volcanic era. Brush fires from when we arrived at Chilli Beach in the dark were still evident and smoke was in the air.

A stop at Archer River Roadhouse for lunch saw Bryn and Imogen take their leave of the group. They had another several weeks of exploring Australia’s north and west coasts and wanted to get started on their next adventure, heading down the Burke Developmental Road to hook up with the Savannah Way. The reality that the trip was coming to a close started to become evident.

We noticed a memorial to “Toots” Holzheimer who was accidentally killed in 1992. For those who don’t know, Toots was a truck driver who delivered freight from Cairns to Weipa and was looked upon as one of Australia’s wonderful outback characters.

Arriving in Coen, we topped up the tanks and headed back out of town to a riverside campsite that had received rave reviews. We were not to be disappointed with lovely beachfront campsites amongst the trees. An afternoon dip in the river was a welcome relief from the dust and heat.

The evening campfire had us all relaxing and a few camp oven creations were cooked. A couple of dampers including a cheese one and a cake helped to top off a lovely dinner.

Day 15 – Wednesday 11th September – Coen to Laura.

Another relatively short day driving via Musgrave and Hann River Roadhouses to Laura. The Hann River

Roadhouse was surprisingly green and host to several rescue animals wandering freely around the grounds including an emu, peacock, pig (in a pen), chickens with chicks in tow, a magpie, and a little baby wallaby who couldn't get enough of all the attention.

Laura was really nothing to write home about, though the Split Rock Art Gallery is nearby. The publican was a cranky old goat who was pretty unkind to his young female staff, and quite grumpy with us when we corrected his mistake with our dinner order. Not likely to go back there again.

Next door to the pub, which was also the campground, were a couple of old relics. An Austin and a Chang Jiang 750 motorcycle with a sidecar were sitting under a shade cloth carport. The Chang Jiang was apparently a Chinese copy of a Russian Ural/Dnepr copy of a German BMW design from 1938. The tooling was stolen from Germany by the Russians during the war and then given to the Chinese when it became outdated.

Day 16 – Thursday 12th September – Laura to Cairns via Maytown and Mt Carbine.

Our last day. The Quinkan & Regional Cultural Centre which was a short distance down the road turned out to be closed, so we headed up to the Split Rock Art Gallery site a few kilometres out of town. The morning exercise class for everyone was walking up to the rocks perched on a hillside above the Laura River valley.

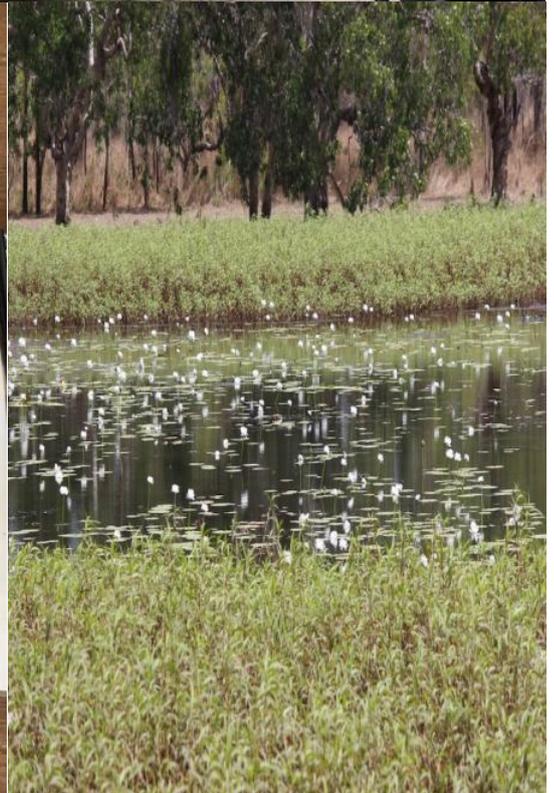
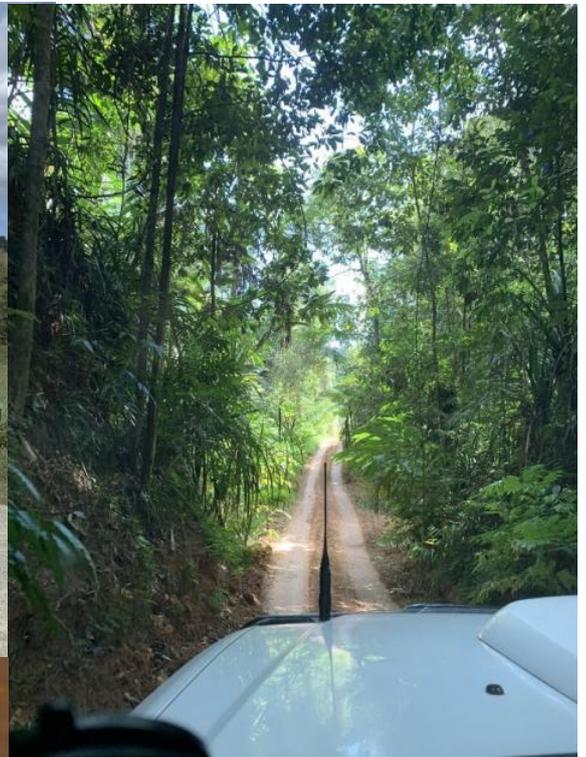
There were a few sites as we moved further up the hill, and the preservation of the art was amazing. Some information boards provided background and explanations which was welcome.

Afterwards several of the crew headed off to explore Bloomfield and Cape Tribulation whilst the remaining three vehicles headed for Maytown to take a look at the old gold mining town. We skirted around the Old Coach Road via Palmerville Station as we really didn't have the time to tackle the rock steps and steep ascents and descents – maybe next time.

Maytown is an interesting place, spread out over a large area. We went hunting for the Chinese cemetery and found a surprisingly modern looking property belonging apparently to Lone Star Mining along the way. They had all sorts of things fixed to the fence like saddles, bottles, lanterns, tack, pots and pans, boots, saucepans, mining equipment, and the like.

The trip out of Maytown to Mt Carbine via Whites Creek Road was well maintained and we came across a road crew who were apparently responsible. After joining the Mulligan Highway, it was a quick dash to Mt Carbine where the last two teamsters Danny and Beth, and Glynis left us to pick up their camp trailer and caravan and stay the night.

Anne and I headed off to spend the night in Cairns before heading home



Yarrangobilly Thermal Pools

The following is the Members comments and experiences of the trip

The convoy of 6 cars, led by Shakey and Trish, left Banks Friday afternoon looking forward to the weekend at Yarrangobilly Caves. The chilly weather when we made our quick pit stop at Adaminaby had Tony & Scotty G (aka 'The Lovers') contemplating setting up camp in the Snow Goose Hotel and then we couldn't believe it when we found ourselves actually driving through snow - snow in November - just brilliant!! A spectacular sunset as we made the turn into Long Plain Road just begged us to stop and appreciate the view - the colours were truly amazing. Added to this was the company of some brumbies as we made our way to camp to set up and settle in around a great fire for the night.

A cool morning greeted us but the blue skies were promising as we made our way to the Yarrangobilly Caves Visitor Centre for our park passes. We opted to do the Glory Arch walk - a short but scenic walk that took us to entry chambers of the South & North Glory Caves. We followed that with the short but steep track down the hill to the thermal pools for lunch and a dip in the pool - nice 27°C in the water!! Tony proved the power of the burger was all he needed for the steep 0.7km walk back up the hill!! We took in the Bluff Lookout before making our way back to camp as light rains started. Later, very much to Jack's delight, those rains were replaced with snow flurries - short in duration but still fun to have experienced that. Another great fire before the weather finally drove most of us to bed leaving the stayers - The Lovers, Shakey and Scotty B - to brave the elements with only a fire, alcohol and laughter to protect them!!!!

The group split in two on Sunday morning for the trip home - either travel back the way we came or to follow the Long Plain Road to Broken Cart Fire Trail and then the challenge of the Powerline Trail through the Brindabellas and home.

Great weekend!!!

Scott B and Jen

The trip to Yarrangobilly started on a clear but windy evening in Canberra and ended in a snowstorm and an amazing sunset in the mountains as the cold front met us head on. We all quickly set up our camps and headed for the campfire for some social before bed. Saturday arrived clear and chilly for our trip over to the caves and thermal pool which was great fun. There was further excellent social around the campfire on Saturday night, with loads of meat pies for happy hour which took forever to cook in our new travel buddy, finished off in the camp oven !

Followed by veggies and steak cooked over the hot coals during further snow fall for dinner. Sunday unfortunately brought drizzly rain but didn't spoil the trip. We pretty much had every type of weather possible in just two days and two nights ! We headed over to Adaminaby for a lovely warming cooked brekky before heading back to Canberra to the warmth and sunshine. Thanks to Shakey for leading another great trip and thanks to everyone for turning up despite the weather forecast, which was pretty spot on ! We had a lots of laughs and fun despite the weather.

Lisa and Mark

I had a great weekend exploring caves, having a swim in a thermal pool and seeing snow as we were driving there. It was good to meet some more members of the club and have a campfire to keep everyone warm on a cold night. I also enjoyed the 4WD tracks on the way home.

Thanks Luke

Had the most wonderful weekend away we had snow, rain, fog and a bit of sunshine thrown in. Nothing better than sitting around the camp fire enjoying life thank you all that came and braved the snow with us..

Trish Miller

Had a great weekend, despite the snow, was able to rug up nice and warm. So can tick camping in the snow off my list. The weather was great when we went out on the Saturday to the caves and springs. Not too hot for walking around. The Glory Cave walk was beautiful and well worth going to look at.

Thanks to Darren and Trish for organising look forward to your next trip.

Stuart Wallace

-

Thanks for a great trip.

We had a great weekend despite the snow, I was able to rug up nice and warm. So can tick camping in the snow off my list. The weather was great Saturday morning for the walk around the caves and springs. Not too hot for hiking. The Glory Cave walk was beautiful and well worth going for a look around.

Thanks to Darren and Trish for organising and we look forward to your next trip.

Sarah Wallace

It snowed, it rained, it was cold.. it was fun.

I'm not a words person.. hahahaha

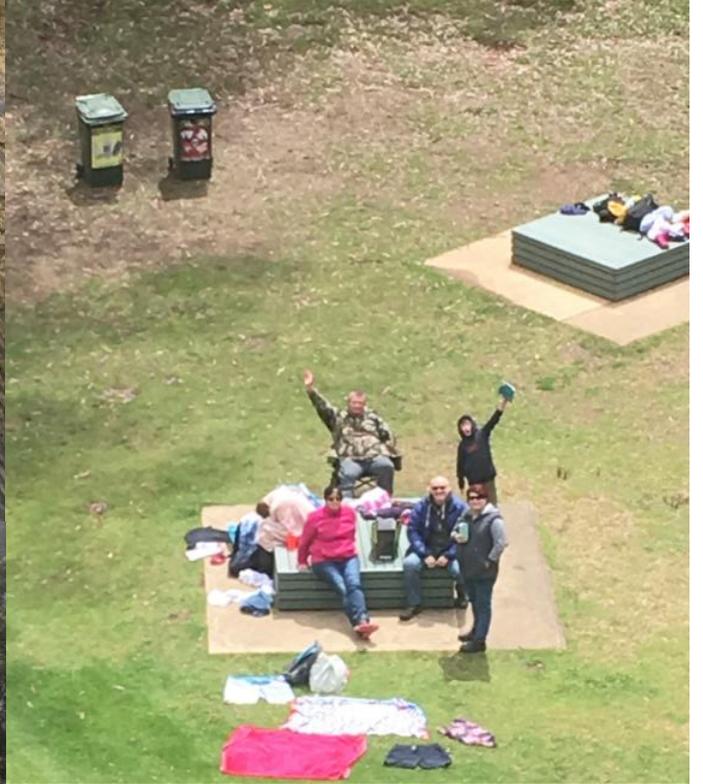
Tony Holt

Another fun trip and a bonus was the beautiful weather that we had, everything from sunshine rain snow and wind we had it all in one weekend.

The caves and the whole area was beautiful. The size of the cave openings was amazing and to visit the thermal pools and enjoy such a picturesque area.

Sitting by the campfire with old friends and enjoying the company of new friends just makes the whole travel experience within this club one of the reasons I joined. Thanks Daz and Trish for another shakey trip away, cheers Scott

Scott Grogan



Heavy Duty Screw-In Tent Pegs

These are now available at Bunnings for \$19.95 for a box of fifteen also can be obtained at Audi at certain times of the year



Reminder

**Do Not
Forget To
Renew Your
ST4WDC
Membership**

DO MORE FOR LESS



Christmas. Powered by  **BatteryWorld**

☎ 13 17 60 batteryworld.com.au



Buy a Yuasa N70T, Century N70T or Century C12-105XDA battery and get a **FREE** Ledlenser torch.

FREE GIFT
RRP \$14.95



Battery World AA Ultra Alkaline 16pk (BW15AURT16)



Battery World AAA Ultra Alkaline 16pk (BW24AURT16)

Don't let batteries *not included* ruin your Christmas. Grab a pack of AA and AAA in store.

ONLY \$9.95
per pack



Buy a Yuasa Seafarer or Century Marine Pro battery and get a **FREE** Ledlenser torch.

FREE GIFT
RRP \$14.95



Yuasa Power Series Ultra Passenger Range **40 MONTH WARRANTY** (NS40ZLSX MFY)

from **\$164.95**



Yuasa YardMaster Lawn & Garden Maintenance Free battery (U1 MFY & U1R MFY)

ONLY \$109.95



Did you know we can come to you 24 hours a day, 7 days a week?
Call 13 17 60



WE RECYCLE

Don't throw out your old batteries! Bring them to us and we will recycle them.



FREE TESTING. Secure a spot and book your appointment online now.
FREE NEXT DAY DELIVERY for purchases over \$50.*



WIN A CUSTOMISED HARLEY

Buy a Yuasa Motorcycle battery before January 31 for your chance to win a customised Harley-Davidson® IRON 883®. Yuasa Motorcycle batteries now come with a 24 month warranty.

YUASA



JOIN THE VOLT TODAY!
& GET MEMBERS ONLY BENEFITS

FREE TO JOIN



\$10 off* your next order



Free roadside assistance for 6 months*



Free gifts



Exclusive Discounts

JOIN IN STORE OR ONLINE
batteryworld.com.au

Did you know we do camera, laptop and phone batteries?
We can also help with any obscure batteries.
Speak to your local Batteryologists today.

With over **110 stores** Australia wide, our Batteryologists are here to help you.

Visit us in store or online at
batteryworld.com.au

13 17 60



***Terms and Conditions:** Offers and pricing valid from 03.12.2019 until 24.12.2019, or while stocks last, whichever occurs first. Some products may not be available at all stores and may need to be ordered (deposit payable for orders). Offers in this catalogue not to be used with any other offer. **24hr Mobile Service:** Roadside assistance may not be available if vehicle is further than 8km radius from a Battery World store. Cost of replacement battery and delivery will be quoted beforehand. **Battery Fitting and Health Check:** Battery Fitting and Health Check services only available in store during business hours and for batteries purchased at Battery World only. For particular vehicles, battery fitting and health check service is not available and/or fees may apply. **Delivery:** To be eligible for delivery order value must be \$50 (including GST) and over. For free next day delivery, order must be placed before 3pm. Orders made after this are delivered the day after. For same day delivery of \$10 (including GST), order must be placed before 1pm, orders made after this are delivered the next day. Delivery is available during store business hours, Monday to Friday. Delivery on Saturday is at the discretion of the store and their availability. Delivery is not available on Sundays and Public Holidays. Delivery is only guaranteed within a 10km radius of the store the product is being purchased from. **Volt:** Volt voucher is redeemable in all participating Battery World stores and must be used in one transaction. Transaction value must be \$20 or more. The \$10 voucher is valid for 6 months from date you join the Volt and is not exchangeable for cash. Volt free roadside assistance is only valid for battery replacements and is valid for 6 months from date you join the Volt but cannot be claimed within the first 24 hours of joining. Free car roadside assistance does not include the cost of the battery, is not transferable and is only redeemable once. **Harley Davidson:** Competition close 31/01/2020. To enter simply purchase any Yuasa motorcycle battery and complete the online entry form. You must be a resident of Australia, be over 18 years of age and hold a relevant motorcycle licence. For full terms and conditions, see www.batteryworld.com.au/terms-conditions. NSW Permit No. LTPS/19/36606, ACT Permit No. TP 19/03846.1, SA permit No. T19/1243.

ST4WDC Christmas Party





"Safe One" Basic Driver Training

Chief Instructor

Joe Briguglio

Students

Fiona Stevenson

Teagan Howath

Ian Kelly

Les Luksza

Matthew Robinson

Allissa Heise

Karen McLachlan

Michael Steinebronn

Alex Martin

Matthias Jost

Terri Giuretis

Janet Thomsen

Shane Mulligan

Ethan Taylor

Instructor's

Peter Butterfield

Scott Broadhead

Rob Donaldson

Lynne Donaldson

Rob Phillips

Rod Williams

Andy Squire

Bronwyn Squire

Rob Azzato

Pelican

Joe Briguglio

Duck Tonge

Stuart Watts

Matt Warmington

The following is the students comments and experiences on the driver training.

I went into the weekend thinking I knew a bit about off-road driving, but very quickly learned that I knew very little! From the the theory on day one to the actual driving and recovery demos over the next day and a half, I quickly found there was much more to know. Thanks to the instructors and particularly to Joe Briguglio and my personal instructor Rob Donaldson, I found myself on a steep learning curve . By the end of the weekend, I had managed to achieve things I would never have attempted previously -

Duck's Crossing for example. I learned that my vehicle is far more robust than I believed (no damage apart from a scrape on the towbar), but that there are still some mods I need to carry out. Thanks to all concerned for giving me the skills and confidence to continue on with this very rewarding pastime.

Ian Kelly.

“The training weekend was well planned and organised with clear instructions and timings. The team was knowledgeable and precise with each task clearly explained in detail. The certificate was a welcome surprise. Thanks go to the training coordinators and the individual trainers who gave generously of their time and experience to make the event interesting and very worthwhile. Thanks.

Ethan

Wanting to increase my knowledge and experience in 4 wheel driving, I joined the ST4WDC. From the outset ST4WDC have delivered in spades! I loved the convoy drive in from Breddo. I was super impressed with the professional approach to training and content from theory to one-on-one practical training delivery. Aside from being of great interest, theoretical knowledge of the machine helps to implement the practical training and both the theory and practical content were delivered in a very approachable way. The highlights for me included: improving my understanding of the importance of approach and departure angles and getting a practical feel for what that looks like on the track. Having a practical demonstration of the importance of balancing control, stability and momentum for any given challenge was very enlightening as were the snatch recovery and winching session. I also found the development of the hierarchy of controls to recovery enlightening and will definitely use that approach in the field. My instructors Rob and Rod were excellent; nerves of steel, patience of angels and knowledge to spare. I'm looking forward to meeting up with the club again and getting out there. Thanks to all who gave me their time.

Alex Martin

It took a few days after the course to realise how good it really was!

Yes, I had a lot of fun and learnt how to drive 4WD tracks, but the way the course is organised, managed and delivered is a testament to the club's trainers and volunteers. The whole weekend went without a hitch, except confusion about happy hour, but we managed to make up for that in quick time with a great BBQ dinner and more 4WD adventure tales.

At first I thought I was fluking hitting the marks and missing the bollards during the practice exercises, but it was down to simple easy to follow instructions by great instructors that made it possible. The feedback at debriefing sessions were unanimously positive, which means the club knows how to pair up students with instructors and the instructors know how to teach many different types of students. My instructor's (Lynn)

positive feedback, minor corrections and gentle encouragement on the tracks made what could have been a stressful driving experience a “leisurely drive in the country” (sort of – I’ve seen some of the videos!).

Thank you to everyone who organised and ran the great training weekend.

Les

"Having been a member with the club many (>20) years ago, and being away from 4wding for most of that period, I was looking forward to getting a refresh and seeing the clubs facilities that had existed at the time. I wasn't disappointed as the Talooge property was amazing and a credit to all the effort from the club members in setting up all the building and the training tracks. Arriving at the Bredbo pub, I was greeted by a fuel filter warning on the dash that threatened to finish the weekend before it started. Fortunately, it turned out to be a sensor cable that had come loose after the service the day before! So, after some introductions and welcome food, we retired to the carpark to reduce tyre pressures for the trip to the property. Live use of the UHF radio lessons from the training night followed, with dust and escaped sheep showing the value of good comms.

After arrival at the first gate we let more air out and then proceeded to the home paddock (again in clouds of dust caused by lack of rain). After being directed to various parts of the paddock, tent and swag setups occurred in the dark followed by a fireside briefing for the next day's activity including who your instructor would be for the weekend (in my case it was Stewart!). By then, I was pretty tired and headed off to bed.

Next morning, after being surprised in the daylight by how impressive the home paddock facilities, it was time for the classroom sessions. These were great and covered everything from tyres to transmission systems. Whilst I knew a bit about some of the topics there was lots of extra detail including practical applications which was very beneficial. Then lunch and off to practical lessons with Stewart. I found the wheel placement exercise an eye opener finding that because of the bulbar height I lost sight of obstacles when they were five metres or less away. My wheel placement was average to say the least and Stewart patiently placed and replaced the marker to let me try to at least get close. Fortunately, my reversing around the poles was considerably better so I didn't go away feeling completely useless!

Then off to the tracks and a series of exercises on the beginner slopes (thanks Duck), the “cross-up” loop and some of the easier trails helped me get used to the cars' capabilities. Stewart was very encouraging and helped point out some improvements I could make in my driving, particularly using momentum up hills which was something it took a while to get used to, and of course the constant reminder to use 9-3 and shuffle! Then it was back to the home paddock for a debrief, some food and drink and some sleep after what was a surprisingly tiring day.

Next morning there was a detailed step through winching scenarios including equipment types with a heavy emphasis on safety and procedures. Definitely learnt some valuable

lessons here including keeping the revs up on the vehicle to maximise charge to the battery and the benefits of a drag chain. This was followed by practical lessons in snatching with Terri and the big Nissan making light work of dragging my Prado up the hill. I'm not even sure she knew I was there! Key points to remember included that Joe likes "LIVE" to be loud enough to be heard in the next state.....

Then to the tracks again and after the previous days I felt more confident and with Stewart's guidance in assessing lines, the car made pretty light work of the obstacles. Again I was reminded that the weak point in the chain was me and that the vehicle was far more capable than I am at this stage (more practice needed!). The addition of some rain certainly changed the track grip but fortunately it was light enough not to provide anything but a reminder of how conditions can rapidly change. With the threat of further rain it was decided to call it a day and we headed home for pack up and an exit from what was a very enjoyable and informative weekend. Running into heavy rain on the way back, emphasised that finishing up at that time was a great call!

I'd really like to thank Stewart for his patience and knowledge sharing over the weekend. It was great to have him in the co-drivers seat, seemingly calm and controlled but probably white-knuckling the passenger hand holds! In fact, the whole ST4WDC training team were fantastic and accommodating. That they sacrificed their spare time to either plan the weekend, participate in the training or both speaks volumes for the quality of the organisation and the people. A great experience."

Shane M

Adventures of the Little Red Jeep

I love to drive but not on dirt roads and not in the dark! So, by the time we were entering the Talooge gates, after I attempted to forge a new track and nearly laid the Jeep on her side, I was in tears. After repeatedly telling the husband I wanted to go home he presented me with a tent and sleeping bag and told me this was home. Next was a quick gather around the campfire where we were briefed on Saturday's sessions and informed who our driving teacher would be. Having been a club member for nearly two years and having attended several events I was aware of the legend of PB, only to discover he was all mine for the weekend. I was unsure whether to be honoured or even more scared! Then I discovered I was the lead 4WD and everyone would be watching me, oh boy!

After a night of very, very little sleep, we woke to a beautiful morning. This was spent inside gleaming pearls of wisdom from the amazing training team who hooked me in early with the inclusion of a Jeep in the first few slides of their PowerPoint.

Next came a quick lunch and my first venture out on the Talooge tracks. WOW! What an amazingly beautiful place that is extremely well prepared. This first venture was hard, I was terrified, and it showed in my driving. PB was amazing and I quickly learnt that I was indeed blessed to have him as my trainer. He demonstrated to me a calmness and confidence in my abilities that I sure didn't have. He was an excellent communicator and gave clear and concise instructions.

We ended the day with a debrief that had me setting goals around choosing lines, not crossing my arms and consistent speed.

Overnight we were blessed with some rain that helped to keep the dust down. At this stage I still would happily have packed up and gone home, but no we had more tracks to drive and learning to do. To my surprise scared sh...less Fiona disappeared overnight to be replaced by 4WD Fiona. Everything I had been taught the day before suddenly became easier. I relaxed and began to enjoy myself and I heard feedback from PB to my husband about my remarkable turn-around and the words that my driving was almost perfect! My day was topped off with being asked if I was feeling adventurous enough to do the Shaly Slopes. I was told that the Jeep was capable and even more importantly that PB thought I was too.

A huge thank you to PB, I was indeed honoured to have you as my teacher for the weekend. I really appreciated your approach, your extensive knowledge and confidence in me.

Thank you to the most amazing group of people who were inclusive and supportive of all. I look forward to seeing you on the tracks soon. You were a pleasure to learn with and learn from.

Thank you must also go to my husband for giving me a spectacularly set up and extremely capable vehicle to drive for the weekend. Unfortunately, the trainers were unable to achieve their goal of getting her stuck!

And finally, to all the trainers and club members who gave up their time to make this happen for us. Your love of 4Wding, doing it safely and treading lightly is evident in the high calibre of the course presented. Thank you.

Fiona, Rob and the Little Red Jeep

Talk about being thrown in at the deep end I was so excited to arrive at Talooge and felt like I had already done the course. What a fantastic drive in and a good way to settle the nerves before the real driving began the next morning. After sleeping with a thousand midges that night we kicked off with the theory session which allowed the trainers to demonstrate their impressive knowledge of all things 4wdriving. I then had the privilege of having President Andy as my trainer throughout the weekend. He was Ridiculously calm and a first rate communicator. He corrected my style and guided me through the difficult terrain ahead. His belief in me gave me so much confidence even if I doubted myself on the scarier obstacles like 'Ducks Crossing' and 'hole in the wall' which were less scarier as a driver than a Backseat passenger last year when my husband Col completed his course. I already had the assurance that our FJ Cruiser was more than capable of doing the tracks with so much ease, even though I had only begun to drive the car regularly over the two weeks before the course, as hubby never gives it up. Just amazed at how capable these 4WD's really are. Funnily enough my absolute favourite track was the test track which was not that difficult as FJ and I had good throttle control to keep the bonnet level and

good lines. It was so much fun I got to complete it twice.

I'm relieved that with Col's ongoing support and encouragement in the back seat that I didn't scratch his car on the tight tree bends ;)

He was impressed with my driving and that was the biggest compliment as he said "we were equally as good a 4wdriver" gotta love him for it!

I trumped the last couple of challenges by myself without President Andy in the car as he encouraged me to tackle it alone.

It was a great weekend all round as we love the Club, Talooge, the trainers and the new friends we make on these courses and trips. So thanks again Andy and our terrific convoy team.

Gotta go and jump in my Fj so cheers for now -

Karen McLachlan

The Club's great training team at the ST4WD Basic Driver Training weekend in November was excellent and informative. I feel more confident in driving my 4WD now. The knowledge and experience my own trainer "Duck" passed on to me has been so valuable. I am glad I listened intently and followed his instructions as I am proud to say that this helped me get out of a sticky situation in the car by myself – I just used the 'be calm' words he gave me and with his guidance from outside of the car, and my determined attitude' got me out of the situation with flying colours – thank you Duck. PS.... Sorry you had to walk up the hill, I was so ecstatic about it that I didn't think I should walk back down with your walking stick!

I would also like to thank Lynne for driving in to Talooge with me, you were great company and I felt the drive was quite easy because of you. I also would also like to thank Joe for sitting in the car with me and guiding me up 'the wall', I was so nervous about that one and you made it so easy for me.

You are a great 4WD club and it is remarkable that in this day and age there are still people that give of their time freely for their passion. Willi and I would now love to go on one of your trips.

Janet Thomsen

Thank you to all the driver trainers that assisted me over the weekend. I had not one, but three separate driver trainers in with me over the weekend. Im not sure if that was because I wore them all out or I was just such a pleasure to be in the car with (Im going with the latter though ☐). I have so much more confidence in myself and in my vehicle, so the only thing left is to get up the courage to kick my husband, Liam out of the drivers seat. I learnt

a lot during the theory part regarding how 4wds actually work which I found so fascinating! Im looking forward to attending more club trips, this time from the drivers seat!

Alissa Robb

I attended my first driver training session back in May this year as the silent back seat spectator to my better half's training weekend. I originally thought she did a great job... now I know she was fantastic! Those tracks must have been quite confronting for a complete 4WD newbie. I was similarly amazed at what our little truck (MUX) was capable of. Having had little 4WD experience myself, it was down to the instructors to pass on their vast combined knowledge, ensure everything was absorbed and leave me confident to apply my new skills on leaving the Talooge nest. Not an easy feat over 2 short theory sessions and a day and a half of practical lessons. What an incredible group the instructors are, always calm, positive and reassuring they made the entire course enjoyable from the first theory session to Saturday night's socialising (such stalwarts to back up early Sunday after a hard nights entertaining) and through to the certificate presentations. Learnings... there were plenty but I'll distil them down to the following:

- Get your mouldy tyre on, correct tyre pressure will get you through almost anything.
- Large embedded rocks are my friends – Previously I'd do anything to go around them, where's the fun in that?
- Try to keep the bonnet level and drive the vehicle!
- Low 4WD is a far better range for the Back Door (and I suspect any other tracks) than 2WD – See next point...
- Engage 4WD brain before getting into vehicle!
- One experimental cross-over will be noticed and remain unforgiven.
- Go your own way! (ISUZU got it right) - Don't necessarily follow everyone else's line.
- Bron is an excellent instructor, calm (though I suspect via medication), learned and candid.

Thanks so much to Joe, the driver training team and to all my fellow trainees. I learnt from everyone, really enjoyed meeting you and spending a lovely weekend at Talooge.

Michael



Lids for Kids

Southern Tablelands Four Wheel Drive Club is supporting Lids for Kids. We would like you to get behind us and save your bottle lids and bread tags to support this great cause. We are collecting the lids/ bread tags



RECYCLE 1,000,000 BOTTLE TOPS

How you can assist us

Target 1,000,000 is a joint initiative between Grow With Joe, Envision, Wyndham City, Rotary and Lions. Together we will be gathering **1,000,000** bottle caps from a network of schools and community groups and transforming them into 3D filament, prosthetic hands, and other usable STEM items.

Check us at www.growwithjoe.org and www.envision.org.au

Plastic bottle caps are an essentially non-recycled waste product, also one of the top polluters in our oceans. We need you to collect as many as you can, then email us with your school's details. We will organize to pick them up and recycle them into 3D filament, prosthetic hands, and other usable STEM items for your school and others in the community.

School talks and demonstrations can be organized please, [email us](mailto:info@growwithjoe.org)
School poster and info download packs available [here](#)



SCHOOL BOTTLE CAP RECYCLE COLLECTION PROGRAM WYNDHAM CITY



RECYCLE PLASTIC BOTTLE TOPS AT YOUR SCHOOL AND SUPPORT BUILDING A HAND AND HELPING THE ENVIRONMENT

BOTTLE CAPS ARE FULLY RECYCLABLE. UNFORTUNATELY, AS REPORTED ON ABC'S 'WAR ON WASTE' THEY AREN'T RECYCLED. BOTTLE CAPS FALL THROUGH MACHINERY AND GET SENT TO LANDFILL

GET THE BOTTLE CAPS BACK TURNED INTO 3D FILAMENT OR OTHER RECYCLED ITEMS

ENVISION

1/39 Russell St
Werribee

E : info@growwithjoe.org

W : <https://growwithjoe.org/>

W : www.envision.org.au



- DIRTY
- Pop-Up Lids
- Vegemite Lids
- Coffee Pods
- Wine Bottle lids
- Plastic Rings
- Plastic Inserts



- RINSED
- Number 2 or 4
- Milk Bottle lids
- Soft Drink Lids
- Water Bottle Lids
- Bread Clips
- Gold Coins 😊

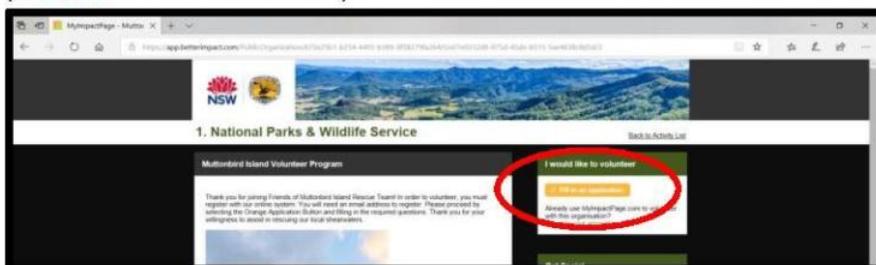




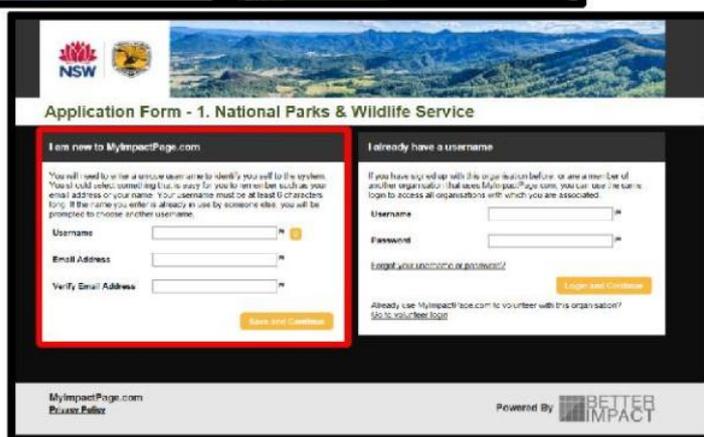
Volunteer Registration

NPWS has a new online volunteer management system called VIP. Please follow the instruction below to register in the system. The process should take 5-10 minutes.

1. Go to this link: <https://www.environment.nsw.gov.au/volunteers/VolunteersInformationForm.htm>
2. Hit the YELLOW "FILL IN APPLICATION" Button on the right of the screen. (red circle in screen shot below)



3. Create an account by filling in the form "I am new to MyImpactPage.com" (See this area in red rectangle to right). Use your **EMAIL** as your username. Click yellow **SAVE AND CONTINUE** button when you are finished.



4. Fill in the **CONTACT INFORMATION** form to the best of your abilities. The fields with **FLAGS** are required. Then Press the yellow **SAVE AND CONTINUE** button at the bottom of the page (red arrow in photo to right - you might need to scroll down to see it).

A screenshot of the 'Contact Information' form. The form contains several sections: 'ACCOUNT' (Username, Password, Confirm Password), 'NAME FIELDS' (First Name, Last Name), 'ADDRESS' (Address line 1, Address line 2, Suburb - City, Country, State, Post Code, Email Address), 'PHONE NUMBERS' (Home Phone, Work Phone, Mobile, Phone Preference), and 'MISC FIELDS' (Date of Birth, Region). There is a CAPTCHA section at the bottom. A red arrow points to a yellow 'Save and Continue' button at the bottom right of the form. A note at the bottom states: 'You need to complete all fields flagged with * as required on this page and on the next one. If you don't fill in all required fields and click save on the next page, your application will not be submitted to 1. National Parks & Wildlife Service.'

5. Another screen will pop up with multiple questions. Fill in the questions. Ones with **FLAGS** are required. Put N/A if it is required but you have no answer. Scroll down and continue to answer questions. After you have filled in the questions to the best of your ability, you will find the "SUBMIT APPLICATION" yellow button at the bottom of the page. Press this button and an **APPLICATION COMPLETE** confirmation screen will appear.

AWAKEN YOUR UNBREAKABLE

NEW HILUX ROGUE, RUGGED X AND RUGGED



Please contact me on 0405 115 133
or email me at russell.fisher@canberratoyota.com.au
for any new vehicle enquiries



The latest generation of HiLux models are built to be stronger and more capable than ever. But that's not what makes them Unbreakable. New HiLux Rogue, Rugged X and Rugged have been developed to awaken something deeper. An inner strength. An Unbreakable spirit. And if that spirit is within you, the strength of the HiLux can empower you to do anything.

SEARCH 'HILUX UNBREAKABLE'

Canberra Toyota

44 Wollongong Street, Fyshwick
T 02 06222 1900

Canberra Toyota

1 Josephson Street, Belconnen
T 02 06222 1700

Canberra Toyota

160 Melrose Drive, Phillip
T 02 06222 1800

Canberra Toyota

4 O'Brien Place, Gungahlin
T 02 06123 4600

Lic No. 20000105 Janrule Pty Limited
www.canberratoyota.com.au



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

For Sale

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

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

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

For Sale

2008 TOYOTA

LANDCRUISER



Extras on vehicle include:

Bull bar, winch and side rails.

Weather shields left & right.

ARB compressor in toolbox.

80 Channel Icom CB roof mounted

NOW ARB roof rack.

Full width tyre box, 2 tyres & tools.

Daytime LED running lights.

5 Mag Rim Highway tyres (continental)

6 Steel Rim 4WD Coper Discovery ST

Bespoke steel tray, rubber tray mat.

Air conditioning & dual battery system.

Full length shelf under tray & ladder rack.

CODAN H F Radio mounted behind seat.

4 toolboxes under the tray.

Air bag assist suspension.

Tow bar 50 mm SQ, lock, pin and bolt.

Switched LED reverse / work light.

Trayon extras:

Extra power points & 12-volt outlets.

Corner bolsters & 2 ARB LED lights.

Canvas skirt, fly & awning (not in picture).

High density foam double mattress.

Extra new house batteries.

TRAYON Number 541.

Contact: David Campbell • 0431 574 303 • dcam77@netspeed.com.au

One owner since new. Cost over \$125, 000 to assemble.

Low Km (under 122,000Km). NSW rego to 12/4/20.

Price Complete: \$88,990 ONO

For Sale

**1 x Spare tyre and Rim for Triton
LT245/75R16 with K02 tyre - \$200**

Contact John 0408 204 410.



5 x Mazda tyre and rims - \$200 ea

Contact John 0408 204 410.



Yeti 20 litre cooler (brand new) - \$40

Contact John 0408 204 410.



For Sale

Gas stove (3 burner) and stand \$20.00

Contact John 0408 204 410.



Turfor - \$100

Contact John 0408 204 410.



Our Club Sponsors

The following local companies support our Club in various ways including by annually sponsoring the Club. As a Club we really appreciate their support, and we recommend that our members support these businesses.

As well as receiving discounts and great advice and service you will be supporting local busi-

Platinum Sponsor



ARB FYSCHWICK

188-190 GLADSTONE ST, FYSHWICK ACT,
TEL: (02) 6280 7475



4X4 ACCESSORIES

What can we say about ARB that you don't already know? make and offer some of the most rugged and well-designed accessories available for your four-wheel drive and have become the benchmark for strength and reliability. We recommend you talk with them about equipping your vehicle for all your adventures.

www.arb.com.au



Gold Sponsor



BATTERY WORLD

95 Grenville Court, Phillip ACT,
Tel: (02) 6282 9884



Mark and Nicole Roberts have been Battery World franchisees since 2004. Apart from selling a huge range of batteries they also specialise in auto electrical service, dual battery systems, solar installations plus camper trailer and van set ups.



Gold Sponsor

MONARO OFFROAD CENTRE



25 Stevens Road, Queanbeyan.
Tel: 02 6297 6006



The folks at Monaro Offroad Centre have been long-time supporters of our club, and look after the vehicles of many of our members. Michael and Rod can look after you with all vehicle servicing, repairs, pre-purchase inspections, trip preparation, new car warranty servicing, and a free courtesy car on request. They can supply and fit accessories from all the well-known brands from leading manufacturers.



Silver Sponsor

CANBERRA CARAVAN & 4WD CENTRE

39 Kembla Street, Fyshwick, ACT, 2609,
Tel: (02) 6280 0655



Canberra Caravan & 4x4 Centre (formally Pride Caravans) has renovated the store & changed their name to widen their already diverse range of products to include Ironman 4x4 range. Their large range of caravan accessories includes towbars, weight distribution systems, jockey wheels, electric brake systems, caravan television aerials, caravan electrical accessories, towing mirrors, caravan kitchen accessories, gas fittings, plumbing fittings, caravan toilets and toilet accessories, caravan coversand much more.

CANBERRA TOYOTA

Silver Sponsor



TOYOTA

CANBERRA TOYOTA



Located in Gunghalin, Fyshwick, Belconnen & Phillip

For a great range of new and quality pre-owned vehicles, go and see their team. They can also provide you with genuine servicing, finance, insurance and a massive range of parts & accessories. They are committed to delivering quality, safety and innovation in everything we do; while at the same time finding ways to improve. If you're looking for a Dealership that can take care of you and your automotive needs, look no further than Canberra Toyota.

Bronze Sponsor

WATTS COMMUNICATIONS



1/68-70 Kembla Street, Fyshwick ACT.
Tel: 02 6280 6416



Watts Communications is a family owned & operated business established in Canberra for over 25 years. They are your one stop shop for all of your two-way radio, UHF CB radio, GPS navigation & GPS vehicle tracking needs. They have an extensive show room and a fully equipped workshop to undertake installations into all types of vehicles from sedans, 4x4 drives, trucks - commercial and domestic, commercial loaders and dozers. Installations can also be undertaken on site.



Bronze Sponsor

CAMPERACT

1/9 Maxwell Place, Narellan, NSW
Tel: 0406 379 913



Camperact (formerly Independent Trailers) is the regional representative and dealer for Australian campers from; Track Trailer, Altitude Campers, Trayon Campers, Bolwell RV, BackTrax Sports Utility Rooftents and Stockman (Sydney) Pod Trailers. Their principals, Catherine and Peter, are also long-time members of this club, and are totally familiar with the sort of country you are likely to want to visit. Camperact operates from both Canberra & Narellan with an excellent showroom in Narellan. Given then a call on 0406 379 913 Visit their showroom at 1/9 Maxwell Place Narellan NSW or go to www.camperact.com.au.

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.

Club Clothing



<i>Polo Shirts</i>	<i>\$38.00</i>
<i>Chambery Shirts</i>	<i>\$45.00</i>
<i>Jackets</i>	<i>\$110.00</i>
<i>Hoodies</i>	<i>\$45.00</i>
<i>Rugby Tops</i>	<i>\$50.00</i>
<i>Caps</i>	<i>\$15.00</i>
<i>Bucket Hats</i>	<i>\$15.00</i>
<i>Beanies</i>	<i>\$20.00</i>
<i>Name Badges</i>	<i>\$10.00</i>

