



May 2020

Southern Trails

Next Meeting:

The May Club Meeting has been cancelled as part the Club's response to COVID-19

Ahh, the serenity..

(Haunted Stream Track, Victoria)



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General Meetings are held at the
Canberra Deakin Sports Club, Grose St, Deakin
at 7:30pm on the second Tuesday of each month.

General meetings are where Club members and visitors can meet and get information on past and future Club activities in an informal atmosphere. Meetings regularly feature talks from experts on topics of interest, and reports on past trips. Visitors can introduce themselves, there is a raffle with generous prizes and a coffee break for catching up with other members.

Ideas for guest speakers are welcome, please don't hesitate to contact the Committee if you know of someone who could make an interesting and topical presentation.

Many members gather before the meeting to enjoy a meal or a drink at the club.

Publications

Website: Information regarding the Club, our activities, sponsors, and membership is available on our website at www.st4wdc.com.au.

Facebook: the ST4WDC page includes posts regarding Club activities and sponsors and can be found at www.facebook.com/st4wdc/.

Southern Trails: is the ST4WDC monthly newsletter. Trip reports, member profiles, relevant articles, and classified advertisements are welcome, as are photographs and illustrations. Closing date for contributions is the first Tuesday of the month. Send contributions to publications@st4wdc.com.au.

Talooge Park

Talooge is the Club's 600+ ha bush block in rugged country east of Bredbo. It is used for training and other Club activities. Several areas are set aside for basic bush camping, these have firewood and there are flushing toilets and a (bring your own) shower cubicle available. A covered barbeque area is also available but there is no water or electricity and mobile phone coverage is very limited. Pets and the discharge of firearms are not permitted on the property. Visitors should assume they are wholly responsible for their own wellbeing and conscious of the risks of fire, snakebite, etc. Further details are on the Club's website.

Club Bank Account

Membership fees are paid through the Club's website. For other financial transactions, the Club's bank account details are:

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



Code of Ethics



Four Wheel Drive Australia Code Of Ethics

ST4WDC is affiliated with Four Wheel Drive Australia and we promote responsible four wheel driving. We should all observe and support this Code of Ethics. Remember, image is difficult to change.

- Obey the laws and regulations for Recreational Vehicles that apply to public lands.
- Respect the cultural, heritage and environmental values of public/private land, by obeying restrictions that may apply.
- Respect our flora and fauna. Stop and look, but never disturb.
- Keep to formed vehicle tracks.
- Keep the environment clean. Carry your own, and any other, rubbish out.
- Keep your vehicle mechanically sound and clean to reduce the environmental impact.
- Adopt minimal impact camping and driving practices.
- Seek permission before driving on private land. Do not disturb livestock or watering points, leave gates as found.
- Take adequate water, food, fuel, basic spares and a first aid kit on trips. In remote areas travel with another vehicle and have Royal Flying Doctor Service, or equivalent emergency contact by radio or satellite.
- Plan ahead and lodge trip details with a responsible person.
- Enjoy your recreation and respect the rights of others.
- Support four-wheel drive touring as a legitimate family activity.
- Consider joining an affiliated four-wheel drive Club.

This Code supports the National Recreational Four Wheel Drive Vehicle Policy.

Produced by [Four Wheel Drive Australia](#) in the interest of promoting responsible vehicle use.

For advice and assistance in meeting the requirements of this Code of Conduct contact the [Secretary](#)

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President's Report

Andy Squire

I'm beginning to understand how a hermit feels. Without the serenity. And with a serious desire to head bush. And generally working more since the lockdown than I did when there were no restrictions. Despite being self-employed and working from home in the first place. Ok, so I don't have a clue how a hermit feels, but the desire to head bush and go camping is becoming an obsession. Lucky I don't drink much or it could be a problem.

I was hoping for some good news from the Government State Cabinet meeting today, and I guess there was from the Prime Minister in that restrictions are going to be lifted over the next few months, albeit slowly, but from what I can work out it is still up to each state to manage individually. NSW and the ACT have not actually made an announcement yet and there is nothing new on their websites that I could find. Because of this, we will need to cancel the May and June Club meetings (May was not going to happen anyway), and still cancel all Club trips until July and then review again. Not great news, but there is not much we can do about it if we want to stay within the rules. If things change and we can confirm we will let members know.

Work has been progressing on the Club Documents (Policies and Procedures) and hopefully by the time we can have our next Club meeting there will be something to report / show. Until then, the various working groups and sub-committees are still putting in the hard yards to get the balance between good governance and bureaucratic nanny state. Hopefully we can get it right.

The NSW Association has still been active and the May quarterly meeting is scheduled for next weekend via Zoom. Might be interesting to see how it goes, our delegates should be participating and will provide feedback. Until then, there is not a lot to report, although the Association apparently did have some success (in consultation with a number of other parties) getting an 'Axle Mass Rating Upgrade' update withdrawn as it was confusing (have a look on the Association's Facebook page). Not sure if this would affect any of our members, but it is good to see them trying for a national standard.

So, because it has been so quiet, I really have nothing more to add. Except happy Mother's Day, and keep safe (and other appropriate platitudes). And finally, as a lazy person once told me, 'If at first you don't succeed, try something easier.'

Andy.



Letter from the Editor

Hope everyone's coping okay. I hopped into the Patrol the other day, grabbed the steering wheel, and started making broom broom noises like I was out on a trail - just kidding.

Though I did go for a drive into Civic for work and was interested to find that I had become a little rusty after having not driven anywhere for a week or so.

Johnny the Patrol also was not in the mood for a run, a sentiment he shared with me through a flat battery. Good thing I have a little switch in the cabin that connects both batteries together for just such an occasion. Maybe a run down to see Mark and Nicole at Battery World in Philip might be on the cards.



Another interesting thing I noticed when I abandoned the trakky daks for work clobber was that my belt had shrunk! They just don't make leather goods like they used to, I tell ya!

If you're getting a little stir crazy and are looking for something to do, I can recommend the Brain Teaser prepared by our talented Club Secretary, or the "Keeping 4WD Fit" article. Not only should they help sooth the itching for a trip but it should also help to keep your mind and body active and your skills up to scratch.

For those with culinary skills, and also for those without, the Campfire Kitchen section has a great recipe idea from sHaKeY that will have your tastebuds tingling and your mouth watering. Don't wait till the next trip to try this one. If you'd like a shot at stardom and have a killer camp oven recipe you'd like to share, don't be backward in coming forward.

Due to the absence of new trips to report on, we've blown off the dust and cobbled together a member profile and some reports from the archives. Some great local trip re-run ideas in here and memories for some who were in the Club then. It's interesting to note the vehicle types and some of the terminology used, but also the commonality between then and now.

Don't let the isolation stop you from planning your next trip; I fully expect to see a raft of polished and gleaming ideas coming out of this lockdown period.

For those who are wondering about the picture, this is me in an alternate universe where the 4WDs are made out of cardboard!!

Happy Trails,

Matt Warmington publications@st4wdc.com.au

Southern Trails May 2020

Keeping 4WD Fit

Hello there fellow Club members..

You, like me, are probably thinking about getting back on the trails and working out the isolation blues, though did you consider that both you and your fourby have been sitting around with your skills and abilities slowly deteriorating through disuse? Skills that you developed and maintained over the years with training and regular forays into the bush?

Not to worry, your Club has your back. This series of exercises will help you to maintain your 4WD fitness and may also help to sooth the 4WD itch some of us are feeling.

Warm Up..

1. Walk around your 4WD a couple of times admiring just how good it looks, especially with that last modification or accessory. Then walk around the other way a few more times, there's always that perspective that you might have missed.
2. Grab your tyre pressure gauge and check your tyre pressures. Do the spare too, no half measures in this workout!

Now to ramp it up a bit..

3. Grab your deflator and let your tyres down. Just the sound of escaping air should bring thoughts of starting out on a trail into your head. Don't forget to put the caps back on.
4. Now get out your compressor and pump them back up again! A one, and a two, and a three, and a four..
5. For those of you with manual hubs, lock em in, and lock em out, and lock em in, and lock em out. If you don't have manual hubs, take out the tow bar and put it back in a couple of times.

Now we're getting the blood pumping..

6. Jump into the cabin and do your cabin drill! And a one - seatbelt on, and a two - window all the way up or down, and a three - mirrors adjusted, and a four - seat adjusted, and a five - headrest adjusted. Now mess everything up and do it again..
7. Handbrake on, both hands on the wheel, and key brake, key brake, key brake, key brake..

You're really going well, keep it up..

8. Key off lock, hands on the steering wheel at quarter to 3, and a push, and a pull, and a push, and a pull..

Now for the warm down..

9. Switch on the UHF, hit scan and listen to chatter for a while. It's amazing how this can soothe the mind. If you accidentally get the truckies channel you might want to move on before the kiddies hear it.

Happy Trails,

Matt Warmington publications@st4wdc.com.au

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Campfire Kitchen

sHaKeY's pork belly

Prep time: depends on how quick you can wield a knife?

Cooking time: 1.5 - 2 hours depending on how hungry you are?

Ingredients:

3 x Pork Belly slabs	4 x large Brown onions
2 x sweet potatoes	1 x packet of diced mushrooms
4 x potatoes	1 x whole bulb of garlic or more
1 x packet of mixed fresh chillies	1 x chipotle dry rub packet
2 x tin of diced pineapple in juice	1 x 1.25lt coke bottle
1 x bottle of bourbon BBQ sauce	1 x cup of Brown sugar
Salt and pepper	1 x packet of long grain rice
Olive oil	Angel hair noodles (if needed)
2 x large zip lock bags	

Preparation:

Normally before I head out I would:

Dice up the pork belly into bite size cubes.

Place pork and the dry rub into a large zip lock bag and shake/rub the until all the pork is coated then refrigerate.

Roughly chop up the onions. Peel the whole bulb of garlic smash and roughly chop. Chop up all the chillies and then place all ingredients into a large zip lock bag then refrigerate.

At camp I would peel and cube the potato and sweet potato.

Cooking:

Heat up the camp oven, then add oil and the pork belly in portions. Once the pork has been braised remove that portion and place it to the side. Repeat until all pork has been braised.

Put the ingredients from the zip lock bag (onion, garlic, chilli) into the same camp oven. Cook until the onion has caramelised.

Place all the pork belly back into the camp oven

Start by adding tin of pineapple juice and all. Add the bottle of BBQ sauce, brown sugar and then the potato and sweet potato cubes.

Give it a mix and then add the coke until everything has been covered.

Place camp oven on hot coals and rotate oven every 10 min and give it a while to slow cook.

Remove the lid and stir in the mushrooms. Place back on fresh hot coals and repeat the rotation every 10mins. Stirring it from the sides until it thickens up.

Add salt and pepper to taste

You can now start cooking the rice in a separate pot.

Once rice is on remove to camp oven lid to let it reduce and thicken up.

(if too much liquid is still there you can add broken angel hair noodles to soak it up)

Once everyone starts to salivate it's time to serve

Enjoy

COVID-19 Update

Due to the COVID-19 Pandemic and the NSW and ACT Government lockdowns and travel bans, all Club trips and activities have been cancelled or postponed until further notice.

The May and June Club meetings have been cancelled and an update for the July meeting will be provided following advice from the relevant Government agencies.

In the event that the travel and socialising bans are lifted earlier, members will be notified of any Club meetings or trips as they are approved by the Committee.

We understand members' disappointment and frustration with the situation but we are acting in accordance with emergency legislation and expert advice.



Wildcare

Recovery Update - Tallaganda Bush Fire

Wildcare distributed this "Possum Post" on 26th March 2020. Reproduced with permission from Bek McGarry



Hello wonderful Possum Posters,

I hope that everyone is caring for themselves in this uncertain & stressful time. I feel that we would be feeling overwhelmed even more so because there hasn't been much time to recover yet from the fire that swept through our area & the east coast of Australia. Not even having time to take a breath & process the impact, to then step into the next crisis already at coping capacity. I know that is how I feel. So please be kind to yourself & those around you & get support or have a chat with those you trust, if you need it.

Its been more than 4 months since the fire in Tallaganda NP started & it was just after it started that I stepped into the role of feeding, watering & supporting the recovery of our wildlife from this devastation. It was heart breaking going out these areas & seeing what took place, being confronted by destruction.

However, I was blessed with the opportunity to be an active part in doing something & helping in a way that could make a difference. Four months ago we, the recovery team, got into planning & taking action to respond to this disaster. We thought through & explored several models of approach & then took the steps to put it all into action.

The first 6 weeks we sought hay (that was in short supply due to the drought), pellets, bird seed, fruit & veg & browse. We put numerous calls out for support to volunteers & I am happy to say we always had them. Emails poured in daily from people wanting to help, wanting to do something to help our wildlife.

We went out to properties affected by the fire meeting them face to face asking if we can help feed the Wildlife on their property, majority of people welcoming the support.

In the peak of our feeding routine we were maintaining more than 43 feed stations. Every Thursday & Sunday volunteers would come together load up their car with feed & go out these areas & feed & water the wildlife. The



Wildcare

Recovery Update - Tallaganda Bush Fire

wildlife, that at times would wait in the bushes for us & run out to get the food, sometimes before we would even step away.

So, 4 months later as we did 4 months ago Liesl & I went out to the properties that we have been supporting to see what is still needed. Combined with feedback, that we would get every week from property owner, we have decided that there are only 3 properties that still need our support. These areas have not recovered, the trees are still burnt sticks with no rejuvenation & no grass shoots. In these areas the fire destroyed everything & will take a long time to start recovering. We will continue to support the wildlife in these areas, with hay, pellets & seed. All properties were sighted except one, which we hope to get to within a week.

With this re-evaluation we will stop the browse, fruit & veg collection & distribution. We will feed these 3 properties until they no longer need it. Four months later I reflect on all that has been achieved & all the amazing people I have met & worked with to have made this a success. I feel we did the best we could with what we



had, wildlife were fed & given access to water in their time of desperation. The recovery team pulled together & worked well with each other, even through our own challenges along the way.

Thank you's

I would like to thank everyone who made this possible, those who gave up their Sunday mornings, some on a regular basis. Thank you to those who collected seed & pellets & delivered to Carwoola. Thank you, to those who dropped browse off to Claire to go out in the feed drops. Thank you to those who helped source water containers, offered their place for drop off's, picked up fruit & veg, did extra food drops other than Sunday.

Thank you, Dan Benstead for taking on the role to be the browse coordinator, collecting the native cuttings from several sources each week & collecting from Claire every Sunday & bringing it to food drop central in Carwoola, sorting & helping with the Sunday activities.

Thank you, Claire Stewart at ARC organics for allowing us to use her place to be the weekly drop off place for browse.

Thank you Guy Verney & Carl Buik for each week collecting the fruit & veg from Ziggy's in Belconnen or Fyshwick.

Thank you to the Southern Tablelands 4WD club, helping in so many ways & still does.

Thank you to Ziggys, Bungendore produce, Braidwood rural & Bunnings.

And a massive thank you to Liesl Perryman & Suzy Watson. None of this would have

Wildcare Recovery Update - Tallaganda Bush Fire



happened without them.

Liesl shared her property (& still does) with Wildcare allowing people to come & go, sometimes at all hours and any day. Liesl stores the feed & supplies, helped source feed, maintained contact with properties, updated the feed sheets each week from the feedback from owners, has gone out & delivered food, Liesl was the first to go out & meet property owners & took food to them & there is so much more. There are no words to

express my gratitude for her support & dedication to wildlife. Liesl has shared this enormous task with me & made this possible. Thank you to her & her family (Thank you Michael)

Thank you Suzy for being there every Sunday, helping to pull it together, bring some order and organisation to the process, the ideas, the time, contacting volunteers, sorting supplies, making sure all kept going when the cracks began to get to big, quietly working away in the background & so much more. I am so grateful for your devotion & commitment to wildlife & those who care for them.

Even though we are still supporting some areas & the recovery is still going this will be my last update. This has been a real privilege, my motivation to keep going was the wildlife, knowing they had nothing, seeing the devastation & having this photo reminding me all the way through times it felt too much or overwhelming. Nothing I experience could be as bad as this.

Going out and seeing the changes was heart warming, even where there was no recovery the wildlife still eat the food we supply. It was a moment to see how wonderful we can all be when our heart is moved into action.



Thank you once again to everyone

Take care of yourself, others & wildlife.

Bek McGarry – part of the Recovery team
Tallaganda

Wildcare

4WD Brain Teaser - Lisa Tatem

See what you can make of this brain teaser from our Club Secretary..

L	A	C	T	R	A	N	S	M	I	S	S	I	O	N	L	M	H	H	M	T	A	L	O	O	G	E	R	Y	T
O	L	F	P	D	Z	B	I	Q	J	D	R	A	E	G	Y	R	E	V	O	C	E	R	Q	A	M	B	B	E	L
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J	A	A	J	U	X	B	G	H	A	M	G	Z	M	C	H	A	R	L	I	E	G	Q	R	H	W	C	O	P	I
R	X	L	E	Z	B	Y	E	J	P	I	G	L	X	Z	M	O	E	K	S	R	E	D	I	L	S	K	C	O	R

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Our Club Sponsors

These companies support our Club in various ways including annual sponsorship. We really appreciate their support and encourage members to support them in return.

If you're in the market for services, gear or accessories mention that you're a ST4WDC member when visiting them. Some offer member discounts but all give great advice and service.

You will be supporting local businesses who support your Club and four wheel driving.

ARB 4x4 ACCESSORIES



ARB 4x4 ACCESSORIES

What can we say about ARB that you don't already know?

ARB 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. Glen and the team at ARB Fyshwick will look after all your 4WDing needs!

Find them at:
188-190 Gladstone Street, Fyshwick, ACT

(02) 6280 7475 or www.arb.com.au



 **Battery World**

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.

They will also come to you and test and fit a new battery to get you on your way ASAP. Their off-site assistance is available, 24 hours a day, 7 days a week and their team have all the equipment they need to check or fit a battery or complete a jump start. Call 13 17 60 to have one of their experts come to you!

Find them at
95 Grenville Court, Phillip ACT,
(02) 6282 9884

MONARO
OFF ROAD CENTRE
The Four Wheel Drive Specialists

The folks at Monaro Offroad Centre have been long-time supporters and members 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.

Find them at:
25 Stevens Road, Queanbeyan.
(02) 6297 6006



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



CANBERRA TOYOTA



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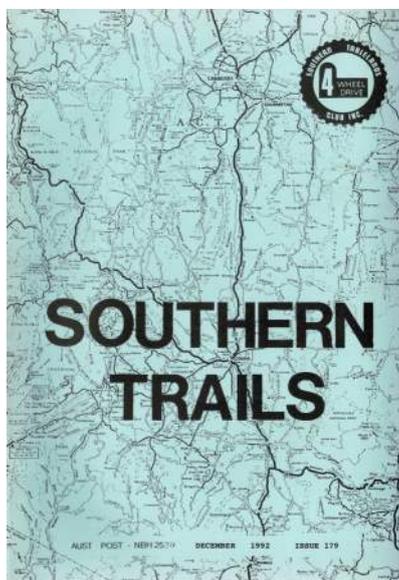


Camperact (formerly Independent Trailers) is the regional representative and dealer for Australian campers from; Track Trailer, Altitude Campers, Trayon Campers, Bolwell RV, BackTrax Sports Utility Rooftents and Stockman (Sydney) Pod Trailers. Their principals, Catherine and Peter, are also long-time 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.

Trip Report from the Archives *Tallaganda State Forest - Nov 1992*

(This trip report was featured in issue 179 of Southern Trails December 1992. The first section of the report is by Graham Jones and the Afternoon Adventure is by Bev Blakston)



Trip Participants:

Les Bannister (Trip Leader)	Nissan Patrol
Bev Blakston	Toyota Hilux
Peter Robinson, Peta, Toni, Krystaal & Andy Smith	BJ40
David, Barbara, Sarah & Melissa Campbell	MQ Patrol
Graham & Daniel Jones	Toyota Landcruiser
David & Phillip Grove, Ryan Lancaster	Toyota Landcruiser
Andrew Simpson	Mitsubishi L300

The day started grey and cool after heavy rain during the previous night. Our party of seven vehicles departed on schedule at 9.00am from our departure point at the Captain's Flat turn off. After Peter Robinson stopped to pick up his children who had started on foot without the rest of the party, we drove on through Hoskinstown to Forbes Creek Road where we stopped to engage four wheel drive and lower tyre pressures.

The weather varied between showers, heavy rain and brilliant sunshine. We progressed along North Black Range Fire Trail through numerous boggy patches which at first sight, as a novice driver, I found a little daunting until I had traversed the first couple without any difficulty, giving me a better appreciation of the capabilities of the vehicle.

The next section along Butamroo Trail involved some reasonably steep, rocky hills. On the descent of one of these, David Grove's Landcruiser rear springs inverted. This resulted in a rather prolonged impromptu morning tea. After numerous attempts, David and Les were finally able to redress the situation and we continued on across a creek and up the Gourock Range Fire Trail. We stopped at the lookout for a rather cloudy view of the valley below and across to Lake George just prior to another heavy downpour.

From here we progressed along the Mulloon Fire Trail to have lunch at Lion's Park on the Shoalhaven River. The weather improved to give us a period of warm sunshine at this delightful spot.

After lunch, the main party headed back into the Tallaganda State Forest while David and I headed back to Canberra on the tarmac.

Trip Report from the Archives

Tallaganda State Forest - Nov 1992

Afternoon Adventure

Following lunch at the beautiful Shoalhaven River two of the convoy of seven parted company with us. David Grove decided to take his troubled shackles home and Graham accompanied him to make sure he made it.

We took to the Fire Trails, all vehicles successfully negotiating Mulloon and Bombay Trails.

It was raining, misty and foggy. The forest had a quite eerie atmosphere with the bleak conditions and low fog. The gum trees standing tall were shedding their bark. The long thin pieces of bark hanging from the branches added to the eeriness, the only thing missing was the witches hut.

I unfortunately blotted my copybook and got stuck on a rocky ledge on Jingle Money trail. Can't blame the rain or the amount of air in the tyres, I just don't think I was in low range properly. Peter came to my rescue and we/he made it to the top.

On Palerang trail Andrew decided to ? practice his stall starts. He did this successfully and we headed to our camping spot at Mulloon Creek.

The rain managed to stop while we set up camp, ate and the children in the group toasted marshmallows. There was a bed of ants nearby who don't like being disturbed and made their anger evident by biting the offending children. It was easy to tell who had been bitten by the extremely loud shrills from the attacked. The rain bucketed down during the night and some campers got very wet.

Following breakfast we took to the trails again except for Andrew who returned home. By this we were a small convoy of four but defied the inclement conditions and continued on to Bald Hill Trail.

Lowden Forest Road was closed so our leader did a turn around and took us onto Main Range Road, Rocky Pick Road (its name suits it well) and then to Captain's Flat via Main Road 207. We arrived there about 11.30am, had morning tea and debriefed.

Despite the weather and ants a thoroughly enjoyable weekend, thanks a lot Les.

Footnote to Tallaganda Forest

As trip leader it was decided that even allowing for the recent rain and predicted rain it was considered that the trip could be run safely and without damage to tracks. The trip was completed without problem and without any damage to any tracks.

Les Bannister.

Southern Trails May 2020



Trips and Events

Michael Patrick

In line with Government (Federal and State) recommendations, the World Health Organisation recommendations, and to be consistent with other organisations, including the NPWS, the Committee has decided that all Club Trips and Events must be cancelled until further notice.

Start Date	End Date	Activity	Type	Leader
09-May-20	10-May-20	Brindabella Lowell's flat campground	Grade 3	Darren Miller
10-May-20	10-May-20	Brindabella Ramble	Grade 3	Michael Patrick
15-May-20	16-May-20	Basic Winching and Recovery Course	Training	Joe Briguglio
16-Jun-20	17-Jun-20	Mid Week Talooge Working Bee	Grade 3	Michael Patrick
11-Jul-20	12-Jul-20	Christmas in July	Social	Lynne Donaldson
11-Jul-20	12-Jul-20	Bendethera Caves	Grade 3	Michael Patrick
19-Aug-20	19-Aug-20	Basic Training 4WD Vehicle Evaluation	Training	Peter Butterfield
22-Aug-20	30-Aug-20	Flinders Ranges - An Introduction 2020	Grade 3	Dim Veteri
22-Aug-20	22-Aug-20	Come & Try Day	Grade 2	Matt Maddigan
29-Aug-20	30-Aug-20	Games Night at Talooge	Grade 3	Sue Phillips
30-Aug-20	05-Sep-20	Innamincka ... and more	Grade 3	Alex Szabo
01-Sep-20	02-Sep-20	Mid Week Talooge Working Bee	Grade 3	Michael Patrick
09-Sep-20	13-Sep-20	Consolidated "Safe One" Basic Driver Training At Talooge Park	Training	Joe Briguglio
20-Sep-20	20-Sep-20	Brindabella Ramble	Grade 3	Michael Patrick
30-Sep-20	30-Sep-20	Basic Training 4WD Vehicle Evaluation	Training	Peter Butterfield
10-Oct-20	11-Oct-20	Explore The Tracks of Abercrombie River National Park	Grade 3	Michael Patrick
23-Oct-20	25-Oct-20	SNOWvember thermal pool and caves version 2	Grade 3	Darren Miller
28-Oct-20	01-Nov-20	Consolidated "Safe One" Basic Driver Training At Talooge Park	Training	Joe Briguglio
08-Nov-20	08-Nov-20	Brindabella Ramble	Grade 3	Michael Patrick
14-Nov-20	20-Nov-20	Vic High Ramble V5	Grade 3	Michael Patrick
20-Mar-21	26-Mar-21	Vic High Country	Grade 3	Michael Patrick

Southern Trails Back Copies

In January when the fires looked like they might hit Talooge some of the 'combustible treasures' were brought back into Canberra for safekeeping. Among them were editions of the Club Magazine, 'The Southern Trails' (before we changed to the electronic newsletter).

Thanks to Bron and Lynne for collating / sorting them, and Bron for doing an audit, we now have a full list of those editions we actually hold, and those that are missing. While we should be able to get copies from the National Library, if any members have copies of the missing editions and would be willing to donate them back to the Club to help us complete our set it would be much appreciated.

Some months ago we were donated bound editions from several years by one of our members and these have been stored in the clubhouse at Talooge. It would be nice if we could complete the set and have a fully bound archive of the magazine - some make interesting reading and are of historical interest to the Club.

Editions we have (normally no January editions)		Missing Editions (Needed)	
		1 - 6	Nov '76 – May '77
7 - 8	June-July 1977		
		9	Aug '77
10 - 11	Sept – Oct '77		
		12 - 15	Nov '77 – Feb '78
16 - 32	Mar '78 – July '79		
		33	Aug '79
34 – 85	Sept '79 – June '84		
		86	July '84
87 – 166	Aug '84 – Oct '91		
		167	Nov '91
168 – 227	Dec '91 – May '97		
		228	June '97
229 – 259	July '97 – Apr 2000		
		260	May 2000
261 – 291	June '00 – Mar '03		
		292 – 293	Apr – May '03
294	June '03		
		295 – 297	July – Sept '03
298	Oct '03		
		299 – 302	Nov '03 – Mar '04
303 – 325	Apr '04 – Apr' 06		
		326	May '06
327 – 365	June '04 – Nov '09		
		366	Dec '09
367 – 393	Feb '10 – June '12		
		394 – 400	July '12 – Feb '13
401 – 416	Mar '13 – July '14		
		417	Aug '14
418	Sept '14		
		419-423	Oct '14 – Mar '15
424	Apr '15		
		425 – 428	May – Aug '15
429	Sept '15		
		430 – 431	Oct – Nov '15
432	Dec '15		
		WAS THERE A FEB '16 magazine or newsletter?	
E-Newsletter	March '16 onwards		

Meet the Committee

President – Andy Squire
Education Coordinator – Bron Squire



Andy and I joined the Club in February 2014 with our factory standard Nissan Navara. In those days the training was over two weekends, and within the week between, the Navara changed persona - it suddenly grew under body protection, a bulbar, snorkel, and lift, much to the surprise of the Chief Driving Instructor. Since then our entire family has completed the training (both of us and our

two children), we have both served on the Committee in two different roles – Andy as Information Coordinator, and now President, and me as Secretary, and now Education Coordinator, we have both joined the Driver Training Team, first Andy and then myself, and we are both active Trip Leaders. About two years ago Andy purchased our Landcruiser 79 Series and promptly gifted it to me! (The proof is on Facebook so it must be true). We still have our “fun truck” the Navara, although our son, Brendan drives it. We aren’t quite ready to get rid of it (and some places we wouldn’t take the 79 Series). Some of our favourite Club trips have been Madigan’s Line across the Simpson Desert (NT), Fraser Island (QLD), the Flinders Rangers (SA), and the Victorian High Country. We have also done some awesome tracks in Tasmania, although that was privately. We had planned on 3 months in the Northern Territory – right now!, except Covid 19 struck. Sigh. On the next pages is a magazine article I wrote soon after completing my Basic Driver Training course – it’s amazing to look back on how much I have grown and achieved with this club.



Trip Report from the Archives

“Unexpected training at Talooge - Bron Squire”

So, off we go to Talooge Muster late on the Friday night. 8:30 pm, first gate, 3°C. Hmm, Andy you get the gate, I'll drive (hehe). Through Horse Paddock, down to the creek. Wow, that's high. No worries, I know how to do this, 2nd low, nice and steady, oh... headlights totally submerged, out the other side (pew). **High (ish) water crossing: Tick.**



Here's a photo of Andy and Bron with the Navara on another trip around the same time..

Saturday dawns, up early (for me), and we got stuck into some chores. In the afternoon we decided to drive some tracks with Michael Patrick. I'm in the driver's seat again – light rain, Andy can do the gates! I wanted to

drive track 5 in particular as it was too wet on my training weekend so we didn't do it. Subsequent trips to Talooge, same intent, didn't get around to it for one reason or another. With Michael in the lead, we went to the creek crossing on track 5 and it was, again, too wet (which was no surprise as it had been raining on and off since we arrived). The creek level was low, but the slippery slope up the other side would have required winching for sure. So, turn-around.

We decided to go down to the Bottle Shop, this time with me leading (in hindsight, I wonder why). It was very overgrown but OK. Until we got to a black mud slope, which was fine, but very slippery at the bottom. The way ahead was blocked with a fallen tree so I pretended that the slide was just me turning the truck around to return the way we had come. I thought that was pretty clever! No, the two bright spark men decided to get out the chain saw and clear the path. Please note, Michael donned chaps (bright orange), helmet, visor, ear muffs, gloves, and, armed with his new petrol chainsaw, made short work of the tree, surrounding tree limbs, saplings that looked at the track with mean intent, overhanging branches, and potential pin-striping twigs. Back into our vehicles we continued on, with all my hard work of partially turning the Nav around wasted.

Clearing track: Tick

Yep, bottle shop still there.

Trip Report from the Archives

“Unexpected training at Talooge - Bron Squire”

Just before we jumped into the cars for the return trip, Michael commented that the slope may be a bit tricky to get up. WHAT! OK. Hmm, thinking out loud now, shall I get Andy to drive? He just said “You couldn’t stuff it up anymore than I could”. So with this comfort in mind, I followed Michael, waiting at the bottom to watch him, all diff-lockers engaged (what-ever that means), slip and slide all the way up the slope (which wasn’t very long, but obviously greasy). Right-o, 2nd low, not too fast but just enough momentum, hugging the left where I espied a tinge of green right near the edge, only half way up, the car slipped and slidded (yep, that’s a word) into the ruts. Backed down (combined with a bit of sliding) slowly, for another attempt. No good, exactly the same result, bit of green no longer green. Decision was made, never going to make it. Too far for max-tracks so we will winch. WE!!!

Andy jumped out of the car, grabbed the recovery gear, and Michael and he set up. However, when pulling the winch cable out it got all jammed up, despite being re-spooled after Yarwal. So now what? Using a handy tree, they connected the winch cable and, heart thumping, I had to let the car back down the slope gently until tension was on the cable and then let the cable out, letting the weight of the car oh buggered if I know what went on but what I remember is the adrenaline, thinking “what have I got myself into”, and backing/sliding down, letting out cable and pulling in cable until everything sorted itself out and the cable could be moved to a different ‘pulling out’ tree. They then re-set up using Michael’s extension strap and his larger shackle, I then completed “Winching 101 theory” over a CB radio, and then, with heart in mouth, I practiced Winching 101. Michael and Andy were giving me positive encouragement but suggesting I need to rev a little bit (Michael), and “don’t rev so much” (Andy). Under such stressful conditions, I winched the car and myself (still dry inside the cab - yay me) up the slope until I was on rocky ground rather than mud. The blokes did the pack up, with Andy acknowledging the deficiencies in our recovery gear, the need to travel with our chainsaw and safety gear, and with our handheld radios. He also noted that various pieces of our virgin recovery equipment has been deflowered on one or another of Michael’s trips! (snatch-strap, winch, max-trax – but not only recovering us, hey Michael) I also learnt that there are such things as pistons, and if you rev too hard, they may fly out, and I gathered that flying pistons are probably not a good thing.

Winching: Tick.



Andy and Brons’ recovery gear in action helping Michael

Trip Report from the Archives

“Unexpected training at Talooge - Bron Squire”

Having decided that I definitely needed champagne and a congratulatory self pat on the back, we were heading back to the club house when we met Alan and Mark starting out to drive some tracks. Electing for more driving, we turned around and accompanied them, ending up heading down track 7 until we got to the creek crossing. Well, the creek was flowing nicely, in addition to two very impressive series of waterfalls coming down the ruts from the big pond that used to be the track on the other side of the creek. I thought to myself, well that's that, turn around, back to the club house and my long awaited champagne, yippee. Oh, no, apparently that situation is a non-turnaround event; it's a 'look outside the square' event. So the two experienced drivers elected two different routes: Michael turning sharply left at the bottom of the slope down to the creek, along the lower bank on the left of the creek, turning sharply right across the creek, quick left, up the slope, sharp right and out to the flat. Alan decided to drive down to the creek, turning left and driving a bit down the creek bed, up across some rocks out of the creek to the right, and then taking a wide turn out to the left to go up the slope at an angle and turning right at the top, and on to the flat. Right, my turn, will this day's challenges never end! Having decided not to wimp out and get Andy to drive, I insisted he accompany me in the car. I chose Alan's way, but as he spun a bit in the creek, I decided that I would keep a particular rock to the right of my right side front wheel rather than trying to drive over the top of it, which, in my totally in-expert opinion, was one of the contributing factors to Alan's wheel spin. Well, I must say, I did a damn fine job of it. Almost text book – if I knew of a 4WD text book. Andy was saying “turn now, sharper, turn now, aim here, watch that”, all 1 second after I had the same thought and had already made the decision myself.

Looking for alternative routes: Tick.

Achieving alternative routes with aplomb: Tick

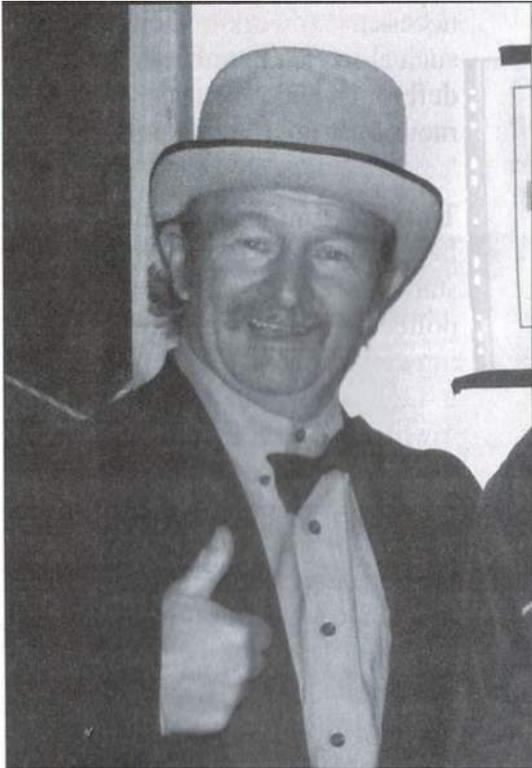
Finally, back to the club house and that champagne.

A big shout out to Andy, Michael, Alan, and Mark for their encouragement, calmness under pressure, and to exposing me to new challenges (for me anyway - I know they probably think all this easy and run-of-the-mill 4wding). Thank you. I learnt a whole lot and feel myself slowly gaining more experience the more I drive. I'm now wondering why I'd need to do the sand and water course, or the winching course – been there, done that. (kidding!)

Blast from the Past

Member Profile - Peter Reynolds

(Peter was interviewed in 2007 for Southern Trails by Val Wiseman. Peter was awarded the Order of Australia Medal for services to the 4WD Association and ST4WD Club and is a life member.)



The ST4WDC started up in 1976. Peter joined up the following year so he has now been a member for 30 years. For most of those years he been part of the Club Committee, involved in running the Club, and the driver training program since its inception. This involvement has given him much satisfaction and enjoyment. This is Peter's story, how it all came about, while also revealing some of the history of our Club.

Peter grew up in Canberra after coming to Australia from England at the age of 7. He went to school at Ainslie Primary and Canberra High. He learned to drive when he was about 16 in a friend's Vanguard and a Ford Customline, driving around Civic and Braddon. His first car was an FJ Holden. He loved cars right from the beginning.

After leaving school, and aged about 19 he went to WA with a mate, driving across the Nullarbor, then an unsealed road, in an EJ Holden. He worked in a sawmill at Dwellingup for about 12 months and while there began repairing cars and discovered that was something he really enjoyed. Coming back east was an adventure in itself. Driving a Vauxhall Velox he and another mate hit a kangaroo (his first roo hit) and consequently had to deal with his first outback breakdown. The radiator came out and they got a tow behind a semi to a roadhouse where they stayed for a week or so cutting wood and doing odd jobs to earn their keep while they waited for parts to arrive.

He liked the vehicle work so much that on finally getting back to Canberra he embarked on an apprenticeship as a motor mechanic with the ACT government. This work gave him wide experience and he went on to work with Lennox Motors, the Canberra Sports Car centre and the Fiat dealership. At this time he was sponsored to drive the Fiat speedway car at Tralee, the start of a 16 year involvement in speedway driving. During that time he drove Holdens modified for speedway work and held lap records at tracks around NSW. He enjoyed that experience and found it very interesting. It was through speedway driving that he met up with fellow competitor Chris Nash.

To add more excitement, as the speedway work lost some of its challenge, Peter started riding motorbikes, doing enduros, short circuits, speedway and motocross, competing across NSW every second weekend. He would take 2 or 3 bikes on a trailer, including his favourite, a Hagon 500cc Slider speedway bike. Sidecars were also great fun.

It was during these motorbike years that Peter met Debbie and together they started exploring the mountains by trailbike, getting to know the cattleman's huts around Kosciusko. It soon became apparent that they needed more space to carry their gear and

Blast from the Past

Profile - Peter Reynolds

tow the bikes, so they became the owners of a SWB 2A Landrover with a 4cylinder petrol motor, soon to be replaced with a 6cylinder Holden engine for more power, closely followed by V8 Chev for even more power. It was rough as guts - the car that is - it was necessary to keep your feet on the air vent as the floor got so hot.

During this time he realised that there were no facilities in Canberra where people could buy parts or get specialised service for 4WDs. So he started up the Monaro 4WD Centre in 1975, the first 4wd business serving the ACT. Peter built this business up over 25 years, only selling up 7 years ago.

Peter's second 4WD was an XY Falcon ute and in that vehicle he, Debbie and their first son had adventures exploring the local area including Bendethera. In the early years of ST4WDC he and Debbie went on many Club trips around the local area and parts of Victoria. When their second child Amy arrived they needed more vehicle space, so they bought a new Hilux 2.2 diesel dual cab ute in which they did more Club trips. Peter and Debbie's first big trip was in the Hilux in 1982 when Jason was 7. By this time Jason was riding mini bikes, and the family travelled around with the bikes, so the big trip was to Rockhampton for competition. Extended travel was not really possible with a business to run and a young family, so there weren't many big trips at that time. But somehow he did find time to be the President of the Motorbike/Dirt Bike Club for 10 years.

By now there were five children to fit in, so the next vehicle was a brand new 1986 HJ060 Landcruiser wagon, which he still has today, having clocked up 400,000km in it. Then followed many and bigger trips to Kakadu, central Australia, the Simpson Desert, the Victorian Alps and countless Club trips.

A hair-raising experience occurred in 1987 on a Club trip in August. There was snow on the ground as they went to a Club BBQ at Blue Range. Half a dozen vehicles went on to Mt Franklin and Mt Ginini to play in the snow. The roads were very slippery and 3 cars

slid off the road and turned back. Peter with the children and the 2 remaining vehicles continued on to the top of Mt Ginini where they played until after sundown. As the first car came down from the mountain he radioed back a warning of slippery ice further down. Peter was the second car - he was sitting on a saddle with the brake on when he



Blast from the Past

Profile - Peter Reynolds

noticed that the snow was moving alongside him. He applied more brake and the snow was still moving. He realised that he was already on ice and that there was another 80 metres of ice to come - and he was heading for a T intersection lined with big gum trees. Careering down the hill, trying to change gears and start the engine that had stalled, his life flashed before his eyes as the gums came rapidly closer. This was IT - he would be killed or Debbie would kill him for destroying the car. He was getting faster, there was no way to stop - except by using a speedway driver manoeuvre and throw the car sideways. There he was, going down sideways trying to get the tyres to grip and slow the vehicle. He went across the T intersection and hit a snow bank, tilting the vehicle over but it righted itself barely half a metre from the gum trees. Phew... scary!

By way of contrast Peter reckons that the best adventure he has had was last year on the Hay River/Simpson Desert Club trip. Not much snow there.

Peter has watched the Club develop over the years, culminating in the purchase of Talooge, something he believes was necessary as a hedge against progressive track closures in National Park and forestry areas. He is particularly proud of the development and current high standard of the driver training team, which now has 14 members. The most challenging thing has been learning the people skills necessary to work in a club with such a diverse membership. His deft touch and elfish sense of humour bear out his success here.

The Club training system started in the early 1980s, and Peter started helping out. He and an ex police officer put together a training system from scratch. Although self taught in the ways of 4 wheel driving, by this time he had a lot of experience to draw on. Peter has lost count of how many people he has trained - it would run to the hundreds or probably thousands. For 5 or 6 years the Club trained about 100 people each year. In those days membership was \$65. Many people joined, did the training and then left, creating a big turnover in membership without building up the Club. The subsequent increase in the membership fee actually increased the active membership as people realised that they were getting good value for their money.



Hamming it up in waders at the Water Crossing Course

Club training initially happened out of Blue Range Hut and also Peter's workshop. Then came the first lease at Murrumbateman that lasted for 6 or 7 years until the property was sold and the Club had to leave. It was then back to the Blue Range Hut, before the second Murrumbateman lease was offered by Reid McLachlan. The Club used that property for training for 10 years, initially erecting a large marquee on the Friday night before each training session, and pulling it down at the end of the session. Such hard work could not go on, so the training

Blast from the Past

Profile - Peter Reynolds

shed was built on the site. Since then the training has gone ahead in leaps and bounds, and now we have Talooge.

Peter sold the Monaro Off Road Centre in 2000 to Club members Michael and Rodney Brewer. He then started his current business, 4WD Training Services, that provides training for most government departments in Canberra and surrounding areas of NSW. This business has grown so that it is now very much in demand, a source of much satisfaction.

Peter was one of a small group from the combined ACT 4WD clubs who started the 4WD Show in about 1986. Initially it was held at the Hall Showground but when it outgrew that venue it moved to the Queanbeyan Showground. Peter has been closely involved with the construction of the test track for each show, ensuring that a high track standard is maintained. In 2006 he became the Exhibitor Manager for the 130 exhibitors. He believes the Show will keep growing and that it provides a good way for all the 3 clubs to build their membership.

Peter considers that the Club has been an important part of his life, and through it he has made countless friendships over the years. Becoming a Life Member, along with hardworking Jenny Collins, was something to be especially proud of. Other Club highlights have been the five and ten year reunions, a chance to meet up with old friends. Another highlight was when he was approached by John Howarth to join him to compete in the International Outback Challenge in 2002 through to 2005. They competed in a purpose built Nissan Patrol against competitors from around the world. The Challenge was held over 7 days running out of Broken Hill and out as far as Tibooburra and Wilcannia. Peter and John were consistently placed in the top end of the competition.

One of his most satisfying times started the day after the 2003 bushfires came into Canberra. As Peter and Debbie went to check on a relative's house they saw the devastation caused by the fire and thought that they had to do something to help. Returning home he phoned Neil Craven and other members of the training group, realising that they had all the equipment - winches, straps, chains, chainsaws, and experience - required to help with the massive clean up across the affected suburbs. The next day a small but dedicated group met to start the huge task of helping residents clear their yards of fallen trees and debris. They walked the affected streets, asking people whether they required help. Realising that the job was bigger than expected the Club President was called and asked to email as many members as possible. By the next day the group consisted of about 30 members and day by day the group grew until over 100 hard Working members had joined in. They worked for 8 or more days making a huge difference to the clean-up campaign, removing tonnes of fallen trees and bushes. Peter was extremely proud of all these people and believes they deserved more recognition than they got. Although he was the coordinator, they were the people who put in the hard yards for 8 or more hours each day, so once again he would like to thank everybody concerned.

Easy P - Volunteering



Belconnen
Community
Service

Volunteer driving to assist learner drivers to get their P's



Following changes to the rules for ACT learner drivers, BCS Youth Engagement will be assisting participants in the BCS Road Ready course to achieve their logbook hours through the pilot 'Easy P' program.

With assistance from the ACT Road Safety Fund, 'Easy P' will link learner drivers with up to 10 hours per week of driving mentoring with BCS volunteer drivers.

BCS is looking for volunteer drivers to help learner drivers achieve their logbook hours. Volunteers will need to have a clean driving record, and be willing to acquire a Working With Vulnerable People card. A vehicle will be provided, with all on-costs covered.

Easy P

- Recruiting for volunteer drivers
- Must have clean driving record, licence-holder for 10 years minimum
- Must have or be willing to acquire a Working With Vulnerable People card
- Support, induction and driver / learner matching provided by BCS
- Vehicle and costs covered by BCS
- Supported by ACT Road Safety Fund
- Evaluation by University of Canberra

To connect with BCS Youth Services, visit the Belconnen Youth Centre on the corner of Chandler St Swanson Court, phone 6264 0200, email bcs@bcsact.com.au, or like us at www.facebook.com/BelconnenYouthCentre

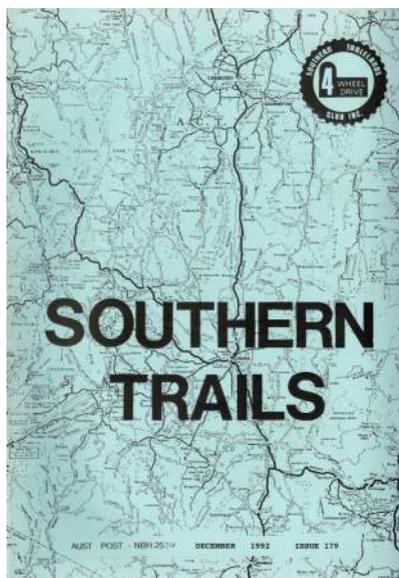


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Trip Report from the Archives

Surprise Trip 10-11 October 1992



(This trip report was featured in issue 179 of Southern Trails December 1992)

Trip Participants:

Tony Garing and Nerida Lance (Trip leaders)	HJ47 Troopie
Rob McGahey and Paul Coad	MQ Patrol
John and Margaret Geaghin	FJ62 Cruiser
Neville, Mary, Dean and Paul Madden	GQ Patrol

After the convoy had gathered at the respectable hour of 09:30, Tony led us into the Brindabellas and beyond. The ground was wetter up in the ranges than at Canberra and as expected our first challenge came at Boundary Track - a muddy patch. We approached this obstacle with caution but there were no problems. However, at the next muddy bog John did not have much success. Margaret had to don gum boots and plod/wade through the mud to pull out the snatch strap packed deep in the bowels at the back of the Cruiser. John grinned to himself.

Rob and Mary who were behind John suggested that he try to keep his front wheels in a straight line (easy to say but not so helpful as your rear end tries to over take in front of the vehicle). Whilst we spoke, Tony marked John's steering wheel with green electrical tape to indicate when the wheels were pointing straight ahead.

This "aid" seemed to help until Dubbo Flat. An innocent looking stretch claimed John. Apparently this same area also caught Olaf's trip the previous weekend. Over lunch John asked "Why was he having all the fun?" Light rain started to fall as we prepared to move on.

There was a remarkable amount of fallen branches throughout the next area - trees/limbs had been snapped or split leaving a cluttered forest floor. Most had been cleared from the track or were too small to present any problem.

The afternoon slip slide continued until we reached Long Plain Road. We set up camp as the rain continued. Tarps came out as Rob tried to get a respectable fire going. Paul had fun on his crutches trying to avoid the smoke and keep warm - but he had even more fun later in the evening as his brain became a little numb (from the cold!!). The usual camp fire discussions continued after dinner but broke up early as the rain persisted.

Trip Report from the Archives

Surprise Trip 10-11 October 1992

Next morning was freezing cold - I couldn't believe it, but at least it looked like it was going to be a sunny day. The tracks went from mud to dust as the day continued. At Cooinbil Hut we met two girls who stayed the night here after getting their Corolla (2WD) bogged somewhere on Long Plain Road.

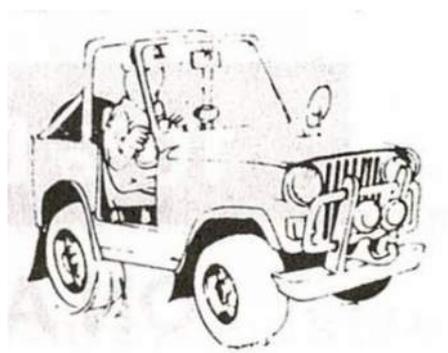
With morning tea over, we headed to Coolamine Homestead. What a great property this must have been in its day. National Parks are continuing to restore the buildings of this property (unlike other historic huts in the park). However it was unfortunate to see their good efforts spoilt by someone stoking a fire too high, burning the ceiling (and luckily that was all).

The old newspapers pasted on the walls of the main building made good reading. For those into other pastimes you could spend some time in the outhouse built with shared seats. Next stop was Blue Waterholes. Cave Creek was running high and fast - too unpleasant to cross for a visit to the caves. This area has been improved and cleaned up, but National Parks are quick to remind visitors that camping/driving privileges in this area may be stopped if visitors do not look after the area. (A similar "warning" appears at the information shed at the start of the Blue Waterholes Track).

We stopped for lunch, in the sun, at Cooleman Mountain. Just out of sight was Mt. Bimberi clad in snow. What a great day!!

The trip home was uneventful except for some drivers on the Brindabella Road wanting to take up the whole road.

Good-byes were made at Uriarra homestead. Thank you Tony and Nerida - great weekend despite the weather on Saturday night. If 4WDDriving is experiencing all the elements - we did it and enjoyed it thoroughly.





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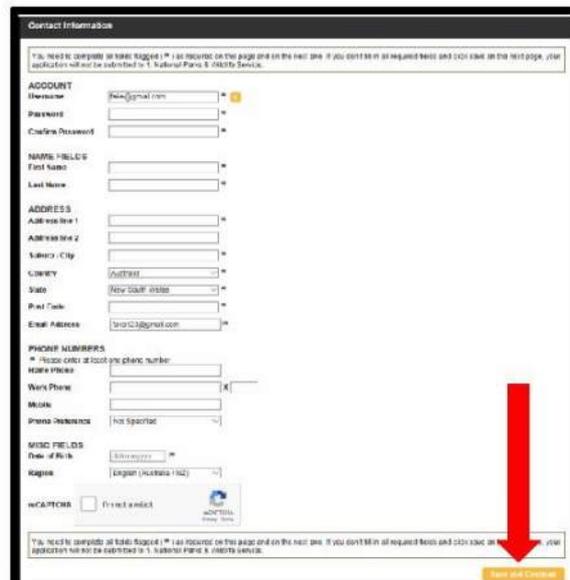
1. Go to this link: <https://4wdnow.com/pages/volunteer-sign-up-with-national-parks>
2. Hit the YELLOW "FILL IN APPLICATION" Button on the right of the screen. (red circle in screen shot below)



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).

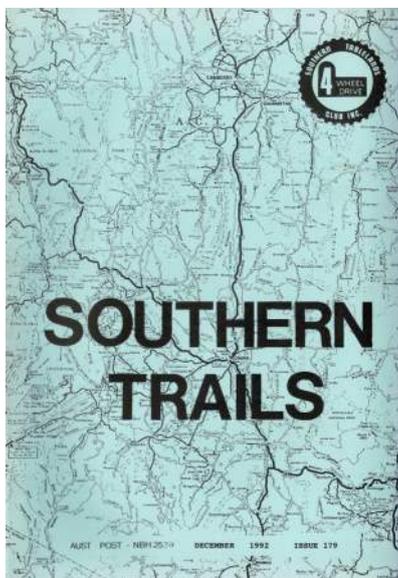


5. Another screen will pop up with multiple questions. Fill in the questions. Ones with FLAGS are required. Put N/A if it is required but you have no answer. Scroll down and continue to answer questions. After you have filled in the questions to the best of your ability, you will find the "SUBMIT APPLICATION"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

Trip Report from the Archives

Trip with Nissan Club - Nov 1992

(This article was published in issue 179 of Southern Trails in 1992. Trip report for Friday was by Jenny Collins and for Saturday and Sunday by Mary and Nev Madden.)



A trip made in heaven - the pleasure of mixing with 4WD Drivers who obviously had impeccable taste in trucks, and a trip that should have no problems. Well it wasn't quite like that at all. The Sydney NISSAN Club is not much different to ours with a range of vehicles, other than Nissans (to my surprise - see below). Their club is around sixty vehicles strong and suffering from a downturn in membership. (It doesn't help when there is a big fuel bill just to get out of Sydney). Throughout the weekend we found that they have the similar concerns about track closures; similar ideas for events and similar problems in the running of a club as we do. However, their aim for this weekend was simple - just like ST4WD club members - they like a challenge, a good drive and a yarn beside the fire.

The participants were:

NISSAN Club

Michael and Maureen Digham (President)	80 series
John and Margaret Bourne	Nissan SWB
Ray and Nanette Foyle	Nissan - the RAT
Graeme, Marie and Grant Betteridge	Nissan SWB
Warren, Chris, Brendon and Cameron Grocott	HJ 60
Tony, Rhonda, Rebecca, Rachele and Anthony Charlton	GQ
Ray Grant	Hilux
Graham, Lydia and Lawrence Bell	80 series

ST4WD Club

Jenny and Bruce Collins	75 series
Bill Graham	FJ 45
Chris and Antoinette Nash	60 series
Russ Walker	GQ
Jeff, Beryl and Mark Webb	GQ
Mary, Nev, Dean and Paul Madden	GQ

Trip Report from the Archives

Trip with Nissan Club - Nov 1992

Friday

Michael led his members to Canberra on Friday morning to rendezvous with us at the Canberra Information Centre at 9.30 am - a very early start for our visitors. We arrived at Blue Range Hut for early lunch and tent erecting, then made our way up the ski run, down one of our favorite hills and across Condor Creek to the widow-maker. We had a little action, but the experienced drivers ensured a safe recovery was made. Further on we missed an excellent viewing point as forestry have been clearing in this area.

We stopped for afternoon tea and social chit-chat before going onto Mt. Coree. A few comments were made as we passed the \$20.00 hill. The NISSAN club were aware of this story as they receive and enjoy our magazine. From Mt Coree we made our way back to the hut and soon had a fire and BBQ going. An early night was on the agenda as the rain was back again.

On behalf of Bruce and myself, I wish to thank the NISSAN club for the great weekend. Thanks to Russ for leading on Saturday and to members of ST4WD club for making the trip a social and interesting time.

Saturday

We joined the trip Saturday morning along with other ST4WD club members at Blue Range Hut. Russ arranged the itinerary for today. ST4WD club members were placed in between the Sydneysiders in the convoy now 14 vehicles strong. The trip started with an easy run through the pine forest to show, the visitors our night driving tracks, followed by a run up Mt. Blundell. Following morning tea at the top we proceeded towards Webbs Ridge and Mountain Creek. The going was a little slow with such a large group but all were enjoying the Brindabella bush and the mud.

After lunch we took a short trip down the Link Road to Mountain Creek, before reversing our tracks back towards McIntyre's Hut. The Link Rd with its switchbacks isn't made for the Nissans turning circle. At Waterfall Ck we had the first opportunity to sort the locals from the visitors - the track looked as if it was the creek! The lead vehicles all managed to bog themselves at various stages along the track. Armed with shovels, winches and snatchems, everyone assisted each other to enable progress towards firm ground. It became easier for the rear vehicles in the convoy as the right line had been well established.

Not far from our destination our trip leader found himself in a rather awkward position... at a strange angle in a rather deep rut. With the aid of his electric winch and some track building he was slowly extracted from the bowels of the earth. More track building and it was safe for the remainder of the convoy to pass without incident. We arrived at our camp for the night, McIntyre's Hut around 6.30 pm.

Bruce's new truck, purchased especially for this trip, found its proper, purpose in life as he and Chris went to collect fire wood. After all the only way to entertain our visitors would be

Trip Report from the Archives

Trip with Nissan Club - Nov 1992

beside the traditional Nash fire. As the fire died to coals for cooking, both clubs' produced appetisers for an impromptu Happy Hour.

The stories went long into the night as we all sat around the fire. Jenny and Lydia produced late night deserts - chocolate cake with cream, fruit cake and gloo wine while Bruce entertained us with tales of how he was (or wasn't) going to get his nob wet (what happened to the boot award?)

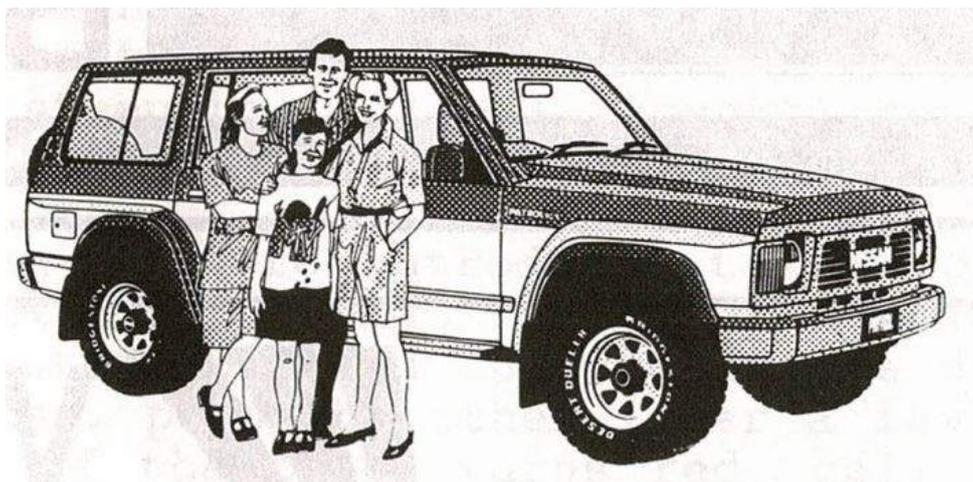
Sunday

It was a leisurely start to Sunday morning. The kids were catching frogs, others skinny dipping and some just lying in. I was disappointed to see the hut vandalised, rubbish left around and the ST4WD sign defaced ... thoughtless few? The first hard decision came as the convoy assembled for the climb out - would it be via Wooz Way or to be stars on Jeffs video? Most chose to have their driving style recorded and I am sure the tape will reveal plenty. All who did it the tough way made it up without additional vehicle assistance. The morning drive out continued to present some anxious moments for some, particularly for Michael after Bruce decided to pass on some local knowledge. A muddy retreat was soon necessary. Good one Brucie!! (Look out in the return trip, Bruce).

We reached the crossroads for lunch. The trip certainly was showing the best that the Bush Capital had to offer in the way of scenery and 4WD driving. However to ensure the Sydneysiders would carry home vivid memories of Canberra, Chris led us to a shortcut from Mt. Blundell to Brindabella Rd for an excellent view of Canberra, its environs and a nail biting descent. Only Bill volunteered to go back for a second go.

Farewells were made at Condor Creek. We were blessed with excellent weather, great companionship and interesting trails. I am sure the ST4WD club would look forward to meeting the NISSAN club on any future trails or trips. It was a very successful weekend, well planned and great to meet others with a common interest.

Special thanks must go to Michael for leading his members south, NISSAN club members for their enjoyable company, Bruce and Jenny for their planning and Russ for leading on Saturday.



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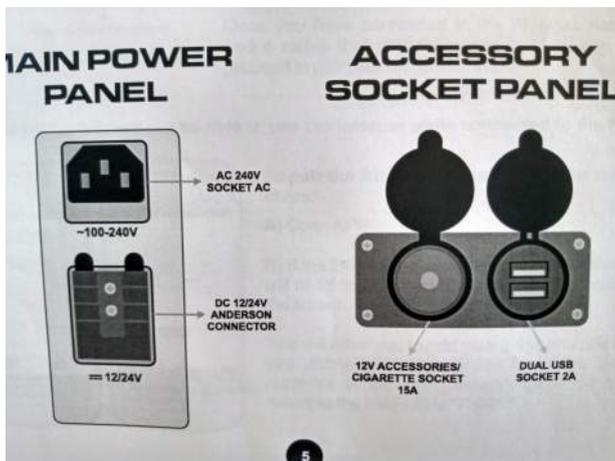
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