



October 2020

# Southern Trails

**Next Meeting:**

**The October Club Meeting will be held at the Canberra Deakin Football Club at 7:30pm on Tuesday 13th October.**

**(Please see the Club Meetings COVID-19 Safety Plan on pg. 5)**



**A New Day..**

**(Chilli Beach)**



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## General Meetings are held at the Canberra Deakin Football 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](http://www.st4wdc.com.au).

**Facebook:** the ST4WDC page includes posts regarding Club activities and sponsors and can be found at [www.facebook.com/st4wdc/](http://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](mailto:publications@st4wdc.com.au).

## Talooge Park

Talooge is the Club's 688 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:

<b>Bank:</b>	<b>Bank Australia</b>
<b>Account Name:</b>	<b>ST4WDC</b>
<b>BSB Number:</b>	<b>313 140</b>
<b>Account Number:</b>	<b>1213 0617</b>

When transferring payments please include your name and the reason for the transfer, e.g. "J Smith clothing", "J Smith renew 2021", etc.



## 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 can't believe another month has gone already. I heard 2020 being described as a dumpster fire of a year and for a lot of people it's probably not far from the truth. But I suppose it gives us all a chance to do some home maintenance, truck upgrades, and clean out all the camping gear. Yeah, right. Mine is still piled in the corner after the last trip. I don't know what I do with my time, but there never seems to be enough.

Last month we were able to run the club General Meeting at Deakin Soccer Club and it went pretty well. We were unable to have the raffle or tea and coffee break, but it was good to catch up with a lot of people – by a rough count there were about 50 people who attended. As we try and approach normal, this month should include trip reports and a guest speaker, James from Two Thumbs Wildlife Sanctuary in Peak View. If you see a new member or visitor at the meeting, remember to say hi.

From what I saw on the News and Facebook, it seems that camping spots over the Long Weekend were at a premium. It was a bit disappointing to see that NSW Forestry has posted again asking for information about damage to camping areas, and another post about vandalism at Newnes. It is exactly this kind of behaviour that gives us all a bad name. On the flip side, it is great to see 4 Wheel Drive clubs getting out and helping to restore the damaged areas and helping to improve our image.

We met with the ACT 4 Wheel Drive club and some of the major sponsors/exhibitors from the 4WD Spectacular to gauge their interest in a revamped show and continued participation. They all seem reasonably keen. One thing for me that was interesting was the measure of 'success' of the show. For some it has simply been a case of 'how much income did we generate?', and I have to admit that was one of the key measures that I used. But the show is about a lot more than just that. How many new members did we get? How many people actually came to the show? Did they leave with a better understanding of the clubs and 4 Wheel Driving as a legitimate, safe and responsible recreational activity? Did the exhibitors achieve their goals? (Whether it was new members to their association, advertising or just sales.) Did the Charity organisations generate income? How many visitor stays were generated for the region, and how much income overall was generated for the local businesses? The show is about a lot more than just income for us. We will be making a final decision on whether to participate in the next show following this month's General Meeting. If we do go ahead we will be seeking volunteers to go on the Organising Committee, so please think about whether you would be willing to assist.

The Committee has approved a couple of minor amendments to the By Laws covering the definition of some Club Training (Extended, Supplementary and Ancillary) to reflect the

# *President's Report*

## *Andy Squire*

different types of training now available, and more clearly define the Driver Training and Education teams. Also, the new Education Policy is available on the Website, and the Facebook Publication policy has been revised to become a Social Media Policy covering more than just Facebook. This will be available on the website in the near future.

I am sure there was something else I had to report, but blinged if I can remember what it was. Thinking, thinking. Nope. Gone. Must have been important, so I will have to find it and report at the meeting or next month.

Hopefully you all saw the email advising that Tyres And More Fyshwick are offering Club Members exclusive discounts on selected items until 31 October. Get out there and check them out.

And again, I have run out of steam. So, see you at the meeting and on the tracks. And a final thought; "Never put off till tomorrow what you can do the day after tomorrow."

Andy.



## Letter from the Editor

Hi everyone,



Wow, September was a great month for the Club with several new members joining, various trips and events, and our first general meeting for a while.

The Driver Training Unit completing a Basic Driver Training course and **two** Basic Winching and Recovery courses over the extended weekend of the 11-13th, trialling COVID safe techniques.

Some members attended an Accredited Chainsaw Operators Course run through 4WD NSW and ACT by Getabout on the 19th and 20th, and almost managed to avoid the rain!

Victoria looks like they may be easing restrictions for rural and regional areas (fingers crossed), and SA have said ACT people can come and visit, initially not via NSW though this looks to have changed. Hopefully this trend continues and we see a gradual easing of cross border restrictions and more interstate trips in the coming months.

A Campfire Kitchen segment is included featuring a tasty recipe from Broni Squire. And Mark Wakelam and Lisa Tatem's 105 series Landcruiser is the subject of the Show off your Rig segment this month. Its nice to see a more elderly truck with some unique accessories.

A brilliant trip report from Mark Grundy detailing his Newbies Impressions will have you in stitches, and there are also some entertaining reports from driver training, Gillards Beach, and Brindabella Ramble trips.

Don't miss the Tyres and More special offer on pg 42.

Happy Trails, Matt Warmington  
[publications@st4wdc.com.au](mailto:publications@st4wdc.com.au)





## COVID-19 Update

To support the gradual and careful reintroduction of normal activities whilst maintaining a safe environment for members and complying with the relative restrictions in each state, the Club has prepared COVID Safety Plans for the Driver Training Unit, Talooge, Meetings, and Trips.

The requirements are based on the following four elements:

- Wellbeing of Members and Visitors
- Physical Distancing
- Hygiene and Cleaning
- Record Keeping

**Wellbeing** provisions include our Self Assessments, avoiding hotspots, and excluding people who have been unwell or are at higher risk. We may also carry out temperature checking at meeting places before trips where there is a higher risk.

**Physical** distancing provisions include 1.5m separation between people who do not live together, and limiting numbers on trips and indoors. This includes travelling in vehicles with people you don't live with. Signs have been erected at Talooge to assist and advise.

**Hygiene** and cleaning provisions include advice on hand cleaning and sanitisation including when and how, covering coughs and sneezes, and regular cleaning and disinfection of commonly touched surfaces such as the toilets, door handles, seat backs and hand rests, etc. We have installed handwash and sanitiser dispensers at Talooge, closed the clubhouse kitchen at Talooge, and won't be serving coffee or tea at meetings for this reason.

**Record** keeping of attendance enables cooperation with Health authorities if in the unlikely event a member or visitor came down with the virus after attending one of our activities.

A briefing on the safety plan requirements will be provided at the commencement of each activity, whether it be a meeting, trip, or training course.

Your cooperation with these COVID Safety Plan requirements will enable us to continue to reintroduce and run activities safely.

**A copy of the Club Meetings COVID-19 Safety Plan is shown on the next page..**





# Club Meetings COVID-19 Safety Plan

## Overview

This plan has been prepared in cooperation with the Canberra Deakin Football Club to communicate the approach to COVID-19 safety and minimise the risk of members and guests contracting COVID-19 whilst participating in Club Meetings.

This plan applies to all ST4WDC members and guests, and only to Meetings at Canberra Deakin Football Club. Separate plans have been developed for Trips, Talooge, and Training.

The plan has been prepared to comply with our interpretation of ACT restrictions at the date of the plan. The plan will be updated as the situation changes and in accordance with ACT and NSW restrictions.

## Pre-Meeting

- Please ensure that you sign in at the front desk when you arrive at Canberra Deakin Football Club. This is necessary for contact tracing purposes.
- Use the hand sanitisers/sprays which will be available at locations around the club.
- Head straight to the main meeting room and take a seat. If you are ordering drinks, please return to the main room once you have ordered. Please do not congregate in the bar area.
- If you are not ordering drinks, please head straight to the main meeting room after signing in.
- You must always be seated in the main room, please do not congregate.
- Please ensure you follow the social distancing requirements of 1.5m

## Dinner Arrangements

- If you would like to eat dinner before the meeting, you can order as usual in the bistro, however you will need to eat your meal in the main meeting room due to restricted space in the Bistro.
- Ten tables, each seating 8 will be available in the main room and each table will have a table number.
- Make sure you note your table number before heading to the bistro to order.
- Your food order will be brought into you in the main meeting room
- Staff will remove your plates and clean the tables once you have eaten.

## During the Meeting

- The meeting cannot go ahead unless everyone is seated, max 8 persons per table. You must always be seated whilst in the club unless you are using the rest rooms or ordering drinks/food.
- There will be two microphones and hand wipes available for use.
- Unfortunately, coffee and tea will not be available and there will be no raffle.
- The meeting will be running straight through without a break and is expected to last about an hour.

## After the Meeting

- If members wish to have a drink in the bar after the meeting, you will always be expected to be seated except when ordering drinks and follow social distancing restrictions.

Please note, Canberra Deakin Football Club Staff will be monitoring the bar and bistro areas, ST4WDC Committee members will be monitoring the main meeting room. This is to ensure everyone is complying with the COVID-19 restrictions. It is your responsibility to ensure you comply with the restrictions. The September meeting (and future meetings) could be cancelled if members do not comply.

The main meeting room is allowed a maximum of 100 people. We will therefore be monitoring the number of attendees to ensure we do not exceed this number.



## Campfire Kitchen

*A welcome contribution this month from Broni Squire for your cooking and eating pleasure!.*

### Camp Oven Sultana Dumplings

Dumplings:

- 1 cup self-raising flour
- 2 tbsp sultanas
- 1 egg
- ¼ cup milk
- 1 tbsp butter

Syrup:

- 2 cups hot water
- 2 tbsp butter
- 2 tbsp golden syrup
- 1 cup sugar



Mix together Syrup ingredients in a small camp oven and bring to boil on stove or over fire.

Dumplings – rub butter into the flour and add in sultanas. Beat egg in with the milk, add to dry ingredients. Make resultant batter into balls and drop into the syrup. Put camp oven on coals with coals on top (aiming for around 180 deg Celsius). Bake for 20-30 minutes.

Dumplings should be brown on top. Serve with ice-cream if you're lucky enough to have a freezer with ice-cream!

## *Trip Report (by Mark Grundy)*

### *ST4WD and Safe One: A Newbie's Impressions*

So I bought a 4WD late in February this year to help get me to adventures I already do like endurance cycling, bikepacking, hiking, camping, scuba and kayaking. My previous driving history was mostly hot Euro hatches, so diesel and dust were foreign to me.

As part of my research I'd visited the 4WD Spectacular in Queanbeyan earlier in the month and spent some time under the amber pall of bushfire smoke, watching different 4WD designs go round and round a specially-constructed track. I found it very instructive. Studying the suspension and handling of different designs firmed up what I wanted and also impressed on me the value of joining a club with broad and deep practical knowledge.



### ***The Nerd Awakes: What I learned at the 2020 4WD Spectacular***

The Southern Tablelands 4WD Club was well-represented at the Spectacular, and though I didn't say hi personally I went back to my bunker to do some follow-up research then promptly joined online.

I chose the club for its extensive training offerings and strong community and regional connections. I got to attend one Annual General Meeting and book some basic 'Safe One' training for April before Australia's Covid-19 cases mushroomed and t-boned everyone's plans as we all went into First Wave lockdown.

Everyone has their own lockdown stories. For me, it was bad enough having most of my outdoor interests curtailed, but downright embarrassing having just bought a new 4WD only to have nothing better to do with it than park it under a carport for three months. On the other hand, the weekend after I got it, my first foray off the bitumen hadn't gone well. For some reason, my 2.7 tonne spanking new Ford

## *Trip Report (by Mark Grundy)*

### *ST4WD and Safe One: A Newbie's Impressions*

Everest with its 40PSI OEM highway tyres didn't fare as well over Brindabella Road as might have (say) my eleven year-old VW Golf GTI... or two sun-hatted Millennial girls in a Fiat 500, who also passed me. So I knew early on that I'd benefit from some training and guided experience, if only to stay off Youtube.



#### ***Rubber meets the road: Meeting Declined***

Meanwhile, to keep myself occupied and motivated under Home Detention, I did the most dangerous thing I probably could have done, and accessorised.

There will probably be economic papers written on why you shouldn't kit out your first 4x4 while under Covid lockdown, and I was dimly aware of what a slippery slope this could be. Friends don't let friends option impulsively but I didn't know anyone at ST4WDC then, so I just went my own merry way. Fortunately, I planned off a spreadsheet and the Evie's 3.1tonne GVM helped keep me realistic. A committed 4x4 owner might never admit regrets anyway, but so far, I have none, I swear.

The vehicle I'd chosen -- a MY19 Ford Everest Trend ten-speed 2l biturbo diesel with full-time 4WD and a rear differential locker -- probably isn't an overland bush-basher and has no great reputation for towing, but it's not Mum's soccer school-bus either (at least, not once you modify it enough.) Though not yet a popular off-roader it's loaded with useful smarts, and like most of my family, has a reputation for not being a star at anything but not failing at much either. With a targeted 80% of its time on bitumen and gravel, and 20% wherever goats would go, here it is after my mods:

# Trip Report (by Mark Grundy)

## ST4WD and Safe One: A Newbie's Impressions



### *From Dadmobile to Adventure Tourer: a tale of two bank balances.*

The drawers just hold tools and cookware. My camp is usually a hammock under a tarp kept in a 'bugout bag' hanging behind the driver's seat (it's not prepping if you don't pack a gun.) There's no fridge and no second battery: although I'm an omnivore I usually cook vegetarian because it keeps better without a fridge, and I often cook from scratch. (My friends call my style of camping 'Gourmet Vegetarian Survival', though on road-trips I claim to be Bear Grylls' older cousin Myxed Grylls.) With everything on it, fueled up and a full English breakfast in me I still have spare mass for a passenger and about 100kg of payload in bikes, water, food and kayaks, so I'm happy.

# Trip Report (by Mark Grundy)

## ST4WD and Safe One: A Newbie's Impressions

After we came out of lockdown, every sports club had to find some way to operate and survive. While the ST4WDC executive were racking their brains over how to run courses and events, I took the Evie on a trip around the Snowys where I'd done some charity cycling last November.



This produced the following interesting comparison:

Trip	Fuel	Duration
“Pass the Panadol”: Jindabyne to Charlotte Pass by pushbike in Spring	1l Red Bull	3h57m
“Pass the Pie”: Jindabyne to Charlotte Pass by Everest in snow	1l Regular Diesel	1h08m

## *Trip Report (by Mark Grundy)*

### *ST4WD and Safe One: A Newbie's Impressions*

So if ever a cyclist challenges a member on vehicle efficiency, please feel free to quote me.

But then came Spring again and my long-awaited Safe One course!

The students met in Lyneham one freezing Wednesday night to have our vehicles inspected, our heads counted and our gear checked. My Evie passed muster, I kept my collar up so I would too and so did my gear – or almost. The ever-friendly Lynne looked me hard in the eye and demanded that I bring a **stick** next time to support some exercise with joining snatch-straps. I knew the fires around Jerangle had been bad, but didn't realise they were *that* bad, so I hastily lied and said that I'd ordered one on Amazon but it was delayed by Covid.

Three weeks later I'd found a Youtube video on how to carve a stick with a bushcraft knife and we were on our way to Talooge!

As I discovered, Talooge is not a quote from the movie *Cool Runnings*, but a 700 hectare club property whose name is short for '**To Always Look Over Our Great Environment**'. Experienced club members will know that this name is a commitment to sustainable four-wheeling and it quickly grows on you. However, to people who don't know what an ethical 4WD club is about, it's easily misinterpreted. (Compare with 'To Always Look Over My Neighbour's Wife', for example.)

As a four-wheeling destination Talooge is magnificent. Aside from the fire-trails entering and exiting the property, each track we drove (and through convoy dust I counted around five) has been thoughtfully crafted specifically for four-wheel driving by people who know and love what they are doing, driven only by people who respect that effort and then maintained for whoever else will come next. The buildings are a joyful explosion of repurposing and reuse that will never attract drive-by tourism but will be quickly respected and appreciated by anyone who trains and drives there.

## *Trip Report (by Mark Grundy)*

### *ST4WD and Safe One: A Newbie's Impressions*



***A Tourist Mecca? Uh... go back, right onto Jerangle Road until you hit the Monaro, mate, then turn left***

The instruction is all by experienced and well-trained volunteers who are doing it for the love, and it shows.

Another good sign of club health is to see multiple generations all participating. Unless some instructors have had exceptionally hard lives, I saw at least three generations instructing, all highly competent and clearly respecting one another by insulting each other equally.

In deference to modern sensibility I should also say something about the gender ratios. I can see the club is trying, but believe there's some way to go yet. It was apparent to me early on that the female instructors were by far the most sarcastic and it was only the men keeping them polite.

(Guys, it's not working. More gender balance, please.)

Aside from that the course was great: sensible, practical, principles-driven and a good mix of theory and practice.

It covered the kinds of conditions drivers will find on most popular recreational tracks: steep climbs and descents, rocks, mud, cross-axling bumps and holes, squeezes between overly-familiar trees and hairpin turns at hair-bleaching cambers. It gave you skills you can use and reuse on virtually anything: terrain reading; wheel awareness and placement; active use of side-mirrors; conscious gear-choice, awareness of centre of mass and vehicle angles (on the principle that no car with a level bonnet has ever rolled in anything short of an earthquake); and

## *Trip Report (by Mark Grundy)*

### *ST4WD and Safe One: A Newbie's Impressions*

planning for recoveries before you ever need them.

One thing I learned is that the first answer to nearly everything, including that Fiat 500 embarrassment is tyre deflation.

(Okay Joe, *except* on a steep approach angle. Shush, now.)

The course also included basic recoveries with an emphasis on simplest and safest first, what in a rescue situation I would call victim management (where the first victim of a recovery is probably yourself), and crowd control.

I also got to use my Hand Carved Stick, and the genteel Rod, my personal instructor/buddy/father confessor even graciously packed it into my ARB Recovery kit after the snatch strap exercise. It's now part of my standard emergency kit, and I'll treasure it always. (I'll also write ARB a note to see if they'll be willing to sell them in future. I wouldn't be surprised.)

Of complaints I have only one: the cooking. I'm still looking for who to blame.



***A sumptuous Covid dinner with all my friends***

This was also the first time the club had tried running a newby course under Covid conditions, without an instructor in the cab with the student. This was worked-around by cabin checks, lead/follow driving with CB support and intensive trackside supervision. From my own observations and chats with students for 95% of the time I think it worked beautifully.

However there'll always be a five percent and on my course its name was **Ford Everest**.

## *Trip Report (by Mark Grundy)*

### *ST4WD and Safe One: A Newbie's Impressions*

As I said at the top, it's not yet a popular off-roader, and I hadn't used it much off-road yet. Instructors did the diligence they could with inspections and grilling me on what it did. I'd done the diligence I could too given that I'd been under Home Detention half the time. But some little things surprised me.

For example, after terrain-reading, tyre pressure and wheel placement, gear management is one of the most important controls taught by the course.

Yet for the Everest in Drive mode, a driver's gear requests are only ever treated as amusing interjections. The Evie will happily *tell* you what gear its in and let you flip up/down buttons all you want, but there's no specific 'manual control' setting and it won't tell you it's ignoring you. (You won't learn this until you need it and you'll never need it until you do serious four-wheeling.)



***My Evie in Drive Mode: What gear did you wish you were in today?***

I watched the instructors recount my heads as the Evie kangarooed up bumps it should have leapt gazelle-like in 2L, I took deep breaths as each kindly reminded me the value of momentum... bit off the retort that it might go better if they all jumped off the CB and pushed... and it was only the day *after* I got back from the course that I learned that in 'Sports' mode, gear requests are upgraded to Serving Suggestions and if your horoscope is right, you can sometimes get what you want. (And here I thought 'Sports mode' was just for getting past a Prius at the lights.)

Ahem. But enough of me.

My over-all impression of club culture is that it's a warm, inclusive, good-natured environment to grow 4WD adventuring skills. There's no assumed knowledge beyond road driving ability, but also no room to be casual and entitled for long.

## *Trip Report (by Mark Grundy)*

### *ST4WD and Safe One: A Newbie's Impressions*

There's constant demand for students to be engaged and offer views – even to explore (repeatedly) why they're wrong.

I think ST4WDC is a serious club for serious four-wheelers: people committed to sustainable adventure, not the tourism. Music to my ears!

My sincere thanks go to current and past members who've built and maintained those magnificent Talooge tracks, to the committed education and instruction team of 2020 and the therapist who committed them.

*Thanks to Mark for a fantastic article and a great read!! [Ed]*

# Trip Report

## Basic Winching

*(The Club ran two winching courses last month. This article includes comments and photos from both, Ed.)*



The winching training was a great excuse for a day off work, and it turned out to be a wonderful 24 hours reconnecting with the bush, the club and camping (as it was our first time out since Covid started).

As always the training was practical and professionally delivered, and the extra learning you get when discussing in a group beats anything you see on the web.

The impromptu little drive around on a few tough tracks was a bonus.

As we finished our drive out on Friday night it was nice seeing all the trucks lined up for their convoy into Talooge, and it reminded us of where we were only 18 months ago, (and how nervous George was on that first drive in).

Thanks to Andy, Rob, Bron and Lynne for another great job.

**Ciril Karo**

I would like to thank all the instructors for a great winching course, they were under the pump as they had basic training on the



# Trip Report

## Basic Winching



same weekend. Being a trip leader it was great to finally be able to safely recover a 4WD [with the winch] instead of just using it to move logs. It was also great to sit back and relax in the sun, but unfortunately went to watch / [take] photos of the back door track. It needs some TLC, mother nature at her best.

**Thanks sHaKeY**



After spending a cold night at Talooge we did start the training at 9am. We went through the theory with Andy, to understand the use of winch and other recovery gears (straps, extension winch ropes, snatch block, shackles, chain etc. It included the amount of stress placed on the gear. Some of the numbers were quite impressive.



For the practical side we went on one of the slopes and compared our various gears before starting the practice. The fun started to ascent the hill when we assembled the different way / techniques of winching using all these gears. This gave us the opportunity to learn the advantage and disadvantages of each methods and importance of clear communication amongst ourselves

# Trip Report

## Basic Winching



to avoid injuries or damage our cars or trees.

It was a good opportunity to use my winch, for once, in a safe environment under the guidance of our expert trainers (special thanks to Rob).

I did learn quite a few things and most importantly what not to do!

Thanks to all involved the delivery of the course. It was great to be back in Talooge too.

### Cheers Alain



My experience in winching prior to the course was checking that the winch works. I'd not been in a position where it was required, and if I had been I would have been following the school of YouTube. Thankfully this course gave me the correct knowledge and skills before I put YouTube to

use. I think for me there were two major things that stand out from the course; 1<sup>st</sup> actually getting to understand the theory whilst getting to use your equipment hands on, having an overall basic knowledge was great leading into this, but hearing why you'd do things certain ways was invaluable. An example being knowing the weights of your vehicle in



# Trip Report

## Basic Winching



different conditions. 2<sup>nd</sup> was the knowledge on how to secure a vehicle prior to recovery and lower a vehicle down safely. Getting to try those hands on and get comfortable at knowing what's involved gives great confidence should you need it on the tracks.

### David Hearne

I attended the Basic Winching Course on Friday 11 September. Having not had much previous winching experience, and a winch on my Hilux for the past 4 years, it was really great to gain some practical 'hands on' experience with my winch as well as learning the various methods for rigging and safety. Having the only steel cabled winch of the group it was interesting to have the comparison and good for the group to understand the characteristics of both. I also learned the hard way that my clutch control is in the most difficult place to access and am working on a 'hack' to make using it a lot simpler to use, especially if required in an emergency situation! Overall it was a great basic and practical introduction to winching, but great to be out on the tracks and meeting new people ☐



**Thanks and regards, Jon Bresnik**

# Trip Report

## Basic Winching

### **"Things I didn't know before I did the winching course that I do now:**

- 1) Drag chains are a LOT more interesting than they seem at first sight.
- 2) Winching goes heaps more easily if you take the handbrake OFF first. (My apologies for leaving those scrape marks up the hill...) :-\

A fun and instructive day at Talooge, followed by a very enjoyable Sunday lounging around and shooting the breeze with the other course attendees. Many thanks to the instructors and organisers of the weekend.

**Cheers, Mark Goddard**

It was a helpful training for me. Good to learn how to use a winch safely and bring it into practise. I feel now much better prepared in case a winch for recovery is needed in future. I also enjoyed the time at the campfire in the evenings. Thanks to all the organisers and trainers involved.

**Cheers, Matthias**

Yet another great course by the club and this time a chance to whip out the winches and haul our 3 tonne cars up the hills in Talooge. Well almost. With the only hydraulic winch on the course I was, of course, singing its praises: strong; reliable; continuous use; doesn't flatten the battery in 10 seconds flat. And with the only steel rope didn't need to worry about abrasion on rocks and washing the rope after bathing in mud.

Also found out the disadvantages: steel rope is heavy (bloody heavy); hydraulic winches are slow (bloody slow) and in my case temperamental.

After setting up for an indirect pull the engine was running but the winch wasn't pulling. This was later put down to operator error, but at 0.5m / min it was difficult to see if Barbara, our 105 [series Landcruiser], was moving at all.

Good laughs, share of knowledge and experience and a weekend in Talooge. What more could you ask for. Maybe a new 12,000lb electric winch? :o)

**Mark Wakelam**

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**OFF ROAD CENTRE**  
*The Four Wheel Drive Specialists*

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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 covers .....and much more.

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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](http://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 make sure to mention that you're a ST4WDC member.**

## Trip Report Gillard's Beach



Having spent this year renovating and landscaping my house while also working full time I was running on empty to say the least. Gillard's beach is a campsite I've wanted to camp at for nearly 15 years, the opportunity has just never arisen, but I jumped at the chance when the stars aligned for Emma and I to get away for a relaxing weekend.

We left Canberra late Friday night and after a long drive we arrived at 9:30, set up the swag and joined the crew round the fire, Saturday we awoke late morning and after a lazy breakfast made our way down to join the others for a spot of whale watching,

the entire horizon off the coast was littered with whales breaching, a sight to behold that's for sure and unexpected we had no idea it was the season, glad the others were in the know!



We ducked into town for a coffee and came back unimpressed but not to worry, it was nice to explore. The rest of the afternoon was spent lounging around the fire, and I went for a nice romantic walk with Emma down the beach picking sea shells and exploring rock pools, followed by an afternoon nap that was well deserved, waking up to have sundowners, my favourite part of the day. Followed by some fabulous campfire banter as usual with great company!



## Trip Report Gillard's Beach



A leisurely morning pack up and casual drive home to end a lovely weekend. Thanks to Shakey for the last minute kick in the pants to tag along! I really needed the time off.

**Pelican and Emma**



Hiya Daz, well another fun relaxing trip with great people campfire fishing beach and some sunshine and sitting watching the whales and the world just go by, thanks for another fantastic weekend,

**Cheers Scott**

Rob and I arrived Friday late afternoon, hotly followed by Rob and Sue. Brown Mountain was certainly interesting in the rain and fog, the Queen Mary did well with new tyres!

As we drove into Mimosa National Park and saw wallabies we knew it would be a good weekend.



We found the area where we were to camp and were greeted by Shakey. We setup camp and then waited for the next group to arrive.

Our campsite was next to a walkway down to the beach. With the fire lit it was Beer o'clock and to decide what's for dinner.

## Trip Report Gillard's Beach



We did have a visitor trying to get into Shakey's food stash, a possum.

We were lulled off to sleep by the waves crashing.

Next morning, we went down to the beach, there were whales off the coast



Fantastic, so all were informed and cameras out it certainly was a sight. So many up and down the coast. We went into the metropolis of Tathra, with Rob and Sue. Had a look at the sights, and then decided to put money back into the town. What better way than a Pub lunch. Sitting on their balcony the whales, were much closer.

The afternoon was spent reading and whale watching. Quiet evening around the fire. Rain overnight, quite heavy at times.



Next morning Rob and I packed up and were on the road around 830. So foggy up Brown Mountain, no rain.

Thanks Shakey we had a great weekend and thanks for organising the whales to be there!

**Rob and Debbie**

## Trip Report Gillard's Beach



What a fabulous weekend!

We arrived at Gillard's Beach late on Friday afternoon and quickly set up the camper and got into the important business of happy hour followed by a fireside chat with other campers and an early night.

Saturday we woke to a glorious day and Shakey's whale watching tour. From the campsite we could watch the great Humpback whale mi-



gration. We saw hundreds of whales putting on a show by breaching and fin slapping. It was hard to know where to look as there was so much going on.

We headed into Tathra for a look around the town including the famous



jetty. We had a delicious lunch at the historic Tathra pub while we watch even more whales doing their thing. The afternoon was spent checking out some of the local tracks and lazing around camp. Sunday was a bit wet so we headed off early.

Thanks Shakey for a wonderful weekend.

**Sue and Rob**

## Trip Report Gillard's Beach



Hi Shakey,

We had a great relaxing weekend down at Gillard's Beach. We took advantage of driving down there early on Friday to get a head start and to have a good look around.

It was a great camp spot and even got to watch the whales which was the highlight. We also enjoyed everyone's company during the weekend.

**Thanks, Luke**



## Show off your Rig

**Owners:** Mark Wakelam and Lisa Tatem

**Vehicle:** 1998 105 Series Landcruiser

**Engine:** 4.5 litre petrol

**Transmission:** Automatic

Barbara the cruiser (and Tom the trailer) have a wonderful life with Mark and Lisa who have owned this 105 for the last 2 years.

A 2" lift gives the truck enough clearance to handle most obstacles and the BFG All Terrain TA tyres give good traction and are hard wearing. They seem to handle everything they're pointed at.

A Kaymar rear bar protects the rear end from bumps and bruises, and a TJM bull bar provides a nice spot for driving lights, a light bar and UHF antenna. Rated recovery points are conspicuous at the front.

Its pleasing to see the Anderson plug and trailer socket are nicely tucked up out of harms way so if the truck comes down on an immovable object they are protected from damage and possible short circuits.

Brush bars and side steps help to protect the side panels from damage, though I'd have to say this truck shows its fair share of track cred. Which is to be expected given the use it gets and its age.



## Show off your Rig



With an Ironman awning attached to the roof rack Mark and Lisa have good protection from the weather when they pull up for a break or overnight stay.

A Titan rear drawer system with fridge slide helps to keep everything organised. A great tip is the tradies tool belt strapped to the back of the Kings fridge to hold all the cutlery and plates, etc, keeping them on hand.

Mark has demonstrated his engineering prowess with a home made cover for the fridge lined with foil to keep the heat out and contain the cold, or the other way around in winter.



This is also evident with a platform which replaces the rear seat and provided storage space for plastic containers keeping everything organised and accessible.

An unusual aspect of this truck is the Ox Hydraulic Winch. Its a challenge to understand and even more so to operate the controls which consist of two valve levers, the positions of which combine to switch between free spool, locked up, low gear (for vehicle recovery), and high gear (for rope retrieval).



Its nice see that warnings on the winch include **DO NOT USE WINCH TO LIFT, SUPPORT, OR OTHERWISE TRANSPORT PERSONNEL**. I thought that was what the vehicle was for?

After much mucking around on several occasions, I think Mark has come to realise that his engineering

## Show off your Rig



degree is totally necessary to figure out the fine variations in the controls and make the winch work.

A blistering speed of around a metre a minute is achieved once you manage to engage the low gear.

One of the more pleasant accessories is the Travel Buddy oven, which can be used to provide a lovely batch of meat pies, sausage rolls or pizzas for a snack or meal whilst on the road.

Remember to use these ovens when you're driving and not in camp with the engine turned off or you'll come back to a flat battery in short order.



**What do you like best about your truck?:**

Its really comfy and capable, it will go just about anywhere.

**What would you change if you could?:**

The fuel consumption. Currently we're getting around 20ltrs per 100km which is a bit harsh on the back pocket and limits our range between fuel stops.

**What would be your next modification or accessory?:**

A head unit to hold all the bits and pieces, provide some cabin lighting, and provide somewhere to put the UHF.



If you would like to "Show off your Rig", get in contact either by phone on 0407 562 656 or at [publications@st4wdc.com.au](mailto:publications@st4wdc.com.au)

## *Trips and Events*

### *Michael Patrick*

Note that COVID-19 and other circumstances may affect this list. Please check [www.st4wdc.com.au](http://www.st4wdc.com.au) and consult with the Trip Leader to confirm details before attending.

#### Club UHF Channel

Members please note that the Clubs UHF channel has been changed from channel 14 to Channel 28 to address increasing problems with congestion on channel 14.

Start	End	Activity	Type	Leader
09-Sep-20	13-Sep-20	Consolidated "Safe One" Basic Driver Training At Talooge Park	Training	Bronwyn Squire
11-Sep-20	13-Sep-20	Basic Winching and Recovery Course	Grade 3	Bronwyn Squire
11-Sep-20	11-Sep-20	Basic Winching and Recovery Course	Grade 3	Bronwyn Squire
18-Sep-20	20-Sep-20	Accredited Chainsaw Training	Grade 2	Glenn Watts
18-Sep-20	20-Sep-20	Gillards Beach Campground unwind	Grade 2	Darren Miller
20-Sep-20	20-Sep-20	Brindabella Ramble	Grade 3	Rob Stevenson
30-Sep-20	30-Sep-20	Basic Training 4WD Vehicle Evaluation	Training	Peter Butterfield
03-Oct-20	03-Oct-20	Kowen forest day trip 2	Grade 4	Darren Miller
16-Oct-20	18-Oct-20	Lets explore the tracks at Central West 4wd Park	Grade 4	Lynne Donaldson
21-Oct-20	21-Oct-20	<i>Information Night River Crossing &amp; Sand Driving Course*</i>	<i>Training</i>	<i>Bronwyn Squire</i>
28-Oct-20	01-Nov-20	Consolidated "Safe One" Basic Driver Training At Talooge Park	Training	Bronwyn Squire
07-Nov-20	07-Nov-20	<i>River Crossing and Sand Driving Course*</i>	<i>Grade 3</i>	<i>Bronwyn Squire</i>
08-Nov-20	08-Nov-20	Brindabella Ramble	Grade 3	Mark Wakelam
23-Jan-21	25-Jan-21	Australia Day Long Weekend Victoria High Country	Grade 4	Lynne Donaldson
20-Mar-21	26-Mar-21	Vic High Country	Grade 4	Michael Patrick
20-Mar-21	26-Mar-21	Vic High Country in Reverse	Grade 4	Matt Warmington
05-Jun-21	06-Jun-21	Trip Leader Workshop	Grade 3	Michael Patrick
21-Aug-21	22-Aug-21	OziExplorer, Hema Explorer Navigational Workshop	Grade 3	Michael Patrick

\* *Please note that the River Crossing & Sand Driving Course is on hold pending availability of training areas.*

# Trip Report

## Basic Driver Training



I believe a good 4WD course prepares us for adventuring rather than tourism: it teaches us to read and understand our environment, our vehicle, our equipment and ourselves. It's about observing, taking stock, asking questions, formulating competing ideas, rating them, consulting others, discovering what has worked and what has gone wrong and choosing the best ideas – even if they're not always the most convenient, or

our own. With all adventuring, the equipment we depend upon is also the equipment that can get us into the worst trouble. So however impressive, the gear we rely on is only as good as the decisions we make.

ST4WDC's 'Safe One' course covered the kinds of conditions most drivers will find on popular recreational tracks: steep climbs and descents, rocks, mud, cross-axling bumps and holes, squeezes between overly-familiar trees and hairpin turns at hair-bleaching cambers. It dealt with these conditions using simple principles that can adapt to the conditions: terrain reading; wheel awareness and placement; active use of side-mirrors; conscious gear-choice, awareness of centre of mass and vehicle angles (on the principle that no car with a level bonnet has ever rolled in anything short of an earthquake); and planning for recoveries before you ever need them. The course also included basic recoveries with an emphasis on simplest and safest first, and included a useful winching demo. The instructors are all highly experienced well-trained



# Trip Report

## Basic Driver Training



volunteers doing it for the love, and it shows. Another good sign of club health is to see multiple generations all participating. Unless some instructors have had unusually hard lives, I saw at least three generations instructing, all highly competent and clearly respecting one another by insulting each other equally.

My vehicle though, was unusual: a MY19 Ford Everest Trend ten-speed 2l biturbo

diesel with full-time 4WD. Not (yet) popular in off-roading, it's the sort of vehicle that would have benefited from having an instructor in the cabin some of the time to iron out wrinkles.

For example... throughout this course I endured many well-intended instructor comments that I should produce more momentum to get smoothly over the terrain. I knew they were right in principle, but in practice how do you do that in a three tonne, four cylinder truck that takes your gearing preferences only as a serving suggestion? I kept having to bite off the comment that I might produce more momentum if my instructors got off the CB and pushed. However, I later

discovered that the way to get better control in an Evie auto is to enter 'Sport' mode, at which point it will take your gearing aspirations more seriously.

(And I always thought 'Sport' was just for getting past a Prius at the lights.) So I eventually learned what I needed – if only a day after the course was over.

Overall I'd describe the course as sensible, practical, very useful and a great deal of fun.

Southern Trails October 2020



# Trip Report

## Basic Driver Training



It's based on delivering safety through competence, awareness and self-responsibility and I don't believe you can improve on that. My impression of club culture is that it's a warm, inclusive, good-natured environment to grow 4WD adventuring skills. There's no assumed knowledge beyond road driving ability, but also no room to be casual and entitled for long. There's

constant demand for students to be engaged and offer views – even to explore (repeatedly) why they're wrong.

### Mark

Great weekend. The time that members had invested into the setup and organisation was evident from my initial email into joining the club. Lisa's responses to my various emails were both prompt and professional. I especially appreciated Joe and Matt's thorough yet casual training technique, leaving no stone unturned. Keeping students focus on the tasks at hand was paramount with instructors not afraid to ask for attention where necessary. Well done to all concerned.

### Rod Cahill

Firstly, what a magnificent property and facilities at Talooge, a credit to the committee and club members. Being the first Basic Training Course in the COVID era meant the team had to adapt Southern Trails October 2020



# Trip Report

## Basic Driver Training



the delivery of the training, whilst being COVID safe. Thanks Matt for the keeping everyone COVID conscious, and Joe and the team for great content and practical training. The build up to the weekend, from the pre night, to the Saturday morning theory, then some more in car training, to putting in all into practice by driving the tracks, worked a treat, I got a lot out of it. From 'push / pull, to 2 up / 1 down, and picking and driving the correct lines, as well as seeing what my 105 was capable of.

A special thanks to Bron for her organisation of the weekend, Joe for being the chief trainer and spreading his wealth of knowledge, and numerous champions within the support team. And, to Lynne and a Rob, plus Rob, for guiding me and sharing their knowledge and experience(s) with me. Legends!

In all, a more professional, dedicated and knowledgeable team you would struggle to find elsewhere, be it in the corporate or community sectors. I would have been happy to pay money (more than fees !) for that experience.

### Cheers, Darrin

It was a very nice weekend and I am very happy with the course! Having the opportunity to put all theory into practice in a controlled environment and knowing that the instructors are providing all the support is a huge differential (*pardon the pun Pedro :o) Ed.*). I highly recommend the course!

### Pedro

Southern Trails October 2020



# Trip Report

## Basic Driver Training



ST4WD club did a great job to get training underway again in the COVID-19 environment with a revamped beginners course tailored to manage health risks while still delivering the course. We arrived on Friday night and as the temperature plummeted and I tried to pull myself away from the fire to go to bed, I quickly appreciated why some folks had a diesel heater with them!

On the first morning Joe did a fantastic job in the training room taking the class through the basics of 4WD vehicles and the fundamentals of driving, including what can go wrong. I really appreciated how he covered each individual vehicle the class members had. After the theory morning we were allowed outside. Having trainers in training themselves was a bonus as it meant we all had essentially two trainers each. Mark (Trainer in Training) and Dim (Head Trainer) looked after me and were supremely patient as I bumbled through my first afternoon in the field. Once we were allowed out of the practice paddock, Dim was generally in front in a vehicle similar to my own, showing me the lines to take with Mark as Charlie giving me tips and encouragement. Great work lads!

The weekend was a huge success and there are too many people to thank and some of the names I wouldn't know anyway. So, thank you to the whole team of volunteers in hi viz yellow who worked all weekend in various roles, to bring the weekend together!

**Cheers, Ben.**



## Trip Report Brindabella Ramble



Cheers for the trip, it was an adventurous one especially given the weather! It was also good to be Charlie, I haven't done that much so wanted the experience. Here's a paragraph or so.

The day started off fairly wet and I wondered just how many of us were going to get stuck due to the large amounts of rain we'd already had that morning! We arrived in convoy at Piccadilly Circus and aired-down in very wet conditions. Heading off down Two-Sticks road we ended up at Mt Coree with the rocky ascent to its top as our first bit of 4wding for the day. Not much room up there especially with 8 cars, and fog as thick as pea soup but fun nonetheless. We headed back down and again along Two Sticks before setting off on well worn tracks including a few hair-raising, slippery sections that saw a few of us wishing for tyres with just a little more grip!



We ended up at Flea Creek picnic area for lunch, which I highly recommend should you find yourself in the area on a nice day, then to the

## *Trip Report*

### *Brindabella Ramble*

campground next door for a toilet break. It was up to Piccadilly Circus again to pump the tyres back up and finish the day. Overall a good re-introduction to the Brindabellas given that club trips have been interrupted for most of the year by the effects of the bushfires and the height of the COVID pandemic. It was fun and I look forward to more trips as they come up.

**Regards, Brendan**

It was an early and wet start for the Brindabella Ramble on Sunday, but it was great to get out on my first every trip since my training way back in February. We made our way up Mount Coree and into the clouds so there wasn't much of the view, and then



# Trip Report

## Brindabella Ramble

headed to Flea creek for lunch. Although it rained pretty much the entire morning, the tracks were in good condition with only a few sections getting a bit slippery. After lunch we drove out to Piccadilly Circus to air up and we all parted ways. Thanks to Rob for leading a nice trip through the Brindies.

**Phillip Walker**



Weather is so subjective. But a bit of rain makes for significantly more fun over the Brindies. A quick run up to the top of Mt Coree was definitely more about the journey than the destination - completely blanketed in cloud. A slippery run down to Flea Creek for a bite and the rain held off just long enough for a social sandwich at the water's edge before being chased back into the trucks by another downpour. Up Gentle Annie trail and air up in the rain again at Piccadilly Circus before a quick goodbye and off for home. All in all, every-day on the trails is a great day and expertly led by Rob...

thank you all for an enjoyable day! **Cheers, Brett**

PS...enjoy Monkey Gum...very jealous!

Thank you for organising a fabulous wet day out at the Brindies.

It was fun to be out there in the slightly moist tracks.

I am looking forward to the powerline's day trip.

**Cheers, Siva**



# Easy P - Volunteering



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*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](mailto:bcs@bcsact.com.au), or like us at [www.facebook.com/ Belconnen Youth Centre](https://www.facebook.com/BelconnenYouthCentre)



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### HIDRIVE CANOPY includes

- Central Locking linked to cab
- Twin 33L undertray poly water tanks
- Twin underbody storage boxes profiled to body
- Underbody roller drawer 1920 x 670
- Lockable dual spare wheel carriers
- Custom made roll out storage drawers x 3
- Slide out table
- Inverter Powertech 300W
- ARB Compressor
- LED strip lighting
- LED work lights on each side
- Mesh panel tie off on rear wall
- Rubber mat, 6mm solid, profiled to body
- Gas bottle holder
- Twin Roof Vents
- Fridge slide



**\$68,000 ONO**

Contact Grahame Macdonald. Selling due to changed life direction. Reasonable offers welcome

Ph 0418678241 / Ph 0408628412

# Classified Advertisements



## 2015 Mazda BT-50 XTR UR Automatic 4x4 Ute

2015 Mazda BT-50 fitted with all the accessories for off road driving with the added bonus of a GVM upgrade for additional towing and loading capacity. In good condition with nothing to spend. Full service history available. This ute has everything you need including:

- upgraded Old Man Emu suspension
- ARB Heavy Duty steel Bull Bar
- ARB Ascent Canopy
- ARB Summit Rear Towbar 3.5 Ton
- Smittybuilt 10000lb waterproof winch
- 145 litre long range fuel tank
- ARB Safari Snorkel
- Redarc Tow Pro
- Baintech Power Top Battery Pack
- Redarc BCDC Charger
- Underbody Protection Kit
- Underbody Rated Recovery Point
- UHF Radio
- Diesel Care secondary fuel filter
- Diesel Care Catch-can
- BFG All-Terrain Tyres
- Transmission Oil Cooler
- Tinted Windows
- Ultra Nitro Maxx 120w LED Driving Lights
- Rear Tray Dust Seals
- Rhino Tradesman Roof Bars
- Rear Tray Liner and mat
- Hema 4wd Mapping software installed



Asking Price is **\$43,500**

Phone Ian on **0490-456312** for more information.



# Classified Advertisements



## Rated recovery points.

RP-PAT04, rated to 5,000kgs.  
Suitable for:

- Patrol GU II-V;
- Landcruiser 10/100/105 series

Brand new in box, never fitted.

**\$70.00**

## Pair of after market side steps for GU Patrol.

More robust than standard, but not sliders or jacking points.

Good condition. **\$50.00**



**Contact: Matt Warmington • 0407 562 656 • mattwarmo@gmail.com**

# Classified Advertisements

## 2008 TOYOTA LANDCRUISER CAB CHASSIS (DLS 05Y) & TRAYON CAMPER



### 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 Cooper 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.

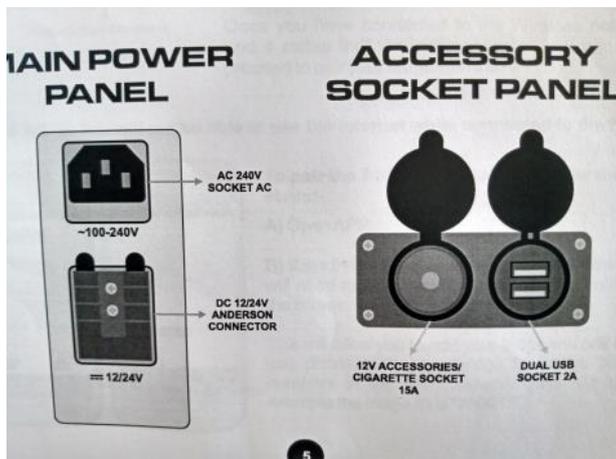
**Price Reduced!! - complete: \$72,000 ONO (will consider selling the TRAYON separately)**

# Classified Advertisements

## Kick-Ass 45 Litre Portable car fridge

For camper trailer or car.

Hardly used and works well. We used it for 3 week trip to Fraser Island and we had no issues. Kept food at 4 degrees on successive 30 + degree days.



### Features:

- wi-fi tech to remotely control and monitor temperature.
- heavy duty protective fridge cover
- 240V AC power cable
- 12 Volt DC Anderson plug.
- Accessory socket panel with dual USB socket 2A and 12V cigarette socket 15

The reason for selling is that we want to upgrade to a fridge freezer combination.

Asking price is \$550.00



Please email or call: [monica.ruibal@anu.edu.au](mailto:monica.ruibal@anu.edu.au) 0413 477 797.

# Classified Advertisements

## Wanted

4 or 5 wheels \ rims to suite Prado 2016 GLX.

### 150 Series

- GXL 17x7.5" ET25

Also interested in Off Road tyres, doesn't need to be new but with half decent tread left.

Contact Andy 0409 315 643

### 70L Evakool Icebox.

In excellent condition, undamaged. Some scuffs. Keeps ice for 6 days even in hot summers.



Asking price is \$150.00

Please email or call: [monica.ruibal@anu.edu.au](mailto:monica.ruibal@anu.edu.au) 0413 477 797.

# The Clothing Store



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



**Club clothing is available at Club Meetings,  
or contact George Douglas at [general3@st4wdc.com.au](mailto:general3@st4wdc.com.au)**