



SOUTHERN TRAILS

ISSUE 347 April 2008



C O N T E N T S

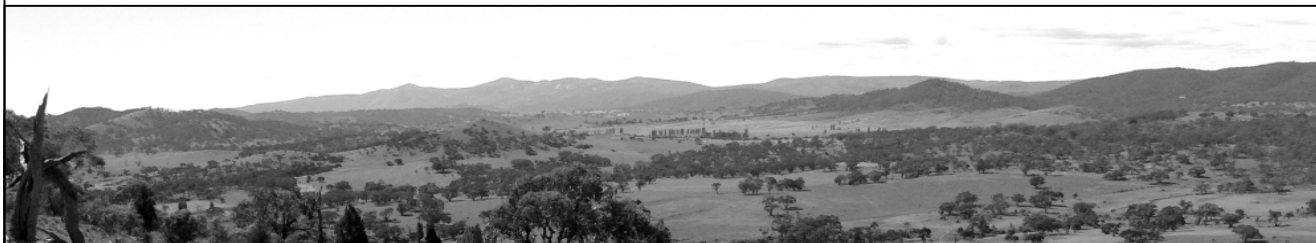
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**General meetings are held at the Deakin Sports Club at 7.30 pm
on the second Tuesday of each month.**

Next General Meeting— 8th April.

Guest Speaker : Lauren Van Dyke, K2C Project Facilitator will discuss the **Kosciuszko to Coast (K2C) Project**, and the **Scottsdale** property. K2C is an Australian Bush Heritage and Federal and State Government initiative aimed at protecting species and habitats through the establishment of broad vegetation corridors.

Lauren is a Project Officer with Australian Bush Heritage, which has purchased a number of properties around Australia that have high ecological values. As the owners of one such property, Scottsdale, a few km north of Bredbo, they are near neighbours of Talooge. Our Club with its commitment to responsible land management and conservation on Talooge may have much to offer the K2C project.



**The deadline for material to be included in the next issue of
Southern Trails is the Friday following the General Meeting.**

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All magazine correspondence should be directed to the Publications Coordinator.

Trip reports & articles of interest are very welcome. Contributions may be edited.

**We gratefully acknowledge the support given to this magazine by our advertisers and
encourage our readers to support and patronise them whenever possible.**

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General Meetings are held at the Deakin Sports Club

at 7.30pm on the second Tuesday of each month.

General Meetings are a focal point of the club where members can meet and get information about past and future club activities. Meetings are structured with a minimum of formality. Meetings regularly feature talks from experts on topics of interest ranging from vehicle mechanics to bush lore. Reports on past trips are presented and new trips are announced. Visitors introduce themselves, there is a raffle with generous prizes and a coffee break for catching up with other members. Don't forget to wear your name badge.

Ideas for guest speakers are welcome. *Contact Kerry Blakston* if you know of someone who could make an interesting and topical presentation. Many members gather before and after the meeting to enjoy a meal or drink at the club.

Publications

Website www.st4wdc.org. The site is being revitalized so as to provide timely information regarding Club activities and variations from previously announced plans. When visiting the site, always check the "What's New" page for recent announcements and current news. Especially, check for any last minute variations to trips you are undertaking.

Southern Trails is the ST4WD Club monthly Magazine.

Trip reports, member profiles and articles that are relevant to Club members are welcome, as are photographs and illustrations.

Closing date for trip reports and general articles is the Friday following the monthly meeting. Send contributions to publications@st4wdc.org

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, and members are welcome there for private camping, recreation and the simple pleasure of enjoying the bush. Several areas have been set aside for basic bush camping. Some have firewood and long drop toilets, but no other services – no water, no electricity, no phone, very limited mobile phone coverage. Pets and the discharging of firearms are not permitted on the property. Visitors should assume that they are solely responsible for their own wellbeing and be conscious of the risks of fire, snakebite, etc. In an emergency, neighbours Mr Richie Southwell and his sons, can usually be contacted using UHF channel 18.

Many details are on the Club's website, and intending visitors should check there for current access details and other information. Committee members can advise regarding the combination locks securing the gates.

Code of Ethics

These are the rules of conduct that we should all observe when using our vehicles in the bush. We should all take them to heart. Image is a difficult thing to change!!

1. Obey the laws and regulations for Recreational Vehicles that apply to public lands.
2. Respect the cultural, heritage and environmental values of public/private land, by obeying restrictions that may apply.
3. Respect our flora and fauna. Stop and look, but never disturb.
4. Keep to formed vehicle tracks.
5. Keep the environment clean. Carry your own, and any other, rubbish, out.
6. Keep your vehicle mechanically sound and clean to reduce the environmental impact.
7. Adopt minimal impact camping and driving practices.
8. Seek permission before driving on private land. Do not disturb livestock or watering points, leave gates as found.
9. 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, in radio contact.
10. Enjoy your recreation and respect the rights of others.
11. Plan ahead and lodge trip details with a responsible person.
12. Support four wheel driving as a responsible and legitimate family recreational activity. Consider joining an affiliated four wheel drive Club.

Training

The Southern Tablelands Four Wheel Drive Club is devoted to providing the best driver training possible. The Driver Training Team provides a range of courses throughout the year. Students are assigned an instructor over the period of the course. The 1:1 instructor/student ratio ensures maximum transfer of skills and experience.

The current courses are:

Mandatory Courses

Basic Driver Training,
Very Difficult Terrain, and
Advanced Recovery (for Grade 4 and 5)

Supplementary Courses

Water Crossing,
Sand Driving,
Mud and Snow,
Practical Map Reading,
Navigation,
Route Planning,
GPS, and
Other specific training relating to Club activities such as camper trailers etc may also be introduced..

Training for Driver Training Instructors

Trainee Instructor,
Assistant Instructor,
Instructor, and
Chief Instructor

Visit the ST4WDC web page for full details which are expanded on in detail in the Driver Training Policy document located under the Training menu tab.

Partners are encouraged to undertake the Basic Driver Education course, and any of the other courses offered from time to time. Unfortunately couples cannot undertake the course at the same time as only one driver per vehicle can be instructed during a training course. Training of a member's child is subject to approval by Club management and only when spare places are available. Couples may attend the Navigation, Map Reading & GPS courses.

Maps and travel publications

Members may purchase maps and travel publications through the Club at substantially discounted prices. For a comprehensive catalogue of electronic and paper maps, travel guides, and lots of associated publications, visit <http://www.hemamaps.com.au>. For further details, and to download an order form, visit "What's New" on the Club website.

PRESIDENT'S PONDERINGS

Peter Fenwick



President's Report to the Annual General Meeting.

The 2007-2008 year has been very successful for the club. Membership is strong and the club has consolidated its position in a number of significant areas including:

- signing a new Memorandum of Understanding and Articles of Operation with the ACT 4WD Club and the ACT Landrover Club for the operation of the 4WD Spectacular until 2012. This promotes interaction between the clubs and an awareness of responsible 4Wding in the wider community.
- assuming a more prominent role in 4WD NSW & ACT through;
 - ◆ increased involvement in the state Driver Training Unit and accreditation of our driver trainers,
 - ◆ by regular attendance at quarterly meetings and
 - ◆ by forming a Regional Council
- consolidating our green credentials through work on our Envirofund grant and our relationship with Bush Heritage Australia
- further progress at Talooge Park including;
 - ◆ consolidating our relationships with our neighbours
 - ◆ installing water tanks
 - ◆ creating a development plan and timetable that responds to members requests
- revising the production and printing of the club magazine to provide a fresher and more colourful approach
- creating a better communication system through electronic means
- creating a diverse, vibrant and exciting Events and Trips calendar with something for everyone, from novice to competitor at either extreme,
- spicing up the monthly meetings.

The club is financially sound as the Treasurer's report indicates. The foundation of this strength is memberships, advertising, income from external bodies using Talooge Park and the bi-annual revenue from the 4WD spectacular. However, an often unacknowledged revenue saver which makes this club particularly strong is the efforts of members volunteering their services and often donating goods which the club would otherwise have to purchase. This has a significant aspect on the bottom line.

While funds are always limited, the number and quality of suggestions for projects on which to expend funds shows an organisation thinking about its future direction with growing confidence and maturity. Involvement is the key and a great way to be involved in your club's future is to join either the management committee or one of the sub-committees supporting its activities. Other ways include attending working bees, join a trip or one of our social outings. The banter and camaraderie around the campfire always makes the event memorable. Additionally you could become a guest speaker at a meeting or a beginning driver trainer.

In the past year, your club management committee has individually and collectively demonstrated capabilities in the following key management areas:

- Leadership and Integrity;
- Strategic Vision;
- Management Acumen; and
- Focus on the Community and Service aspects of the club.

On your behalf, I congratulate and thank them for their dedication and persistence and wish the new committee every success in continuing the high standards set by the outgoing committee.

It has been my honour and privilege to be your President for the past two years and I would like to take this opportunity to thank you all for giving me that opportunity and your support.

As always, I look forward to talking with you or seeing you at the next meeting, at Talooge Park or on the track as *we are going places.*

Peter Fenwick



Accredited Driver Trainer in action

MEMBERSHIP MURMURS

Jim Hanigan



Membership Statistics

We have one new membership in the club this month

Peter Janas Richardson Disco

The club membership now stands at:

New memberships	14
Renewed memberships	154
Associate members (competition)	3
Life members	3
	174

Yet to renew from 2007	58
------------------------	----

As the AGM is now history, renewals from this date on will cost an additional \$5.00 Late Renewal Fee.

Membership Drive Competition

Results of the Membership Drive Competition have been evaluated as follows:-

Thirteen new memberships were included as shown:

Membership	Introduced by
Vic and Bronwyn Adamson	Malcolm Parker
Peter and Julie Cassells	Newspaper
Paul and Belinda Cordwell	Malcolm Parker
Richard and Sue Cotterill	www
Greg and Julia Divall	www and Info Night
Robert and Lynne Donaldson	Robert Tiele
Vincent Marchal	www
Garry Martin and Jenny Rintala	Peter Reynolds
Neil and Judy Owens	Ex LRC - known about ST4WDC for years
Ed and Jeanne Russell	Southern Trails at Monaro Off Road
Rainer and Sabine Stoecker	www
David and Lorna Sullivan	Michael Pellat
Sam and Nicole Voysey	www

Congratulations to Malcolm Parker who is the winner of the Membership Drive and receives a free subscription renewal for 2009.

Membership Secretary Handover

At the AGM held on 11 March 2008 you were introduced to your new Committee so this is my last edition of Membership Murmurs. I am handing over to your new Membership Secretary, David Whiteside. Thank you all for your cooperation and patience with me while I learnt the ropes. I know you will extend the same courtesies to David.

See you at a meeting or somewhere on a track

Jim Hanigan
Your former Membership Secretary

EVENTS AND TRIPS

Richard Brand



Keeping us on Track

Last year nobody wanted to be Events and Trips Co-ordinator, which when you think about it, is pretty amazing for a 4WD Club, so I took it on in an acting capacity.

This year I'm doing it for real. Because I work full time and am also doing a Masters degree, the word coordinator is very important to me because I cannot afford to put in a huge amount of time. Last year I had great help from a trips subcommittee and a social subcommittee, and this year will be even more reliant on others to contribute.

I will try to organize, using technology where possible, but I will not be hassling you individually to run trips. I think it is up to you to volunteer.

What I do need is a few activists, preferably disgruntled with the way things are, who can poke and prod on the subcommittees. Otherwise, it is not going to happen. Since we have traditionally had these informal get-togethers round a blazing fire in a local hotel, it is not too arduous.

Last year we ran a training seminar for trip leaders, plus two on navigating with OziExplorer in the vehicle, which can dramatically help when leading trips. With a couple of notable exceptions, we have not yet been inundated with new trip leaders although I know many ideas are fermenting.

One thing I have observed over the years is that people who frequently run trips rapidly build a following and often have to run split convoys. The corollary is that our collective memory seems to be two to three years. After that time, even outstanding trip leaders fall off the radar. While trips with 3 or 4 vehicles can be fun, eight or so would normally be better. The same seems to apply to destinations – and we have

been to hundreds over the years – all available on a spreadsheet.

What we always seem to do well is to get big attendances at the special events like Meet-The-Committee. Maybe our goals this year should be to maximize overall participation time in ST4WD club events. We don't yet have the databases to measure activity, but I'm working on it.

National Autumn Balloon Spectacular

As a club, apart from Promos, we probably spend more collective time helping out with hot-air balloons than anything else. Certainly I have had more people emailing me asking what is happening with balloons this year than any other topic. The good news is that there is a balloon event and we have been asked to provide crews.

For several families, this is a time to book annual holidays and take in all the events. But even if you can only spare a couple of mornings, volunteer to help. You will meet fascinating, usually extrovert, people from all over the world. Often you will be offered at least one flight during the event, and participation can sometimes lead to overseas travel. We even have a few 4WDers who have transitioned to balloon ownership. Most mornings, if you work in an office, you will probably be able to inflate and launch, fly or follow and retrieve, grab a bubbly and breakfast and still make it to work without the boss being upset.

Don't forget Meet-the-Committee – if you need help understanding the options, drop me an email. Don't forget to email me if you want to be on our e-mailing list and don't seem to be getting messages.

Richard Brand

(no longer acting) Events and Trips Coordinator

Club Clothing

Club clothing or a name badge can be ordered from Kathy Solomos at the monthly Meetings.

Jackets	\$70.00
Shirts:	\$35.00
Vests:	\$45.00
Caps:	\$15.00
Hat:	\$15.00
Beanies:	\$15.00
Name Badges	\$10.00

Look for the sign on a table at Meetings.

Payment is required at the time of ordering



Editor's note One of the tricks we use to make things fit neatly on a page is to squeeze or stretch text and pictures a little. One of our models has pointed out that this can be less than flattering. She's right! Accordingly, this month we offer a range of possibilities!

Deadline

“A deadline is a point in time at which something must be completed.

A deadline is also a boundary where a person may cross only at the risk of death.

Derived from prison systems, wherein if a prisoner escaped the deadline boundary he was to be shot down.” *Wikipedia*

The deadline for material to be included in the next issue of *Southern Trails* is the Friday following the General Meeting.

To assist the Publications team please submit material for publication as early as possible.



TALOOGE Topics

Jim Raleigh



Recent Events

A very productive working bee was held on 5 March that resulted in the transfer of around 8 tonnes of pavers to Talooge. These will allow us to complete the paving of the floor of the remaining 2 sheds in a similar way to the Driver Training Shed. Another working bee to achieve this will be arranged in due course.

The Club recently received an offer too good to refuse (and so we accepted it) for two portable toilet/shower blocks each containing 2 toilets and 2 showers. Although these were transported to (near) Talooge on 5/6 March, we were unable to get them all the way until some obstructing trees are trimmed. This is planned to occur during the chainsaw course and the plan is to install the facilities on Thurbon Flat.

As this is my last Talooge Topics, I would like to express my sincere thanks to all those who have contributed their considerable time and effort in assisting the Property Team to achieve what we have in the past year. For those who have not been able to assist, I am sure you will find opportunities to do so in the future, and for those who were unable to attend the Annual General Meeting on 11 March, the Property Report for 2007-08, which was read out at the meeting, is reproduced below.



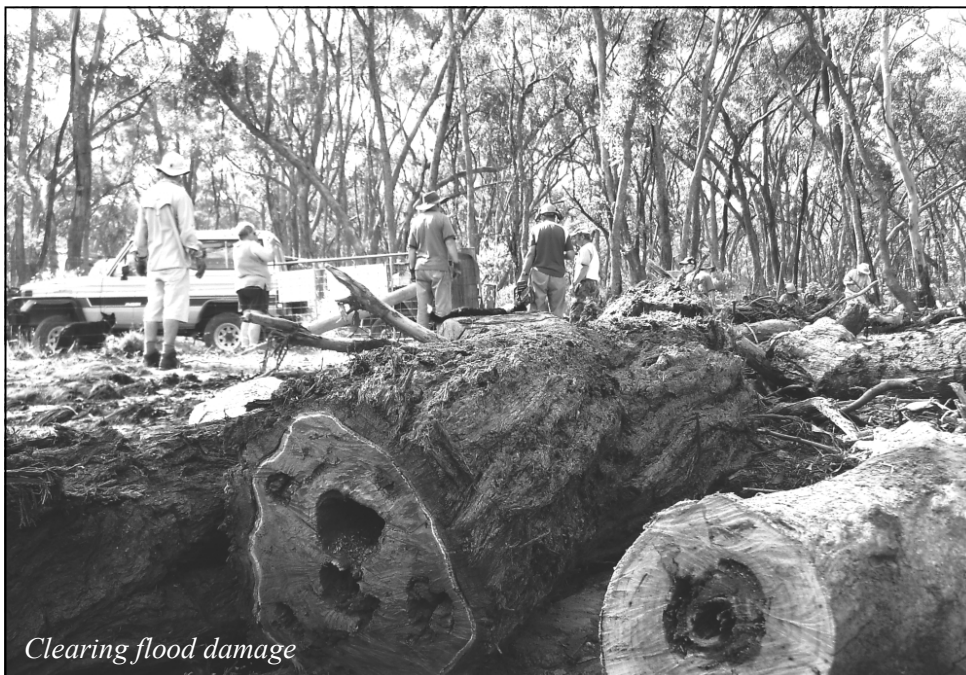
Property Report 2007-08

This has been an eventful and very active year for the Club Property Team.

The work at Talooge associated with the Envirofund Grant has progressed exceptionally well. Associated Envirofund working bees were conducted in February, March, May, June, September and March resulting in the Club far exceeding our obligations in regard to the required manpower contribution. Although initially delayed, the direct seeding activity was finally undertaken by Greening Australia in October and the wetter than usual summer period has resulted in an excellent germination rate with some plants already up to 400mm high on Wombat Flat. On the down side, the heavier rain resulted in the loss of some seed as water flowed down seed trenches on sloping ground. The next activity will be the planting of Kangaroo Grass seedlings due to take place on 14 March. Weed control and eradication activities have continued at a steady pace, significantly enhanced by the purchase of powered truck/trailer mounted spray equipment in July.

The weather we have experienced at Talooge during this period has been considerably more variable than we had become accustomed to. The year commenced with the more customary hot and dry weather with a major change occurring in late June when a heavy snow fall resulted in flooding, the evacuation of those present, and the blockage of almost every track with fallen trees. Our vulnerability to the river crossing was again highlighted when the Christmas Party had to be abandoned in early December due to rising flood waters. Even more dramatic was the very heavy rain which fell in late December resulting in the heaviest flooding seen by local residents of 50 years standing. Unfortunately this resulted in considerable damage including the involuntary relocation of Duck's crossing which was only completed in April. However a well attended short notice working bee in January managed to rectify the bulk of the damage to permit driver training to continue.

The heavy rain caused considerable damage to tracks and fire trails, not only with more fallen trees but heavy washing. Fortunately the NSW RFS saw the need to rectify the damage to the Fire Trails by grading and clearing them in late January and they are now in excellent condition.



Clearing flood damage

The wetter weather has also resulted in a level of growth not seen since we purchased the property four years ago. While this has been good news for the progress of our many seedling trees, it has also resulted in prolific growth of weeds which will present a fire risk when dry. The services of a neighbour were utilised to clear the weed growth in the Home Paddock with excellent results.

A Talooge Development Workshop was conducted at the September General Meeting and provided some guidance as to the direction that development activities should be headed. One direct result was the documentation of several walking tracks. In May we installed another water tank with the associated plumbing completed in June. This gives us over 45,000 litres of storage and a reliable flow of water for domestic purposes. Rainfall following installation soon resulted in both tanks being full. A generous contribution (from outside the club) of over eight tonnes of heavy pavers, carried to Talooge in a convoy of trailers in March, has given us the materials necessary to complete a dry floor in the remaining two sheds. A more reliable source of electricity is also available with the purchase of an additional and higher powered generator.

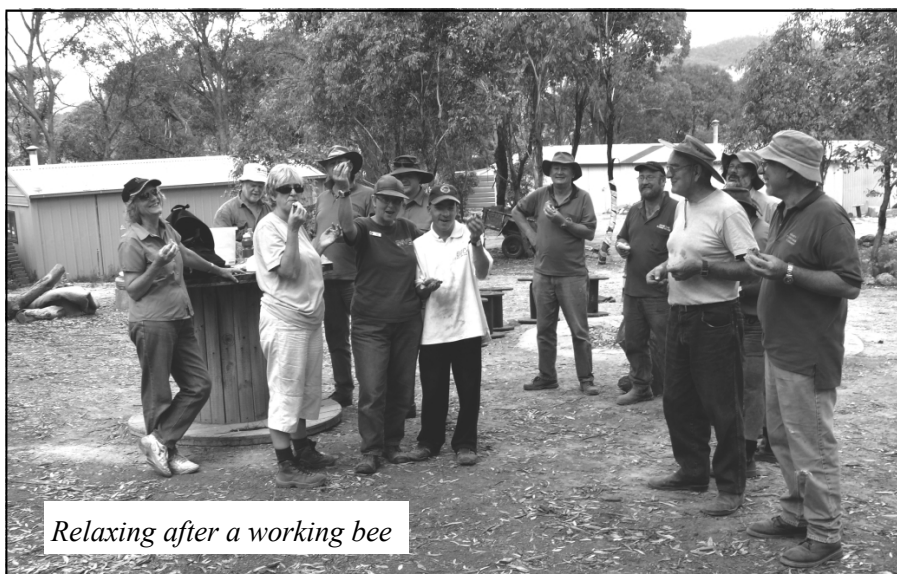
Australian Federal Police (AFP) use of Talooge has continued with a total of five courses conducted during the period plus numerous staff visits. The Memorandum of Understanding with the AFP was renewed for another year in September.

Club member access to Talooge has been improved with the installation of combination locks on all gates and sheds. The access road issue remains unresolved and progress has been exceptionally slow. An on-site meeting was held with Cooma-Monaro Shire Council representatives on 11 September 2007. This meeting included relevant neighbours and although we believe the council now understands our problems and requirements, we continue to await their advice.

The number of fallen trees that had to be removed during the year highlighted the pressing need for more club members to be chainsaw qualified. An arrangement with the NSW SES will result in a no-cost course being conducted for 12 members this month, with plans for another later in the year.

The availability of heavily discounted Maps and related publications has been taken advantage of by 32 club members spending in excess of \$3,000. From these sales the Club has benefited by just over \$400.

In conclusion, a big thankyou must go to all those, too numerous to mention, who have contributed their time and resources to assisting the Property Team this year. While development work needs to continue to achieve our higher priority goals, we can look back upon a most fruitful year.



Relaxing after a working bee

Publications

John Wiseman



It is now 12 months since Val and I started the long process of learning how to put a magazine together. We thank everyone who has supported and encouraged us over that time, and in particular our “guest editors”, Peter Henderson and Michael Patrick who took over while we were traveling last year, and who have indicated a willingness to do so again this year. Thanks are also due to Peter Watson and Mick Hines and the many others who have generously provided excellent photos to help illustrate various articles.

It has been particularly pleasing to introduce colour into the magazine, as it allows us to better display some of the magnificent country that we are able to access in our vehicles. Again, there has been the usual steep learning curve associated with this step – overburdened disc drives slowing operations to a snails pace being just one that comes to mind. Another group who must be thanked are the patient and tolerant crew at Instant Colour Press, who have so generously coached us through this phase.

This edition of Southern Trails brings readers information on club activities and technical issues related to 4W driving. But there are no reports of trips, which is surprising considering that there have been some really great trips in recent weeks. We think that trip reports are a central feature of the magazine. A record of club trips in “Southern Trails” helps not only to build a history of club activities, but forms a valuable resource from which members and others can draw guidance and inspiration to plan future trips.

As editors, we really do need your support in providing trip reports for publication. Without them the magazine could be rather light on. The enjoyment, wonder, humour and camaraderie that comes in a first hand account of a trip are things that really fire up the enthusiasm of other members. So if you have undertaken to write a report, please don’t let your memories fade before putting fingers to keyboard and telling about the trip as you experienced it.

Writing a trip report should not be a chore, so to help we have put together a short set of suggestions to help you on your literary way. They will be emailed to trip leaders ahead of each trip, so if you are the report writer, make sure that you get a copy from your trip leader before the trip starts. And if

writers block really gets the better of you, we as editors might be able to assist if you ask very nicely – even a set of notes is surely better than no report at all.

So that you will be prepared to write a report on your next trip, here is a summarized version of the “Suggestions for preparing trip reports” sheet. Most of the points raised here will also help with the preparation of verbal trip reports.

Be prepared

Take along a notepad, pencil, camera and map or GPS.

During the Trip

Make notes or use a diary – don’t rely on memory.

Take plenty of photos or ask other people to do so too.

Try to describe the aim of the trip – eg testing skills and vehicle capabilities, or sightseeing, having a great social, fun time etc.

Writing your Trip Report for publication

Aim for 500 to 1000 words (1 to 2 pages with photos) for a short trip. More for longer trips.

Pick out the trip highlights and mention things like fabulous views, driving challenges, incidents e.g. where members learn about their vehicles or their capabilities, interesting stops, camp sites, variations to plan e.g. because of weather or track conditions, humorous or scary bits.

Write to encourage others to do this trip, and to help build club records of our trips.

Photos

For interesting photos try to place the vehicles, the action or people in a wider scene. Try to avoid photos that could be anywhere eg vehicles on a track, or people sitting around a campfire.

If photography is not your strong point ask others in the group to contribute photos.

Finalising your Trip Report

Collect any photos that others are contributing. Select the best ones to use.

Before finalizing, you may wish to send your report to the trip leader for their comment.

Sending your written Trip Report

Email your written trip report to

publications@st4wdc.org

Closing date for trip reports, and any other contributions is the Friday following the general meeting.

There – it's that easy; and if you get stuck give us a call and we will do our best to assist. Remember this is your chance to inspire others to get out, enjoy their vehicles, explore the countryside and enjoy the company of club members. Please keep the trip reports rolling in – even long overdue reports would be very welcome!

And when you are feeling the urge to put pen to paper (so to speak) don't stop with a trip report. There are many other topics of interest to club members, within the broad topic of four wheel driving. It would be great to receive articles, however brief, on tyres, tents, camp lighting, things to see along the Oodnadatta Track (or anywhere), traveling with children and so on.... The list of possibilities is endless. Go on, be brave, give it a go.

Positions Vacant

Are you a user of Microsoft Word, or better still, Publisher? Do you have some time for an interesting artistic diversion? Would you like to join the Publications Team and try your hand at making *Southern Trails*?
Yes!! Great !!

Please give John a call on 6230 2459, or email publications@st4wdc.org

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ABOUT TRIPS

TRIP GRADING

For trips in the club's calendar a grading system of levels 1 to 5 is used to assist members in deciding which trips they would most enjoy and which grade suits the driver's level of skill and experience. This system of grading is a guide only. The grade assigned to a trip may change due to weather conditions, and the trip leader should be consulted in such circumstances. The trip leader has the right to deny a request from a driver who is considered not to have the necessary level of skill in 4Wdriving, or whose vehicle is deemed inadequate.

- *GRADE 1:** very easy with little, if any 4wdriving involved; will usually consist of a scenic tour or a trip to camp. No 4WD skills are needed.
- *GRADE 2:** a relatively moderate 4WD trip with winching and/or towing unlikely. Moderate level of 4WD skills needed, as well as completion of Basic Driver Education Course.
- *GRADE 3:** a medium 4WD trip which requires cautious driving; winching should not be required. Good level of 4WD skills needed, as well as completion of Basic Driver Education Course.
- *GRADE 4:** a moderately difficult 4WD trip with some winching and/or towing almost a certainty. High level of 4WD skills needed, as well as completion of both the Basic and Advanced Driver Education Courses.
- *GRADE 5:** an extremely difficult 4WD trip. Participants must be experienced at traveling over difficult terrain. Winching and/or towing will definitely be required and participants must have all their own recovery equipment. Skill levels the same as Grade 4.

DRIVER EXPERIENCE

Conditions on some trips at Grade 3 and above may prove too difficult for inexperienced drivers. Please advise the trip leader of the level of skill, and vehicle equipment when signing up for such a trip. Members must have attended the 'Safe-One' Basic Vehicle Operation Course before driving on a Club trip above the Grade 1 level, unless they have satisfied the Club's Education Coordinator that they have the necessary experience.

TRIP PLANNING

If you are planning a Trip or Social Event for the Club contact the Club Trips Co-ordinator, preferably at least two months in advance of your chosen dates. This will allow time to give your event a 'good plug' in the Southern Trails, and it helps to avoid clashes with other people's plans. However, if a good event opportunity comes up at short notice our rules are sufficiently flexible to enable a quick approval. Club policy requires that a Club event shall be publicised in the Club magazine, or at a General Meeting of the Club, or on the Club's website in order for it to be considered a formal Club event and so be covered for the purposes of insurance, subsidies and so forth.

For a trip using tracks that are not public roads it is Club policy to confirm with the appropriate authorities that access is permitted on the chosen dates. This includes National Parks, State Forests as well as private property.

CB RADIOS

The Club strongly recommends that a UHF radio be carried to facilitate convoy procedures. UHF channel 14 is used as the standard channel for trips.

FIREARMS & PETS

Firearms are not permitted on club trips. Pets are not allowed in National Parks, otherwise refer to Trip leader.

TRIPS AND EVENTS



8 Apr Monthly Club Meeting

Start: 7:30 PM
Description: Deakin Sports and Social Club

12 Apr K2C Open Day at Ingelara

Trip Leader: Val Wiseman
Email: Val.Wiseman@exemail.com.au
Phone: 6230 2459 (h)
Grade: 2
Start: 10.30 AM
Departure: Williamsdale or Talooge Park
Fuel: Half tank at start
Maps: Bredbo 25,000:1

Requirements: UHF Radio on channel 14. Club shirts and reasonably presentable vehicle with available seating.

Description: Kosciuszko2Coast is a community partnership aiming to reconnect the woodlands and grasslands between Kosciuszko and Namadgi, and the South Coast forests. Its anchor point is Scottsdale, a 1300 hectare property 4-km North of Bredbo. ST4WDC members provided great assistance to Bush Heritage Australia, by ferrying dignitaries around when Scottsdale was launched. We have been asked to do the same for the Open Day, now to be held at "Ingelara" near Michelago and which is expected to attract hundreds of visitors. This is a great chance to see Ingelara, a property with a wealth of history, and which has much in common with Scottsdale. The K2C organiser Lauren Van Dyke is guest speaker at our April meeting. Clearly Talooge Park is well positioned to contribute to the K2C partnership. We are needed at Ingelara until 4pm, so options include convoys from Talooge and Williamsdale at 10:00am, camping at Talooge the night before or the night after, and of course joining in the Meet-The-Committee fun weekend at Talooge.

Comments: A great chance for community service, and to meet some of our Talooge Park neighbours.

STOP PRESS

The REMOTE AREA FIRST AID COURSE that was booked for the 29th & 30th of March has been cancelled. However another course may possibly run on May 10th and 11th. Unfortunately St Johns ACT cannot now honour the price previously offered.

Cost will be between \$212 and \$340, depending on the number of participants.

If interested ASAP contact Les Briggs
ACT4WD CLUB 0428 345 837; 02 6260 1888
WORK; 02 6291 4587

lbriggs@bigblue.net.au

12 - 13 Apr Meet The Committee at Talooge Park

(2008-021)

Trip Leader: Richard Brand
Email: trips@st4wdc.org
Phone: 0418 568 358 (m)
Vehicles: unlimited
Grade: 1
Start: 11:00 AM
Departure: Williamsdale or Friday evening tba
Fuel: Full tank

Requirements: Basic recovery gear including Berocca (use Google but turn down the volume). UHF radio. Happy hour snacks. Pot luck main course for dinner. Table decorations. Black tie. Lunch and breakfast.

Description: This is a major Club Event and this year combines an opportunity to see and help at Scottsdale, plus a highly social evening with a remnant Christmas Party and maybe even a funkana. Convoys will leave Williamsdale on Friday evening and on Saturday morning; details next month. There will be opportunity to participate in the Scottsdale function (see above) on Saturday afternoon. On Saturday night there will be a formal black tie dinner, restaurant-style with maitre'd, candelabra, plus sumptuous desserts provided by the Club. Only your top half needs to be black tie – shorts and thongs are fine down-

TRIPS AND EVENTS



under. Please book as soon as possible so we can confirm dessert catering, and convoys. Off-road camping trailers are welcome.

Comments: This function was initially to be held at Belowra but has been moved to Talooge for the convenience of members who wish to contribute to the Bush Heritage function on neighbouring Scottsdale.

19 - 27 Apr **National Autumn Balloon Spectacular** (2008-050)

Trip Leader: Dennis Collins

Email: margden1@actewagl.net.au

Phone: 6292 7423

Vehicles: Unlimited

Grade: 1

Description: The club has been asked to provide crew support for the National Autumn Balloon Spectacular! For many members, this is the best time of the year, with glorious mornings and spectacular sights around the city and the lake. Crewing for part or all the event means early starts to assist pilots set up, follow and retrieve their balloons. Many people do this before heading off to work, but it is more relaxing to join in the social events or just hang out with the pilots. Consider booking your holidays to coincide with this event.

Comments: Full details will be provided as they become available.

19 - 20 Apr **Pigeon House Mountain** (2008-040)

Trip Leader: Phil and Julie Henderson

Email: pjhendos@optusnet.com.au

Phone: 6255 9385 (h); 0401 299 089 (m)

Vehicles: 6

Grade: 3

Start: 8:00 AM

Departure: Bungendore

Fuel: Full tank

Maps: Auslig 1:250,000 Wollongong
State Forest South Coast Forest Map

Requirements: Basic recovery gear, UHF radio, good tyres, drinking water, happy hour supplies.
Fishing gear if there is time to fish for bass in the Clyde River at the camp site. Fishing license is required.

Walking boots for those who wish to walk the mountain. Off-road camping trailers allowed.

Description: Drive to Tabourie Lake, then scenic drive to Pigeon House, bush camping at Yadbore Flat. Then scenic drive through the bush along Western Distributor, Long Gully Road, Cattleman's Fire Trail (Weather permitting) then along River Road through Shallow Crossing.

25 - 27 Apr **Anzac Day long weekend**

TRIPS AND EVENTS



2 May **Friday Night Drive**

(2008-052)

Trip Leader: Robert Tiele
Email: roberttiele@grapevine.com.au
Phone: 0406 377 527 (m)
Vehicles: 8
Grade: 3
Start: 7:30 PM
Departure: Urriarra Homestead
Maps: Brindabella
Requirements: Standard recovery gear, good tyres. Must have completed basic driver training. Good torch and lights.
Description: An opportunity to do some interesting 4WD tracks at night. Enjoy a late night supper overlooking Canberra.

13 May **Monthly Club Meeting**

(2008-008)

Start: 7:30 PM
Description: Deakin Sports and Social Club

17 - 18 May **"Safe One" Basic Driver Training at Talooge Park**

(2008-022)

Trip Leader: Peter Reynolds
Phone: 6251 1258 (h); 0428 623 458 (m)
Start: 8:00 AM
Departure: Bredbo Service Station
Description: This is the Club's official and accredited basic driver education course

24 - 25 May **Late Autumn in the Mountains - Micalong Creek and Wee Jasper**

(2008-043)

Trip Leader: Greg and Vickie Taylor
Email: taylors1@netspeed.com.au
Phone: 6241 3547 (h)
Vehicles: 8
Grade: 3
Start: 8:30 AM
Departure: Uriarra Homestead
Fuel: Full tank
Maps: ACT Region (1:100,000)
Wee Jasper (1:25000), Couragago (1:25000), Bobbys Plains (1:25000) Taemas Bridge (1:25000) Um-

TRIPS AND EVENTS



burra (1:25000) and Cotter Dam (1:25000)

- Requirements: Basic driver training, basic recovery gear, UHF radio, good tyres, well maintained and reliable vehicle, food, water and camping gear. Camera and binoculars are also a good idea.
- Description: This trip is a weekend in the mountains hopefully before the permafrost of winter sets in. The destination is Micalong Creek camping area south of Wee Jasper. The route is yet to be confirmed but Fire Trails and roads will include: Brindabella / Tumut Rd, Gentle Annie FT, Webbs Ridge, Folly FT, Doctors Flat Rd and Nottingham Rd to name a few. We will climb to almost 1300 metres and enjoy the spectacular scenery. Off road trailers are welcome and there is a small camping fee collected by the Ranger. Happy hour will of course be an opportunity to get to know each other and swap yarns.
- Comments: Further details will be supplied regarding fees, firewood availability and pets.

25 May "Safe One" Basic Driver Training Course Follow-Up Day

- Description: This is day three of the basic driver education course starting on the 17th - 18th May and MUST be attended before participating on any Club trips where the proposed route is expected to be at Grade 2 or above.

7 - 9 Jun Queen's Birthday long weekend

12 Jul Christmas in July

(2008-018)

- Trip Leader: Marj Jones
- Phone: 6284 3456
- Vehicles: unlimited
- Grade: 1
- Start: 8:15 AM
- Departure: Uriarra Homestead
- Fuel: Full tank
- Requirements: Well maintained vehicle, good tyres, water for the day, morning tea plus lunch for both days, and bring happy hour nibbles and drinks for the evening
- Bring your own bedding for the supplied bunks
- Description: A four-year old 'tradition' in the making! Great drives there and back, in 'easier' and 'harder' convoys. We stay overnight in bunkhouses in a converted low-security gaol "Laurel Hill Forest Lodge" set in picturesque alpine grounds - see <http://www.laurelhillforestlodge.com.au/index.htm>. Our hosts provide warm scones and cream on arrival, a great 3-course Christmas dinner and a memorable breakfast to set us up for the trip home. Unspeakable games have been played into the early hours. A great social weekend with a choice of easy or harder drives there and back
- Comments: Costs \$65 per person which is unbelievably cheap for accommodation, tea, dinner and breakfast. Please book as soon as possible so numbers can be locked down at the gaol!

15 Aug McIntyres Hut day trip

(2004-045)

TRIPS AND EVENTS



30 - 31 Aug "Safe One" Basic Driver Training at Talooge Park (2008-024)

Trip Leader: Peter Reynolds
Phone: 6251 1258 (h); 0428 623 458 (m)
Start: 8:00 AM
Departure: Bredbo Service Station
Description: This is the Club's official and accredited basic driver education course

6 Sep "Safe One" Basic Driver Training Course Follow-up Day

Description: This is day three of the basic driver education course on the 30th and 31st August and MUST be attended before participating on any Club trips where the proposed route is expected to be at Grade 2 or above

20 - 21 Sep Bush Skills Weekend at Talooge (2008-028)

Trip Leader: Richard Brand
Email: trips@st4wdc.org
Phone: 0418 568 358 (m)
Vehicles: Unlimited
Grade: 1
Start: 8:30 AM
Departure: Williamsdale
Fuel: Full tank
Description: Our Club members have an amazing range of skills they can impart! These range from bush welding using two car batteries, through damper cooking using camp ovens, to extracting survival water from vegetation, plus fixing tyres and navigating with and without GPS and lots more. We need attendees and especially contributors.

4 - 6 Oct Willow Glen 4x4 Challenge (2008-029)

Trip Leader: Peter Reynolds
Phone: 6251 1258 (h); 0428 623 458 (m)
Vehicles: 6: 4 competitors, 1 reserve, 1 team leader. Unlimited supporters
Grade: 2
Start: 8:15 AM
Fuel: Full tank
Requirements: Good truck, excellent tyres, twin lockers and suspension lift an advantage
Description: This is the best inter-Club competition weekend in the calendar. What's more, Southern Tablelands has won outright for the last three years! Anybody can enter and have a real ball. Drive to your limit. It is not a time trial style competition. All spectators are welcome, plenty of camping space for everyone. More details in due course. We need your support

4 - 6 Oct Labour Day long weekend

TRIPS AND EVENTS



25 - 26 Oct Water Crossing and Sand Driving Course (2008-030)

Trip Leader: Peter Reynolds
Phone: 6251 1258 (h); 0428 623 458 (m)
Description: This is the Club's official water crossing and sand driving course. For more information contact Peter Reynolds

4 Nov Family and Community Day

6 - 7 Dec Christmas Party at Talooge (2008-031)

Trip Leader: Richard Brand
Email: trips@st4wdc.org
Phone: 0418 568 358 (m)
Vehicles: Unlimited
Grade: 1
Start: 8:30 AM
Departure: Williamsdale
Fuel: Full tank
Requirements: UHF radio, happy hour provisions, pot luck main course, lunches and breakfast. Also a secret wrapped present for each child you are bringing, plus an inventive wrapped grown-up present valued under \$15. Table decorations
Description: Two packed days of fun for children and adults alike. Kids games will be followed by games for kids-at-heart. Santa will visit, there will be the Gift Grab, kid's movies then the communal dinner following happy hour. Best table decoration, club-provided desserts and camp-fire camaraderie take us through to the "Morning-after Funkana". Bigger and better than ever, this will test your driving skills, patience, trust and communication abilities as never before. Not to be missed.

Planning a trip?

The following experienced trip leaders have offered to assist new trip leaders in planning their trips.

Budding trip leaders are encouraged to seek their advice.

Name	Phone	Mobile	Email
Peter Watson	6254 7118	0418 649 823	pwatson1@tpg.com.au
Neville Simpson	6295 9021		bl.ng@bigpond.net.au
Dennis Collins	6292 7423	0418 969 452	margden1@actewagl.net.au
Chris Nicholls			calypsol@gmail.com
Doreen & Plod McEnroe	6241 8188	0429 008 436	doreen.mcenroe@act.gov.au
Neil Telfer	62919683	0427 263 805	ntelfer@tpg.com.au
David Whight		0438 882 696	tdavidwhight@hotmail.com

“SAFE ONE” BASIC 4WD VEHICLE OPERATION COURSE

*The Southern Tablelands Four Wheel Drive Club conducts **two-day weekend Driver Training** exercises, with **Follow-up Days** on the **Sundays, 1 week later.***

Purpose:

To introduce new & old club members to vehicle equipment, daily maintenance, recovery techniques & equipment, and in particular teach them the skills necessary to safely operate their 4WD in a variety of terrains.

Meeting Time/Place:

Service Station in Bredbo (right hand side of highway) no later than 8.00 am on Saturday.

**The Club's Education Coordinator is Peter Reynolds,
Tel (h) 6251-1258 or (m) 0428 623-458.**

**PLEASE BOOK A PLACE ON ONE OF THESE COURSES WELL IN ADVANCE AND ALSO RING PETER ONE WEEK BEFORE THE COURSE TO CONFIRM ATTENDANCE!
IF YOU DON'T, YOU WILL LOSE YOUR PLACE ON THE COURSE**

ONLY ONE DRIVER PER VEHICLE PER COURSE, THOUGH A SUPPORT CREW IS WELCOME.

COURSES FOR 2008 WILL BE HELD ON

**23RD, 24TH FEBRUARY
17TH, 18TH MAY
30TH, 31ST AUGUST**

**WITH FOLLOWUP ON
WITH FOLLOWUP ON
WITH FOLLOWUP ON**

**2ND MARCH
25TH MAY
6TH SEPTEMBER**

WHAT TO BRING

Yourself & family and a 4WD in good mechanical condition
Camping gear for overnight stay
Food and Cooking gear for 2 days
Chairs to sit on in lessons and around the fire
Recovery gear, if you have it, but not essential
Garbage bags for all your rubbish to take home
Notebook & pen
Camera
A full tank of fuel
Torch
Drinking water.
UHF Radio (optional – talk to Peter)
Front and Rear Recovery Points preferred.

There is a large First Aid Kit at Talooge. Also a large gas BBQ

PLEASE DO NOT BRING PETS OR FIREARMS.

Chainsaw Course

John Wiseman



SES Trainers

Mark Pritchard
Wayne Sainsbury
Lee Brown

Participants

Don Wiltshire
Garry Caitcheon
Graeme Kruse
Jim Raleigh
John Kjar
John Wotzko
Michael Rath
Owen Hann
Peter Butterfield
Theo Cassidy
Greg Divall
John Wiseman

This course proved very popular, with a dozen members attending, plus more than that queued up for a repeat if that can be arranged. It was conducted by NSW SES Southern Region trainers, commencing with an initial theory evening at the SES base in Queanbeyan on 12th March followed by another evening at Talooge on the following Friday, and a week-end of practical sessions leading up to assessment of competency.

The initial chalk-n-talk session, led by Mark Pritchard (Queanbeyan SES, and who is also one of our members) and Wayne Sainsbury (Yass SES) discussed the elements of chainsaws, chain characteristics, personal protection equipment, and focused especially on the safe use of an inherently dangerous tool. Special attention was paid to “kickback” where the nose of the saw kicks up rapidly towards the operator if it comes into contact with anything during operation. Graphic photos of resultant injuries reinforced the need to respect the saw and its ability to bite back if not properly handled. Assessing the stresses in a fallen tree was discussed— which areas were under compression, which under tension and what were the consequences of releasing those forces. The importance of good maintenance was also highly stressed, as was the need to operate to a plan – clear the work area of obstructions, always engage the chain brake when starting a saw or when moving around the work site, no bystanders to be within 3 metres of the operator, never ever approach an operator from behind unless you’re willing to wear the bity end in your anatomy, And of course, Personal Protective Equipment, protection for head (hard hat), eyes (safety glasses and/or visor), ears, feet (solid laceup boots, steel

capped for preference), chaps for the legs, We were joined at Talooge on Friday evening by Mark, Wayne and Lee Brown (Goulburn SES). Wayne brought his well-equipped training trailer, housing workbenches and tools sufficient for a dozen trainees. That evening he led a discussion covering saw maintenance. His enthusiasm was contagious and set the scene for great interaction over the following days. We were shown numerous examples of the damage caused by inadequate maintenance.



(Most trainees were to use SES saws, but some, including me, had taken our own saws to practice on. By the end of the evening I was ready to be seriously embarrassed when we had strip down our saws and perform a full service on the morrow. Mine had many sad signs of owner ignorance and neglect!)

Saturday morning and under expert supervision we stripped down, cleaned, checked, lubricated and sharpened our saws. Some (I admit) even learned how to dress their bars, i.e. remove ridges and wear points due to inadequate lubrication and improper chain tension. This session, as with the whole week-end, was marked by the willingness of the three trainers to cheerfully and unstintingly contribute their expertise. By the end of the weekend my own saw was performing better than it ever had, and I even felt confident that I could maintain it at that level!

Having got all the saws readied for work, we were shown in practice how to deal with a tree which had fallen over a track. How to assess where it was under compression and where under tension and how to proceed from there. We were shown how to reach over a log when trimming branches so that the log is between your vulnerable self and the perfectly sharpened chain. And especially, to never cut with the top of the nose of the saw, the deadly top quadrant – kickback is inevitable and death can be permanent.

Then to work. The hot Saturday afternoon was spent cutting fallen timber - clear the work area of obstructions, always check above for hangers waiting to fall, chain brake on when starting or moving around the log, assess compression and tension, first cut 1/3 of the way through from the compression side, then finish off from the tension side, always keep a full grip on the saw with thumb circling the handle. Now do it again and again until it's second nature and weakens old habits. Beware of hidden obstacles which might engage the upper nose of the saw and cause kickback..... Always work to a plan, always treat the saw as a respected colleague and never take it for granted – its bite is much worse than its bark.

In this session, opportunity was taken to show how to deal safely with hung up trees, those that had fallen but whose tops had become caught up in adjacent trees. Others tried their hand at boring – where the tip of the saw is used to cut directly into a log, a tricky process requiring careful management of the dangerous top quadrant to avoid kickback.

It was all hot, sweaty, thirsty, dirty and fun.

By the end of the day, after the saws had been cleaned and given their daily service we were more than ready to re-hydrate around the fire. Numerous beers were also consumed.

Sunday morning and Lee and Wayne demonstrated the felling of a potentially dangerous dead tree on the edge of the Thurbon Flat camping area. (Our Level 1 course related only to dealing with fallen trees. Tree felling is dealt with in a more advanced course.) They explained and demonstrated how to fell a tree exactly where predicted. This particular tree was so well balanced that wedges were used to pivot it on its hinge so as to fall exactly as planned.

Trainees then worked on the felled tree, each demonstrating boring and cutting wedges which were part of the competency assessment requirements.



Back into the bush to find hung up trees for demonstration and practice, then back to camp where the trainers went through the assessment routine individually with each of the participants. All were found to be competent and eligible for recognition as meeting the national Level 1 standard as chainsaw operators.

In a wrap-up session, the trainers commented on how pleasing it was to work with a group who actually wanted to learn. It seems they often have to deal with those who are obliged to do the training yet have no interest in learning. Certainly we had 100% enthusiasm, helped in large part by the enthusiasm of our trainers. This training was provided by SES in return for the use of Talooge for driver training, and we felt it an excellent Win-Win situation.

On behalf of all the participants, thank you Mark, Wayne and Lee for your time, patience and enthusiasm, your readiness to share your experience and knowledge, and your companionship during a most enjoyable and valuable weekend.



Some Thoughts About Camper Trailers

Greg and Vicki Taylor



I have put together some thoughts about our experiences with Camper Trailers. This includes three camper trailers and two long trips to the west coast, through deserts and across the top. It also includes additional information given by others in the club and on the road.

This article became a bit longer than I originally thought so I hope it offers some help or causes you to think about things that don't always come to mind when the trailer is parked in the driveway.

For those with trailers, I suggest the following tips and checks:

- ♦ Have you checked your trailer wheel bearings? When was the last time?
- ♦ Do you carry spare wheel bearings? Do you know how to fit them? Do you have the tools to fit them,
- ♦ or need special tools?
- ♦ While you are thinking of the bearings, also include new spare split pins, hub caps and carry bearing grease too.
- ♦ Does your trailer have brakes?
- ♦ Do you check your trailer brakes? When was the last time?
- ♦ Does the handbrake function correctly?
- ♦ Do you check your shock absorbers/springs?
- ♦ When was the last time that you checked or replaced your shock absorbers bushes?
- ♦ Do you carry spare shock absorbers? Are you able to fit them or have the tools to do so?
- ♦ Do all the lights and electricals function correctly?
- ♦ Do you have an onboard battery? Does this require

maintenance? Even maintenance free batteries should be checked for secure connections and to see that the battery holder has not come loose.

- ♦ Do you carry the correct spare fuses for your trailer? (Your spare truck fuses may be a different style/type/load)
- ♦ Does the trailer have a spare wheel/tyre? What condition is it in? Is it suitable for towing your trailer everywhere you expect the trailer to go? If it is only suitable for driving to the nearest repairer on tar then it is probably unsuitable for four wheel driving
- ♦ What special recovery equipment do you carry when towing a trailer?

Doing steep ascents and descents on fire trails is not the time or place to have to change bearings or find your trailer brakes are not functioning.

Many larger camper trailers are over 750kgs; when fully loaded (wet weight and gear) they can reach 1,200kgs with some over 1,500kgs. Remember to use gears (L1) for steep descents so that you do not fade your brakes and cook them.

Your trailer needs to be regularly serviced as you would for your truck (you *do* service your truck right...). If you do not do this yourself or with your regular vehicle service station, then consider one of the off-road specialist workshops around town.



Did this trailer have a pre-trip check?

I would suggest checking for excessive bearing play at 5,000kms - that is, jack the wheel up and see if you can wobble the wheel. (Remember, don't get under the vehicle or trailer if it is only supported by a jack.) Service the brakes and bearings at least every 10,000km, but the driving conditions you experience may require more frequent checking.

Carrying spares that fit your trailer can be very worthwhile even if you cannot fit them yourself - someone else may be able to fit them but they will need the spares and tools to do so! Better still, attend a workshop with the club or have an experienced person show you how to do this on your trailer.

If you are borrowing/hiring a trailer - this all still applies! Asking the lender/hirer these questions will better help you understand your situation and preparedness.

The spares I have mentioned are not exhaustive (I did not include spare hub assemblies or brakes etc!) but is what I have taken for remote travel, and they stay with the trailer. I have also had to change light covers, Anderson plugs, trailer (seven pin) plugs and water fittings that have suffered stone damage. An Anderson plug is a plug using heavier cable to directly connect the trailer battery to the truck battery. You should ensure there is an isolation mechanism where this connects directly to your crank battery to ensure sufficient charge is left to start the motor. Ours connects directly to our dual battery



Kane conducting his pre trip inspection

set up that is isolated from the crank battery.

You should think about including items like those mentioned in your 'trailer tool kit' if you have not already. Also, for borrowed or hire trailers with electric brakes - do you have a compatible electric brake controller fitted to your truck (the tow vehicle)?

As I have a winch I have upgraded my recovery gear to include an 8,000kg winch extension strap (my other strap was 4,500kg). I also have rated snatch blocks (7,000kg), bow shackles, tree trunk protectors (12,000kg) etc to enable a double or triple line pull. This provides far greater mechanical advantage for heavier loads. You may consider purchasing a heavier duty snatch strap for addition to your kit when towing. When you consider a typical 3,000 to 3,500+kg vehicle towing 1,000kg to 1,500+kg on level ground, this adds up to 4,000 to 5,000+kg weight that you would be trying to shift. Add an incline/mud/sand/obstacle to the equation and you can see the benefits in higher capacity recovery gear. Don't expect others to use their gear to get you out of a difficult situation!

Get in the habit of doing road ready checks each day before setting off. We do this when leaving home and each time we pack up camp and set off. We each walk around the truck and trailer in different directions double checking that:

- ◆ Jockey wheel is up
- ◆ Trailer hand brake is off
- ◆ Hitch to vehicle is secure
- ◆ Anderson plug is connected
- ◆ Gas leads are disconnected and stowed
- ◆ Safety chains crossed and secure
- ◆ Trailer plug is connected
- ◆ Hatches are shut, locked and secured
- ◆ The closures on the trailer are all secured and locked or clipped
- ◆ Lights, brakes, blinkers and parking lights work
- ◆ No loose bits are left on wheel arches etc.
- ◆ Any wheel chocks or ramps are picked up and stowed
- ◆ Stone guards/shrouds are in place

This habit gives great peace of mind. We have also found from time to time things that would have been a problem down the road. We also all look back at the camp site as we move off, and

look for anything that was missed (perhaps may have been under the trailer) - just habit but it works. These checks also include the roof rack and rucksacker when used.

In setting up your trailer, other things to consider are:

- ◆ Does your trailer have the same wheel and tyre size as your towing vehicle?
- ◆ Do your trailer wheels have the same stud pattern as the towing vehicle?
- ◆ Do your trailer wheels have the same offset measurement as the towing vehicle? Your vehicle's offset measurement should be in the owner's handbook with the vehicle. This may affect whether your truck wheels will fit your trailer.
- ◆ Are the trailer tyres suitable for off-road?
- ◆ Can your air compressor hose reach the trailer tyres? Trailer tyre pressures also need to be reduced when driving off-road.
- ◆ Do you have rear window protection for your truck?
- ◆ Are your mud flaps sufficient to reduce stone damage to your trailer?

I have had camper trailers with wheels and tyres that did not match the car and have been lucky. I now have a trailer with the same size wheels, exactly the same tyres and the same stud pattern. A bit more peace of mind that the tyres and wheels are reasonably interchangeable between truck and trailer.

When travelling remotely, I also carry a spare tyre (case

only) on the roof rack. This is much lighter than carrying a spare wheel and tyre on the roof and I can more easily lift it up and down. I also carry a R & R Bead Breaker kit that I can use to strip and refit a case as well as plug punctures. I have not had



to use this on our trips (yet) but I did practice stripping a tyre off a rim and replacing it in my garage. My tyres are tubeless and I also carry a spare tube in case this may get me out of trouble.

On hearing others' tales of seeing trucks with broken rear windows from rocks bouncing up from the trailer, I fitted (using duct tape) cardboard to my rear windows on a major trip across Australia. This cardboard lasted several thousand kilometres and when I removed it in Broome to replace with Perspex, it showed a few dents from stone strikes. Our Nissan GU has two doors with two windows at the back. Each, I am told, costs \$500 to

replace - if they have the window (remote areas you could be waiting several days for it to turn up). The Perspex covers are cheap insurance at some \$260. Invariably, almost all of our weekends or trips in the east also are on dirt roads. While not as stony as the Strzelecki or Oodnadatta tracks, it only takes one stone. I also notice that our Cooper STs tend to chuck out more rocks than 'roadies'.

As with most 4WDs, we have replaced our suspension (springs and shock absorbers) to better cater for the weight we carry and the conditions that we drive in. This improvement to our truck has also provided approximately a 75mm (some 3") lift to the body of the truck. But guess what? This improvement also raises the mud-flaps, which means more stones hitting the trailer! Not an obvious consequence that you would think of when you are focused on changing your suspension! A way to help reduce stone damage to the trailer and potential broken rear windows is to replace or extend your truck's mud-flaps. Ours have had longer mud-flaps bolted to them and chains fitted to stop them rubbing on the rear tyres when reversing.

Oh, and if storing your camper for an extended period keep your water tank(s) topped up and drain/refill before next use.



My camper trailer - the best bed I have ever dragged through the bush and across the desert! Happy four wheel driving.

Greg (and Vickie) Taylor

GET A GRIP



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OziExplorer and Google Earth

Jim Raleigh



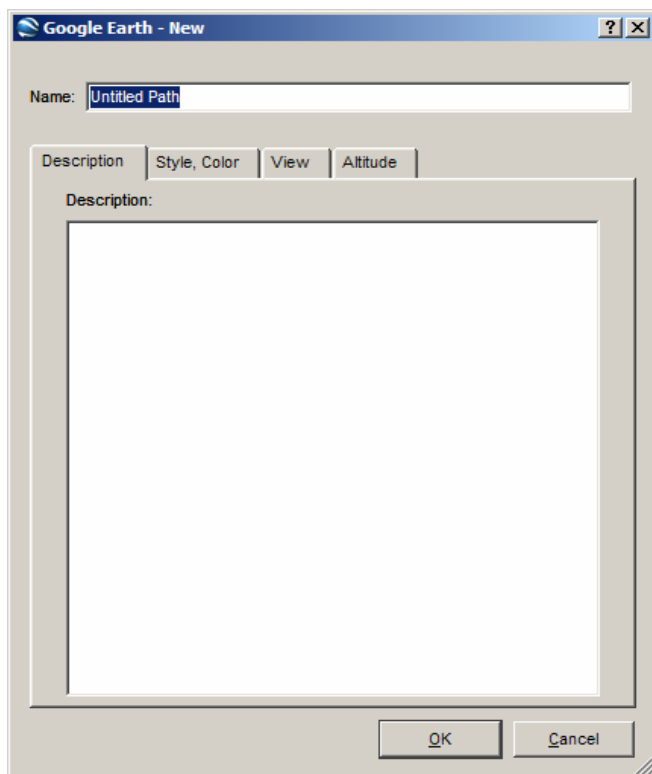
Wouldn't it be great to be able to transfer track and waypoint data between Google Earth and OziExplorer? It's easy!

You can create tracks (known in Google Earth as 'Paths') and Waypoints (known in Google Earth as 'Placemarks') within Google Earth both to assist in trip planning and for transfer to OziExplorer.

Similarly from within OziExplorer you can view the area of interest in Google earth as well as transfer Track and Waypoint data if you wish.

In Google Earth *Creating Paths (Tracks)*

Firstly zoom to the area of interest at an appropriate scale which allows you to accurately identify the track you wish to trace then select 'Add|Path'. The following dialog will be displayed:



Enter a name for the Path (Track) and optionally, a description. **DO NOT** click the 'OK' button.

The cursor (mouse) is now in track plotting mode (note the cursor graticule shape) and cannot be used to drag the viewed area as usual. Instead, use the arrow keys to scroll.

To create your track you have 2 options:

1) 'Draw' a track by left clicking the mouse at the start point and holding it down while dragging it along the track to be followed. This will automatically create track points at suitable intervals, however it can be difficult to draw with a steady enough hand to follow a specific track.

Or

2) 'Left Click' sequentially to mark track points which are automatically linked to plot a track (Path).

If you make a mistake, simply right click to delete the previous point, and keep right clicking until you've removed the mistake.

To edit tracks, carefully position the cursor over an existing track point – the cursor changes to the normal finger pointer. With this pointer displayed, you can left click and drag the point to a new position. This action also makes the selected point the active point and additional left clicks (with the graticule pointer) will insert points into the track between that (now) active point and what was previously the following point.

Once you have completed your track, clicking the 'OK' button in the dialog above, and it will be saved with the assigned name and listed under "My Places" on the menu. Checking and un-checking the associated check box will sequence the display of the track on and off.

Creating Waypoints

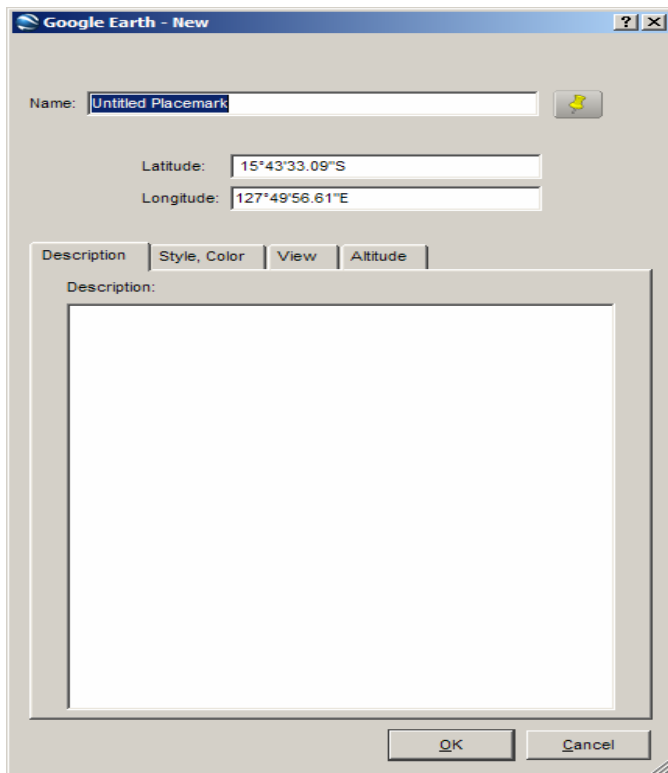
Waypoints are known in Google earth as 'Placemarks'. Although Placemarks can be stand alone points in Google earth they can also be grouped together under a heading and treated as Waypoints to delineate a track.

It is best to first create a 'Folder' where the Placemarks will be stored. To do this, right click on 'My Places' and select 'Add|Folder' and give it a suitable name to identify your set of waypoints.

Check that the new folder is selected (until you change this selection, all waypoints will be created in this folder), and click the 'Placemark' button.



An 'Untitled Placemark' will be displayed at the centre of the screen and the following dialog will be displayed:



Enter a name for the Placemark in the dialog, along with any additional (optional) information desired. **Do NOT** click the 'OK' button until you have dragged the Placemark symbol to the precise location desired.

To assist in recognising your Placemarks, the displayed symbol can be changed by clicking the image button to the right of the name control in the dialog above. The new symbol selected will also be used for subsequent Placemarks until you change it again. Placemarks will be listed in the chosen folder in the reverse order in which they were created. You can change this order by dragging a Placemark to the desired position, or even to another folder if desired.

Continue to create as many Placemarks as you require. If you wish to change the geographic position or name of a Placemark, right click on the Placemark name in the folder and select 'Properties'. You will see the above dialog again displayed and you can make whatever changes you want, including dragging to a new position, before clicking 'OK'.

Transferring Google Earth Data to OziExplorer
Ozi explorer has the ability to import data from Google Earth provided it is in a Google *.kml file. Both the Paths (Tracks) and Placemarks (Waypoints) you have created can be saved in *.kml format using exactly the same procedure as follows:

- ✦ Right click on the relevant Track Name or the Placemark Folder name and select 'Save As'. The standard windows Save As Dialog will be displayed.
- ✦ Change the 'Save as Type' from the default 'Kml (*.kml)' to 'Kml (*.kml)'.
- ✦ Navigate to the directory into which you wish the data to be saved (e.g. Ozi Explorer Data Directory).
- ✦ Assign a file name you will recognise. Click the 'Save' button.

HINT: You can actually save and transfer a number of tracks and waypoint groups simultaneously in a single file by arranging your folders appropriately. A folder name such as 'Kimberley' could in turn contain a number of tracks and waypoint folders which could be transferred together by saving the 'Kimberley' directory to a .kml file.

In Ozi Explorer *Importing Tracks and Waypoints from Google Earth*

Having first created the appropriate *.kml file as described above, start OziExplorer and load the appropriate map for the area of interest.

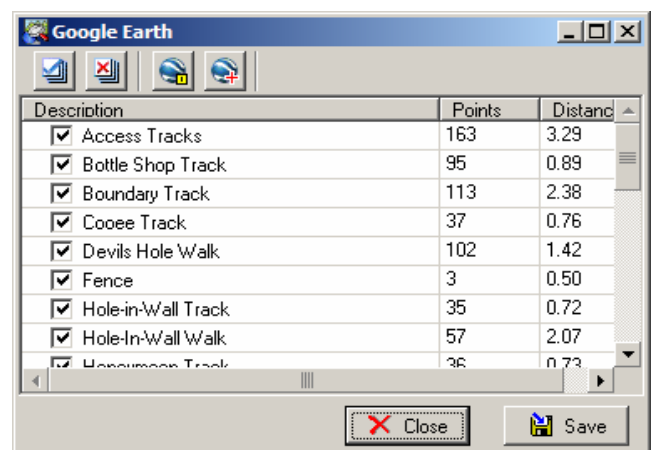
Select 'Load|Import Google Earth (kml) File'.

The Tracks/Waypoints you created in Google Earth will now be displayed in OziExplorer and can be saved as OziExplorer Track or Waypoint files in the normal way.

Transferring Data from OziExplorer to Google Earth

Tracks and Waypoints displayed in OziExplorer can be transferred to Google Earth very simply although the procedure is not obvious.

With all the relevant tracks/waypoints displayed in Ozi, select 'Save|Export to Google earth' and the following Dialog will be displayed.



All the loaded Track/Waypoint files will be listed and those NOT required to be transferred should be de-selected (The second button on the top Button Bar will deselect all).

Two different options are now available for transferring data to Google Earth:

By clicking the third button on the button bar ('View Data in Google Earth'), Google Earth will be started up, will zoom to the area of interest, and all selected data will be displayed exactly as it was in OziExplorer except that the waypoint symbols will have changed.

It should be noted that data transferred in this way is listed under 'Ozi Explorer' in the 'Temporary Places' folder in Google Earth. It will not be retained by Google Earth unless it is saved to 'My Places'. (Right click on folder and select 'Save to My Places')

Alternatively, by clicking the 'Save' button in the above dialog you will be prompted for the name of a *.kml file into which the data is saved and which can be loaded into Google earth manually.

Viewing the OziExplorer area of Interest in Google Earth

If you do not wish to actually transfer data, but simply wish to view the Google earth imagery of the area currently displayed in OziExplorer, you initially follow exactly the same procedure as above to display the same 'Google Earth' dialog.

No tracks or waypoints need to be loaded in OziExplorer and any files listed in the dialog can be ignored.

Clicking the fourth button on the button bar ('View Map Position in Google Earth') will start Google Earth which will then zoom to the area of interest.



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Trip Report - Driver Training

23, 24th February, 2nd March 2008

Kerry Lejsek



Course participants were:

Tony Preston Stanley, Sylvia Allen, Ed Russell, Peter Cassells, Vincent Marchal, Robert Donaldson, Rainer Stoecker, Sam Voysey, Jim Huet, Jayne Hines, Brian Fleming, Greg Divall, David Sullivan, David Robertson, Richard Cotterill and Kerry Lejsek

At 8:00 am on Saturday 23 February, 16 participants gathered at Bredbo for the first Basic Driver Training Course for 2008.

We were greeted and briefed on convoy procedure by one of the driver trainers, Peter Butterfield (AKA PB). Who then proceeded to lead us at a cracking pace down Jerangle Road to the club's property Talooge. PB must have been motivated by the promise of fresh scones baked by the Course Coordinator (and master instructor extraordinaire), Peter Reynolds. After reducing our tyre pressures just inside the gate of the Talooge access road, we then proceeded up Highway 1 to the training shed. Wow! what a difference a grader makes to a rutted over grown access road...so much so that one of the course participants was able to tow in a large dual axle off-road caravan – the likes of which has probably never been seen before at Talooge. Looxury we all said...

We were greeted at the training shed by the driver training team – who must have eaten the all the scones before we got there – no wonder PB was in a hurry.

The morning was spent learning the theory of becoming a better 4 wheel driver – with Peter and Shelly up front playing with pictures of cars, pieces of tyres and parts of a toy truck. Will someone please buy them a new tonka – they have lost the chassis off theirs. That morning I learnt lots of stuff about my car that will hold me in good stead both on the tarmac and on the dirt.

After setting up camp and having lunch we were allocated a driver trainer who we then proceeded to chase around the front paddock whilst practicing wheel placement and reversing. Then it was off to the offset

mounds to take our vehicles for a walk through the holes and humps...sort of like riding a camel...now I understand the value of good suspension, a decent bit of wheel travel and a grader!

Next on the agenda was hill stalls and starts both up and down, remember if it all turns to custard turn off the key, count one two and brake, sort yourself out, find the right gear and off you go again.

Parking the cruiser in Woden will never seem hard after traversing up and down between the trees of Talooge. I was really pleased to report to my husband that all the scratches on the cruiser still belonged to him by the end of the first afternoon. Not so much as a stick jumped out and touched my car. *(Editor's comment – note this lady's use of "my" car. This phenomenon accounts for the increasing numbers of two 4WD families! It gets worse as the story unfolds.)* The trees at Talooge were very well behaved.



The trainers provided the entertainment for the afternoon whilst exhorting Vince in his Disco to "drive it like you stole it" in order to exit one of the deeper gullies. This was accompanied by lots of foot stamping by the trainers to demonstrate where the wheels should be placed or maybe it was some bizarre mating ritual between two of the husband and wife driver trainers. Guess who - don't sue...

The evening was spent around the campfire, sharing good food, bad jokes, stories and yarns. This was a great end to a great day. Does any one know where the twenty cents pieces are?

Day two of the course commenced with a briefing about radios and communication equipment. This was followed by demonstration of how to drill a hole in a tyre and fix it with a doggie what's it and a display of essential equipment that should be carried in the car. Goodie...no room for the fishing gear...need to load up the back of the cruiser with all that other stuff...knew there was a reason for installing those drawers...

We then proceeded on to the demonstration of how to winch yourself out of trouble with a high lift jack and chain and both hand and electric winches. More shopping for accessories now required...

After lunch and packing up the tent, it was off to the hills for more driving and practice parking the cruiser between trees - where much fun was had.

The weekend finished with a debrief and plans for next week's Sunday drive in the Brindabellas.

On Sunday 2nd of March we all met up again at Uriarra Homestead. We split into two groups of eight vehicles and moved off to practice the use of snatch um straps. The rest of the day was spent on Pete's Turnaround Tours where in convey we failed to recognize turnoff's and went through gates which were not supposed to be there.

A great day was had driving driving driving up Genges Fire Trail, down Genges Fire Trail, onto Two Sticks Road, Dingi Dingi Ridge Road turn left at the

tree of knowledge and then follow the road down to McIntyre's Hut. After grabbing a quick lunch it was back on up the road to the power lines, down the Power Lines Road, up the Power Lines Road onto Two Sticks Road and down Pabral Road to Brindabella Road where "airing up" was required before heading back to Uriarra for a debrief.

I cannot commend the value of basic driver training course enough. I sat through the course with my husband six months ago and now I have completed the course too. My motivation was to be able to drive the car well enough as a back up driver or in case of emergency. This is no longer the case...move over Rob...you will have to learn to navigate with Ozi 'cause it's my turn at the wheel now!

What an asset to the Southern Tablelands 4WD Club the driver trainers are. They spend huge amounts of their time maintaining and planning new tracks at Talooge, they give up their weekends to patiently teach us newbies to be better drivers, and they spend lots of time improving their own skills and on trainer development. Their unselfish dedication means that we can all enjoy club trips with the knowledge that other drivers have a level and skill and understanding of their vehicles that we all benefit from. We are shown how to gain greater enjoyment of our great country, take better care of the tracks we drive on and the environment we now have better access to.

Thanks Guys and Girls... ta muchly...your efforts are greatly appreciated.



Presentation of Driver Training Certificates

Reflections on Driver Training

Sylvia Allen



I have to admit I had some doubts about attempting this course and as a female I don't think this is unusual. However, I was encouraged by other female club members who have completed the course, and also by my husband.

Actually after going up and down some of the tracks at Talooge, I *marveled* at the fact my husband *had* encouraged me to take the family 4WD and do this. I realize now what it probably cost him, and I don't mean the repairs! I say full marks to partners who encourage us to participate!

There were both theory and practical components to the course. The theory session covered convoy procedure, driving techniques (applied physics, common sense and caution) and then lessons in mechanics as we were told how our cars actually worked. Peter and Shelly made the theory quite entertaining and chocolate frogs were thrown all around the room for right answers. They gave some really important tips too. I remember Peter saying Looook ahead but unfortunately I had to have the practical lesson also; and that's why there is a dent in our muffler.

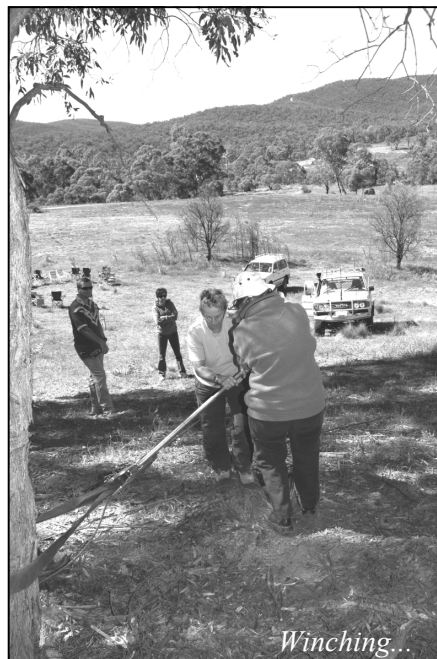
The practical side was simply awesome! There was a point where I started to get the gist of winding between trees while climbing over rocks at the same time and I began to really enjoy it. This was a total surprise as I had approached this training as just something I should learn in case of emergencies.

I was fortunate to have a trainer with me in the passenger seat both at Talooge and on the follow up day. Some, (I think expressly male drivers) didn't. This made me feel guilty! and it could be interpreted as being sexist! However everyone seemed to be happy with the arrangement and some actually declined the offer of a trainer; frankly I was quite relieved, although by half way through the follow up day I felt brave enough to go solo!

The Trainers who come as passengers are fantastic - I

had Thommo on the first day at Talooge and I was quite surprised to see him roll up to take me on the next day – I thought I had worn him out!

I had Michael Rath on the follow up day and I was telling Michael how I had to pull out of a previous training course as my husband couldn't come and look after me i.e. put up the tent and have a gin and tonic ready for me. And do you know Michael said "Well you could have come, the trainers would have done that for you"! How helpful is that!



Although halfway down one unbelievable track I did ask Thommo to radio ahead and request a gin and tonic should I survive the descent, and he did, but it couldn't be arranged!

Tip to the Ladies – don't go as a passenger to see if you will do the course; if I had, I don't think I would have done it and I would have missed out on all the fun and the confidence gained.

Tip for the Gents – If your partner does the course there is every chance you will get a tick to get the suspension upgraded.

Unisex Tip – The weekend at Talooge is quite full on and it really is best to have someone set up camp and cater for you.

To summarise the whole experience:

Apart from the pleasures derived from being at Talooge and drinks and chat around the fireplace, and some great scenery on the follow up day, I now feel if I had to drive in similar conditions, tow someone or be towed, I could do it.

But I won't leave it at that! I'm going to put Bob in the passenger's seat some of the time and I will at some time repeat the driver training, as I'm told you can. I will also be a better passenger and know what to look out for as a co-driver. And importantly I will encourage other females to complete the training.

Electricity for Camping - Part 2

John Wiseman

Last month I discussed power requirements and battery characteristics. One of the major points was that a typical camping rig will consume about 35 amphotours (Ah) per day. Refrigeration accounts for at least 2/3 of this demand; much more if we run the fridge as a freezer.

So how do we get that amount of electrical energy into our battery? Indeed, how do we know the state of charge in that battery? Let's first look at how we measure just what charge is in the battery. This is not easy, and nowhere near as easy as measuring the voltage at the battery terminals.

Most 100 Ah batteries (the size commonly used for this purpose) may be considered to be fully charged when, if we apply a charging voltage of say 14.4V volts, they don't draw more than a couple of amps. At this point, virtually all of the available chemicals have been used up and there's simply no more capacity - they are fully charged. At the other end of the range, when a battery is near fully discharged, we find that it will draw high current when we apply a much lower charging voltage, say 13.4V. When fully charged we must limit the charging **voltage** to about 14.4V; when largely discharged we must limit the charging **current** to about 20A. (If a battery is fully discharged, initial charging current should be limited to a few amps. For the sake of battery life, we should never discharge it to this extent.)

Ok, so we can identify a fully charged battery by the fact that it

won't draw much current even with maximum charging voltage applied. A discharged battery will draw high current, even with a lower voltage applied. But what about in between, which is really the area we are interested in? Here the measured voltage is largely dependent on the current that is flowing into or out the battery. This voltage may range from below 11V to over 14V depending on whether current is flowing out or in, the state of charge and the condition and age of the battery. Measuring voltage without consideration of the current flow at that time tells us very little.

The only semi-reliable way of measuring the state of charge is to use a (very) smart meter that can detect the fully charged state, allow for inefficiencies and continuously monitor the cumulative net flow of charge (current) in and out. These computer based meters exist, but are expensive, and their accuracy is questionable since inefficiencies vary widely and errors are cumulative.

The easiest and least expensive way of knowing that your battery is well charged is to keep it that way. Knowing your rig's electrical requirements and your charging capability then allows you to know when you're running up a charge debt or credit. Metering both voltage and current allows you to keep an eye on your electrical bank balance.

So how do we provide that 35 Ah per day to meet daily demand when not running the ve-

hicle's engine? A generator is an obvious choice and may have other applications - you might carry a power hungry hairdryer or microwave, which would embarrass a battery based system. The ability to run power tools could be an advantage too. Don't forget though that in many campgrounds and national parks, generators are not welcome, and the noise is a selfish intrusion on other's peace and quiet. (Even the quietest, which produce little more than a loud hum are an intrusion when we are "getting away from it all".)

Solar panels from about 100W upwards can usually meet the needs of an energy frugal campsite. About 130W capacity should handle even a power hungry camp. It should be noted that no solar panel will deliver to a 12V battery the full wattage claimed by the manufacturer. Their rating is based on the panel operating at its optimum voltage, about 17-18V, but for charging a 12V battery we can't use voltages as high as this. The rated current is available, but we are limited to about 15volts. Watts=Volts x Amps, so with the reduced voltage we can only use about 80% of the rated wattage. To achieve maximum power, the panels must be aimed reasonably well at the sun, so must be moved a few times a day as the sun moves across the sky. (Purists might argue that it's the Earth that moves, but that's another story!) Then of course solar panels don't work too well under cloud either. On the other hand they do provide an alternative when all else fails, and given time can charge a battery sufficiently to start the engine if the alternator fails, or to call for help by radio.

Charging constraints.

In a perfect world batteries would be charged by a three stage charger. These deliver a constant current (amps) while the voltage rises to a predetermined level. Then the voltage will remain constant and the charging current will slowly fall as the battery approaches maximum charge. When the current has dropped to around 1 or 2 amps, the charging voltage is reduced a little and the battery and charger may then remain safely in this state for months. Different chemistries lead to differences in these threshold voltages and currents. For our purpose though, the constant current phase should use a current no higher than 1/5 of the battery's Ah rating (e.g 20A for a 100Ah battery). The constant voltage phase may be 14.4V for flooded batteries, or up to about 15V for some AGM calcium doped types. The particular battery will carry the manufacturer's recommendations, which should be observed. This applies particularly to AGM, gel and calcium doped batteries.

In the real world, the battery will be charged by the vehicle's alternator that delivers a voltage which varies with alternator temperature and is intended to suit the cranking battery. The voltage will be a bit low for charging the auxiliary battery. (Note that while the alternator is running, it will be powering the fridge and all the other gear too. This load can cause a voltage drop which further limits the voltage available for charging the battery. Heavy cabling is essential to minimize this drop.)

The most critical factor is that the charging voltage supplied by the alternator is too low to fully charge the auxiliary battery. A few hundred dollars will buy a 3 stage charger running from the alternator to charge the auxiliary battery. Or quite a few more hundred dollars will buy a solar panel that will deliver the required higher voltage. It is important that a solar controller be used to cut off

charging when the battery is full. Otherwise, once the battery can no longer absorb the current from the solar panel, the solar voltage will rise excessively and can damage the battery.

A few back-of-envelope calculations are interesting. According to the table published last month, if we could input about 40 Ah, we could replace one day's drain, so we'd gain an extra day's use. If we could do this every day from solar panels, we'd be fully self sufficient while ever the sun shone. We'd need about 6 amps for 7 hours, which would call for a panel with a nominal output of about 100 watts. This much solar capacity, plus a controller, will cost over \$1000.

An 80 watt panel will supply close to 5 amps, which isn't quite enough to meet daily demand with 7 hours sunshine. With good sunshine though, it would take a week or more before the cumulative daily loss became a problem. A 60 watt panel will deliver about 3.5 amps, or about 25 Ah per sunny day, so can meet only 2/3 of the daily demand. It will extend our stay from 2 days to 3 days before the battery is largely discharged.

To harvest enough sunshine for a long term stay, allowing for some cloudy days, a 120W panel (or 2 x 60W) should be good. This is confirmed by our own experience. A 60W panel didn't help a lot, but adding an 85W panel to it to give 145W capacity was excessive.

What about 240V ?

The need to have 240V power when camping can be largely avoided. 12V chargers for camera, phones, gps, laptop etc are readily available and more efficient than using an inverter from 12V to supply 240V to be

changed back to some low voltage to charge the batteries.

An inverter has basically two functions – to provide an alternating current (ac) voltage rather than the direct current (dc) available from the battery, and to raise the voltage up to an average of 240V. There are several types of inverter. The most expensive provide a pure sine wave which is preferred for any sensitive equipment, especially laptops. The cheapest simply provide a square wave ac, which is satisfactory with motors and some small chargers for cameras, phones etc, but not for most laptop computers. There are also intermediate types, "modified sine wave", which combine a number of square waves to approximate a sine wave shape. These are usually satisfactory for laptops, but, like the square wave types, often create a lot of radio interference.

Inverters are about 80% efficient. They come in different sizes. A 150W unit will handle most camp requirements, but may have trouble starting a laptop (even though the average drain by the computer is much less than this.) A 300W unit is probably a sensible minimum. Bear in mind that Watts = Volts x Amps, so, if we draw the full 300 watts, we will require 25 amps from the 12volt battery, plus 20% to account for inefficiency. That's 30 amps. This will draw from the battery in 1 hour about the same as all other camping loads take in a day. There are also much larger inverters. A 2000W one will provide enough power to run power tools or even an electric jug, but at full output they will draw from the battery about 150-200 amps. That's as much current as the winch when fully loaded, and way outside the comfort zone of any deep cycle battery. When drawing big power from these big inverters it is essential to run the engine so that the alternator can shoulder part of the load. **A final important point – the 240 volts from an inverter is just as lethal as the 240 volts in your home.**

Trip Report - Envirofund Working Bee #6

Tree Planting at Talooge

1 – 2 March

Don Wiltshire



Trip Leader

Don Wiltshire - Jackeroo

Participants

Ian and Jeanette Flanagan – Toyota Prado
Laurie and Robyn Westcott – Toyota Prado
Alan Jones – Toyota Prado
Ian Goodacre and Ben – Toyota HiLux
Steve Corcoran – Toyota Land Cruiser
David Campbell – Toyota Land Cruiser
John Kjar – Toyota Land Cruiser

the seedlings had been slow to develop. They would not be ready for planting until two to three weeks after the planned working bee. Words like 'gosh' and 'bother' came to mind!!

Another quick change of plans

Greening Australia has been caring for a number of native plant seedlings grown from seed collected at Talooge in 2007. Many of these were now developed sufficiently for planting out. Greening Australia could also provide other native plant seedlings suitable for the environment in the Talooge area. The working bee would now plant native trees instead of native grasses.

One objective under the club's Australian Government Envirofund agreement was the development of an area of native grasses. The plan entailed the planting of 1200 plugs of kangaroo grass seedlings in Area 3 of the block. The seedlings were ordered last winter for delivery in time for the Envirofund working bee in September 2007. When it came time for collection the supplier advised that the strike rate of seeds was too low so the plugs were not available. Graeme Kruze then changed the focus of the working bee to clearing fallen timber in Area 3 to enable easier access for later direct seeding of native tree seeds, due in November 2007.

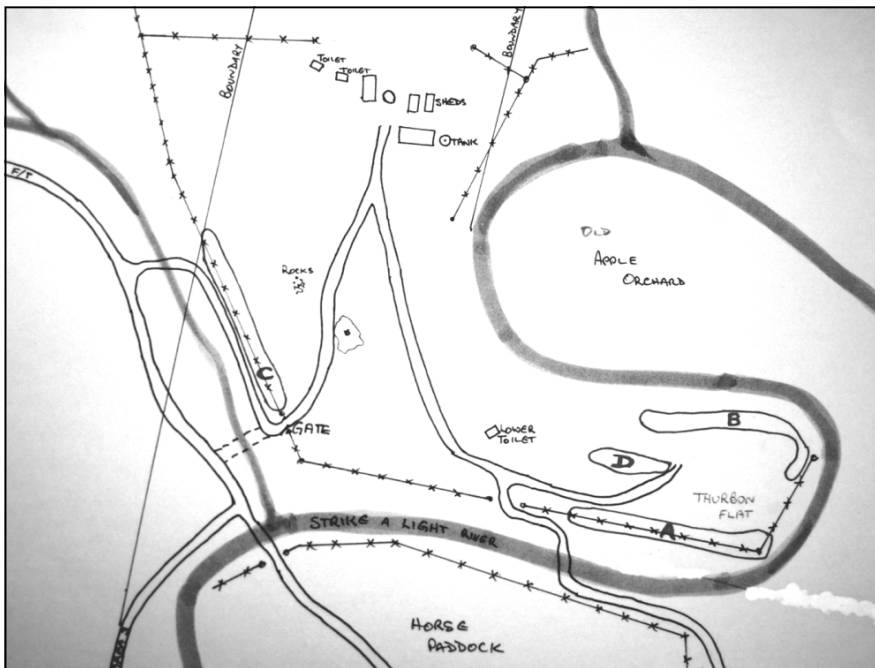
The grass plugs were reordered for delivery in time for the March 2008 Envirofund working bee. Graeme and I made a couple of visits to Talooge during January and February to prepare the plot to be grassed. On checking with the supplier a week prior to the pick up, we were told the strike rate was not bad but

On Thursday prior to the working bee John Kjar and I selected plants at Greening Australia see table below for number and species.

John and I hatched a plan to start planting on Thurbon Flat. Following some quick calculations around the area needed to accommodate a camper trailer and vehicle, the perimeter of Thurbon Flat would be stepped off in 12m sections. Each would be marked with a wooden stake and the tree seedlings planted in two rows about four and eight metres out from the perimeter fence. It was hoped that in time these would grow to define individual camping areas around the flat while still allowing tractor access for mowing.

An area at the end of the flat would be left vacant for the eventual installation of amenities, eg. shelter shed, tank, toilet, etc. The perimeter areas were des-

Qty	Botanical Name	Common Name	Growth (m)
40	Acacia rubida	Red Leaf Wattle	2 – 10
40	Acacia boormanii	Snowy River Wattle	2 – 4
20	Acacia penninervis	Hickory Wattle	2 – 8
20	Acacia losttagii	Broadleaf Wattle	1 - 8
20	Callistemon pityoides	Alpine Bottlebrush	2
20	Leptospermum obovatum	River Tea tree	3
20	Eucalyptus pauciflora	Snow Gum	1 – 20
20	Eucalyptus viminalis	Manna Gum	25 – 50
20	Eucalyptus stellulata	Black Sallee	5 – 14
40	Eucalyptus globulus bicoatata	Eurabbie	20 - 45



ignated area A and area B on the planting plan. Another portion of the flat was defined as area D. This is a sloping area in the middle that had previously been planted with trees but very few had survived due to the drought. It would be a target for replanting as well.

On Friday afternoon Ian and Jeanette Flanagan and Alan Jones arrived early. After setting up camp we discussed the weekend's activities and did some more detailed planning with the aid of a few beers and the odd bottle of red wine. Their arrival on Friday also allowed us to complete a couple of hours preparatory work on Saturday morning before the remainder of the team turned up at around 10am.

When everyone was ready, teams were formed to get the work under way. One group cleared off a square metre of topsoil about 2cm deep. This removed existing weeds and any weed seeds in the top layer of the soil.

Next a team dug a plant hole in the cleared area into which was mixed fertilizer and water crystals. The following team planted the seedling and formed a small water-retaining dam around each one. Next came the tree guard installers followed by the water delivery mob. Amazingly, it all flowed really well.

By early afternoon over one hundred trees had been planted on Thurbon Flat. The various species were min-

gled to provide what is hoped will be a mixture of larger shade and smaller decorative trees around the site

Later on Saturday afternoon fifty more seedlings were planted along the western fence of the home paddock, called area C, in a similar 'camper trailer' configuration. In addition the 20 *Leptospermum* seedlings were planted in the riverbed of Strike A Light River near the Horse Paddock crossing. In all we planted over 180 tree seedling on Saturday. A great effort from everyone involved.

Some time ago Alan and Marge Jones donated to the club a box of Water Tube tree guards. Due to the drought and the poor availability of on-site water they had not been used. The Water Tube is a plastic bladder holding about 20l of water that is released through a very small tube. The water drips out very slowly directly onto the base of the plant. It takes 16 days for the 20 liters to drip out, effectively watering the plant for that period. These special tree guards are available on the Internet for between \$7 and \$8 each.

We also had a number of plain plastic tree guards that were installed. In the end there were not sufficient to protect all trees planted. So there are a number of seedlings with no protection at all. It will be interesting to follow the development of trees utilising the various planting methods. The price differential/plant is approximately \$7 vs 20c vs zero cost.





After the hive of activity on Saturday, Sunday was almost a day of rest. It was spent doing follow up watering of seedlings plus a lot of backpack weed spraying around the home paddock. A huge area of the paddock was covered. It should keep a lot of emergent serrated tussock and other weeds at bay. My thanks to the sprayer for doing such a great job.

By mid-afternoon on Sunday we were all packed up and on the road home. On Monday I returned about forty surplus seedlings plus the empty plastic tubes to Greening Australia.

It was a huge effort from everyone. The end result will enhance the environment at Talooe and provide more

pleasant camping areas for future generations of club members.

My thanks to everyone who came along and put in such a big effort. I hope you all had an enjoyable weekend.

*Too old to plant trees for my own gratification,
I shall do it for my posterity ...*

Thomas Jefferson.



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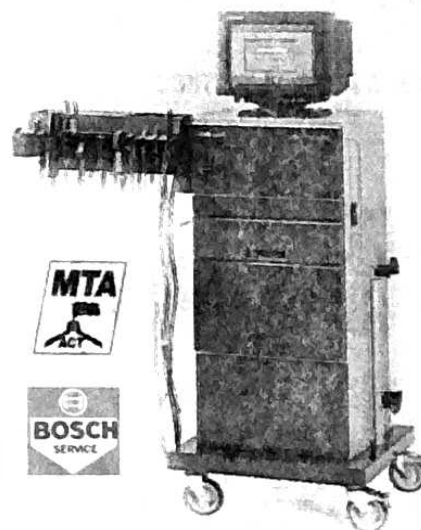
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MAPS

An arrangement is now in place for members to purchase Maps and mapping related products **at significant discounts** and at the same time provide a small benefit to the Club.

Products available cover a wide range covering Sheet Maps, Wall Maps, Globes, CD/DVD Maps, Road Atlases, and Guide Books. Sheet maps include Topographic Maps (25K, 50K, and 100K), Forest Maps, and those from HEMA, Westprint, Sunmap, Meridian, Geosciences Aust, TASMAP, VICMAP and many more, even many from overseas such as AA-UK, AA-NZ, Collins and National Geographic. Guides include publications from HEMA, Explore Australia, Moon, Boiling Billy, Camps Australia and many more.

For further details see the club Web site under 'What's New'. If you have any questions, or for an order form, please contact Jim Raleigh by E-Mail to Property@st4wdc.org or on 0413 612 305

Members' ads .. Continued from following page

For Sale; Trek Offroad Camper Trailer

Excellent condition.

16" OR wheels, Ind Suspension, Elec Brakes. Q/Bed, Rear Kitchen and 60L water tank.

Fully lockable.

\$9800 contact Dennis for photos and details on 62927423 or margden1@actewagl.net.au

Tyres: Free to someone who can use them. 4 x Michelin LTX A/T 265/70/R15 tubeless tyres, at least 50% tread. Contact Jim Raleigh 0413 612 305.

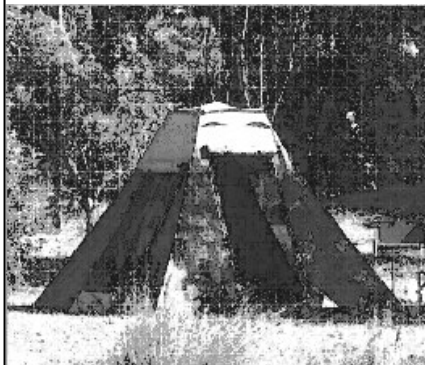
For sale – a Porta Potti 365, never been used. \$70. Whole unit sits 40 cm above ground level, base unit capacity is approx 15 litres. Price includes an additional 2 litres of chemicals. John ph 02 6287 7574. Mob: 0432 737 440

2,000-year-old Himalayan Wellness Product now available in Australia....Soon the world! First time ever in liquid form. Backed by research, money back guarantee. What have you got to lose but lack of wellbeing? Call Ian on 0427400341 email BE2health@FreeLife.com or go to www.BE2health.Freelife.com go to Pacific Rim and click on Australia then explore the site. For technical and medical info and trial results go to www.pubmed.com.

FOR SALE/WANTED/LOST/FOUND



Advertising on this page is **free to members** but is restricted to **Two Months.** Non-members will be charged \$20 per advertisement for 5 lines for the same period.



Tent

Southern Cross Ultimate 10, 3m x 3m 'as new' having been used only 3 times. Includes both centre and internal side poles. Cost over \$1,100 in Feb 06 but will sell for \$600. Contact Jim on 0413 612 305

Gas Bottles. I have two brand new 4.5kg bottles that have never been used. They are date stamped at Aug 07. Both come filled with gas. They have standard 3/8" LH fitting. Cost was \$64.95 each (\$49.95 for the bottle and \$15 for the gas), but I will take \$35 each (i.e. \$20 for the bottle). If you want to buy both of them I will include a 3/8" to POL adapter for free (cost \$15). Phone David, work: 0419 297 329, home: 6292 2506

Portable toilet. Fiamma Bi-Pot 125. Has a 13 litre waste tank and is in as-new condition.

Plus 5 litres Aqua-Kem Green waste treatment additive. \$120 o.n.o.

Phone Leon 6241 2993 or email leonandkay@netspeed.com.au

For Sale: Mitsubishi Pajero, 7 seater wagon, 93 NJ GLS, ACT reg YAZ61R till Sept 2008

White, 5 speed manual, air con, cruise, electric windows/mirrors, 6 stacker Alpine CD, Uniden 40 ch UHF CB, new Yokohama Geolander Tyres, as new colour coded ARB bull bar and full tray ARB roof rack, tow bar, side steps, APF driving lights, Nokia hands free kit and cradle including handset

This car has a full service history (by the book) and is in immaculate condition for a vehicle of this age. The car has been garaged its entire life. The motor is still going strong due to the regular servicing despite having done 275,000 kms. Nothing is broken or needs to be fixed. Buyers will not be disappointed with the condition of this vehicle.

Selling as have just purchased a new Prado. Price \$8990 neg

View car on carsales.com.au or contact Danny on 0400 867 989.

For Sale - ROOF RACK AIR DEFLECTOR + RIMS

ARB (3700310) 1250mm wide **roof rack (perspex) air deflector** (new price \$132) - NEW in box & never used. Sell \$90 ONO

3 X Hilux **4WD standard (grey) split rims** to suit 205R16 tyres - 2 with Dunlop Adventurer (< 5,000km tread) tyres fitted - \$5 each ONO

PH Jed (H) 6294 2831 (M) 0416 061 150 or jed05tmp@tpg.com.au

1) Toyota Land-cruiser GXL '95 -

One Owner, Manual, Dual Diesel Tanks, ACT Rego until 01/09, 199,000 km, Recently Acquired Coopers A/T Tyres, CB Radio, Air-conditioning, Power Windows, Central Locking, Suspension Airbags, ARB Bull-bar.

This vehicle has been continuously garaged, serviced and maintained. It is in excellent mechanical and internal condition. \$21,000 ono

2) Daihatsu Feroza II SX '94 -

Removable Hard Top, Removable Roof Rakes, 16 Valve EFI, Cooper Discovery Tyres ATR (Spare Tyre New), ACT Rego until 10/08, Power Windows, Central Locking, CD Player.

This is a reliable and hearty vehicle which is ideally suited for beginners. It has been well maintained and serviced with a good internal and mechanical condition. \$5,000 ono

Contact: Frances Dalli - 02 6292 3326, 0408 257 565


WANTED - Dual Cab canopy for 2000 Holden Rodeo - Please ring Robert on 6254 2845

Continued on previous page

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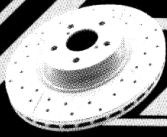
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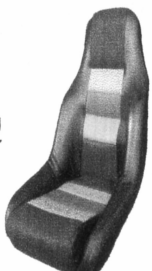
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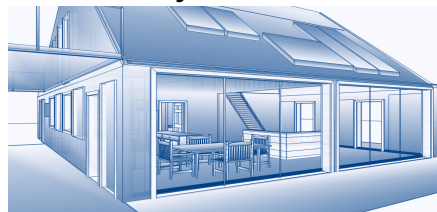
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NEW MEMBER APPLICATION

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www.st4wdc.org



First year membership \$330.00 - Ongoing Years \$100.00

The Club membership year is from 1 January to 31 December. (Rates effective from 1 January 2004.)

Please forward this form and your cheque / money order to ST4WDC at the above address.

Membership entitles the member and partner to attend the Club's training courses, including Basic 4WD Vehicle Operation Course, Very Difficult Terrain and Advanced Recovery, River Crossings, Sand Driving, Mud and Snow Driving, Navigation, Map Reading and GPS courses.

Full membership of the Club (and participation as a driver on Grade 2-5 trips) requires successful completion of the Club's training courses according to the Trip Grading shown elsewhere in this magazine, or recognised equivalent prior learning / qualification approved by the Club's Education Coordinator.

Following the Club's acceptance of your membership application, you should contact the Club's Education Coordinator (Mr Peter Reynolds, 6251 1258 AH or 0428 623 458 to be allocated the next available position on a scheduled Basic course. If you are unable to attend the allocated course, you will be allocated the next available position on a later course.

Member 1: (Preferred first name, last name)

Member 2: (Preferred first name, last name)

Address:

Suburb: State: Postcode:

Preferred contact phone:(h)(w)(m)

E-mail:

Vehicle Make: **Model:** **Registration number:**

(Optional) Personal Details: Member 1

Member 2

(Occupation)

(Relevant skills / additional info)

How did you find out about the ST4WDC ?

Upon acceptance of this application, then for the duration of my membership, I agree to abide by the Constitution of the Southern Tablelands Four Wheel Drive Club Inc, together with any Club By-laws as they apply from time to time.

Signed: (Member 1)..... Date:

Signed: (Member 2)..... Date:

Form & fees received: Fees forwarded to Treasurer:.....

Membership database updated: Membership package despatched:

Membership Card: Receipt Number:

Training Surcharge (\$200) paid Total received: \$.....

Other comments: