



# SOUTHERN TRAILS

## ISSUE 359 May 2009



### C O N T E N T S

Directory	2	What's in a Garden	26
Ro's Ramblings	4	Fridge Batteries	28
Talooge Topics	6	4WD NSW and ACT Inc Notices	33
Events and Trips	8	Unclassified Ads	34
Trips and Events Calendar	11	Membership Details	35
Balloon Festival	18	New Member Application Form	36
Bendethera Trip Report	20		
Dust and Mud	22		
Meet the Committee	24		

General meetings are usually held at the Canberra Deakin Football Club, Grose St, Deakin at 7.30 pm on the second Tuesday of each month.

### Next General Meeting — 12 May at Canberra Deakin Football Club

Mr. Glen Stroud from NSW National Parks and Wildlife Service will speak on Kosciusko National park

The deadline for material to be included in the next issue of *Southern Trails* is the Friday following the General Meeting i.e. 15th May 2009

Many members contribute articles and photos to Southern Trails; the role of editor is shared.

This month's magazine has been compiled and edited by Bob and Sylvia Allen.

Cover Photos this month by Warren Shardlow

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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.**

# SOUTHERN TABLELANDS FOUR WHEEL DRIVE CLUB INC.



## Directory



### President

Rosemary Orr  
6241 0464 0414 568 358  
Email: [president@st4wdc.org](mailto:president@st4wdc.org)

### Vice President

Marj Jones  
6284 3456  
Email: [vpresident@st4wdc.org](mailto:vpresident@st4wdc.org)

### Secretary

Jayne Hines  
0408 620 648  
Email: [secretary@st4wdc.org](mailto:secretary@st4wdc.org)

### Treasurer

Rick Holland  
6292 6537 0412 335 962  
Email: [treasurer@st4wdc.org](mailto:treasurer@st4wdc.org)

### Past President,

Peter Fenwick  
0406 379 913  
Email: [ppresident@st4wdc.org](mailto:ppresident@st4wdc.org)

### Publications Coordinator

Bob Allen  
6291 1300 0408 638 942  
Email: [publications@st4wdc.org](mailto:publications@st4wdc.org)

### Education Coordinator

Peter Reynolds  
6251 1258 0428 623 458

### Membership Secretary

David Whiteside  
0414 714 965  
Email: [membership@st4wdc.org](mailto:membership@st4wdc.org)

### Events and Trips Coordinator

Richard Brand  
0418 568 358  
Email: [trips@st4wdc.org](mailto:trips@st4wdc.org)

### Property Coordinator

John Kjar  
6287 7574 0432 737 440  
Email: [property@st4wdc.org](mailto:property@st4wdc.org)

### Public Relations Coordinator

Mick Hines  
0438 603 123  
Email: [public@st4wdc.org](mailto:public@st4wdc.org)

### General Members

Rob Lejsek  
6161 7597 0409 307 533  
Email: [rob@st4wdc.org](mailto:rob@st4wdc.org)  
Vivian Henderson  
0407 969 057  
Email: [vivian@st4wdc.org](mailto:vivian@st4wdc.org)  
Ian Goodacre  
0403 304 505  
Email: [ian@st4wdc.org](mailto:ian@st4wdc.org)  
Oung Niennattrakul  
6259 0081 0407 549 429  
Email: [oung@st4wdc.org](mailto:oung@st4wdc.org)

Page 2

**General Meetings** are held at the  
**Canberra Deakin Sports Club, Grose St, Deakin**  
at 7.30pm on the second Tuesday of each month.

General Meetings are 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 Vivian Henderson 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](http://www.st4wdc.org). The site is used 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, and articles that are relevant to Club members are welcome, as are photographs and illustrations.

Closing date for all material is the Friday following the monthly meeting. Send contributions to [publications@st4wdc.org](mailto: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:

### Main 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.

### A special offer to travelers - Sewing Machine - medium/heavy duty - available for short term loan.

I have custody of a medium duty Singer sewing machine that is ideal for all those small canvas repair jobs or to create new tent peg bags, tool rolls, billy can bags, camp oven bags, etc. How far does your creative imagination go? The machine will handle up to three layers of medium weight canvas and uses very strong upholstery weight nylon thread that is great for reasonably heavy jobs.

Don 02 6161 1880. 0408 649 732

# ROSEMARY'S RAMBLINGS

Rosemary Orr



Hey guys – autumn is here and Canberra is turning on the best weather in Australia - clear days, the trees changing colour and it's not too cold (yet). The best time to be out and about in the bush. Less dust, less flies and great nights around a warm camp fire. Although if Peter Reynolds or Jayne Hines are stoking the fire, it's more than warm.

So what has been happening – we now have a concrete floor in our shed at Talooge. Thanks to the generosity of the Elvin Group. Their wonderful donation to the club has enabled us to make our new shed secure and very usable. This wonderful gift was set up by our long-time member Keith Richardson. Again many thanks to Keith for always keeping the club in his thoughts and finding ways to help out.

For those who did not make it to Meet the Committee at Belowra – as always you missed out on a great weekend. The hard trip – down the Big Badja fire trail and through the Tallaganda Forrest and the Wadbilliga National Park was a joy. Unfortunately, there was some burning off, so that the view from the Big Badja Trig was not so good!! But, at least those on the hard trip were first to arrive a Belowra – ahead of Richard's easy trip (Richard's turn-around tours). And we got the best camp sites right on the river. I will not steal the thunder of the writer(s) of the trip report – but I must say what a great weekend and night. Great camping – great food – even better weather and the best company.

Stockton Beach trip, Geehi in Kosciusko National Park and the SES Chainsaw Training were all very successful. Sand driving and all its dangers were well demonstrated on the trip to Stockton – I know that everyone enjoys learning lots and having a great time. We really benefited from the Chainsaw course with trees removed and firewood cut – but the most important thing was what was learnt in relation to safety, looking after your equipment and the many techniques used to work with timber.

As well we had our working bee at Talooge – again I was just blown away by the work which was done over the weekend. We have so many dedicated workers who achieve miracles. Again I will not steal the thunder of John Kjar's report on the working bee but I will give my thanks to all of the workers – as always everyone worked to a stand still. So much was achieved and

everyone should go to Talooge and have a look at what is happening down there.



It is my avid hope that everyone in the club will use Talooge as a recreational property - not just somewhere we go to work. We need to go down for relaxing weekends - to camp, do some great walks and just enjoy the place. I know that some members went to Talooge over the Easter weekend and did some work – and hopefully had a lot of relaxation and enjoyment as well. So get some friends together and go and enjoy yourselves - before it gets too cold!

Things to look forward to - Christmas in July, the Dash to the Centre and much more. Look at the Trips calendar in the magazine and get out there and enjoy.

Safe traveling.

Rosemary





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# Talooge Topics

John Kjar



## Calendar of events at Talooge

Please advise any additions or corrections by E-mail to [Property@st4wdc.org](mailto:Property@st4wdc.org)

From	To	Activity	Contact	On
2 May	3 May	NSW & ACT Assoc DTU Skills Update	Peter Reynolds	0428 623 458
16 May	17 May	Safe One Basic Driver Training	Peter Reynolds	0428 623 458
12Sep	13 Sep	Safe One Basic Driver Training	Peter Reynolds	0428 623 458
14 Nov	15 Nov	Safe One Basic Driver Training	Peter Reynolds	0428 623 458

We continue to make significant progress with the development of facilities at Talooge. The developments on Thurbon Flat are making it an attractive place to spend some time – and May is a great time to be there. If you do decide to venture forth via Strike-a-Light Fire Trail, please remember to contact Steve Collins (6454 3063) before you go, and tell him when you will be using the Fire Trail. Also, please advise the Property Officer or the President of your travel plans.

## Club working bee

We conducted a successful working bee at Talooge on 4 and 5 April. Forty adults participated and contributed 70 working days of effort, completing a large number of tasks and I think everyone enjoyed themselves. Thanks especially to the ladies who cooked all

meals for the weekend plus gave free facials and massages which were much appreciated on Saturday night.

The main tasks completed at the working bee (or over Easter by some volunteers) on Thurbon Flat included the construction of a fine fire pit adjacent to the shelter (thanks Julie and your team), construction of a drain around three sides of the shelter (thanks Duck who did a great job supervising Julie and her team), installation of five bench seats under the shelter (great job Don), Ian arranged the building of a post and rail fence around the old chimney, while the clearing of campsites adjacent to Strike-a-Light Creek – a major task – was undertaken by Kerry, Bev, Dave and Adrian.



A new fire pit for Thurbon Flat camping area

Up the hill near the Driver Training Sheds we completed the paving at both ends of the DTU shed (thanks Peter F), finished lining of the kitchen area of the DTU shed (Harry and Scott), installed a water supply to the kitchen (PB and Rick), tiled the wall behind the kitchen sink (Ian), and did some landscaping to prevent water runoff through the chemicals shed (PB)

We constructed a mezzanine in the equipment shed as the storage area is already too small (Harry, David and Scott), connected power and water to the new equipment shed (Rick, Dave and PB), built a ramp in front of the shed so we can drive equipment into the shed (Ian G and Graeme), removed branches above the equipment shed (Adrian), replaced cracked valves on the fire truck (Rick) and de-constructed a small dam (Mick and Peter R). Michael and his team installed a new gate at Cherry Tree Creek entrance to Strike-a-Light Fire Trail.

Recently, with the kind assistance of the Elvin (concreting) Group, and arranged by Club member, Keith Richardson, we concreted the floor of the new equipment shed (100 square metres). This gives us a clean, dry platform to work from and also store our valuable assets, including “Fergie” the tractor and “Betty Bedford” the fire truck.

#### **Participants on the working bee included**

Bob & Sylvia Allen, Vicky & Scott Allen, David Benison, Kerry and Bev Blakston, Peter Butterfield, Julie and Bryan Buttriss, Carl Cameron, David Campbell, Theo Cassidy, Robert Donaldson, Ian Flanagan, Adrian Gallman, Ian Goodacre, Mick & Jayne Hines, Wendy & Rick Holland, Edward Killen, John Kjar, Graeme Kruse, Doreen and Peter Mcencroe, Harry Miller, Richard Nipperess & Oung Niennattrakul, Rosemary Orr, Catherine Panich & Peter Fenwick, Shelley & Michael Rath, Peter & Debbie Reynolds, Duck Tongue, Don Wiltshire, Val & John Wiseman.

#### **Fergie problems**

But we have a small problem with Fergie – during the weekend’s activities we noticed a crack in its gearbox case cover. Our best guess is that some bolts were slightly loose causing the cover to buckle under load. Already it has been of a substantial benefit to our activities and paid its initial cost several times over. We hope to have Fergie repaired and returned to Talooge as soon as possible.

#### **Chainsaw course**

Eleven persons successfully completed a Level 1 training course in late March on chainsaws, including safety measures, care and maintenance as well as the use of the chainsaws. Reports from the participants indicate it

was a huge success – practical, interesting and relevant. The course was conducted by the NSW SES and arranged through a Club member – Mark Pritchard. We have passed on our appreciation to the SES and hope they can arrange further courses for us, including an advanced course in tree felling. So, if you are interested, please contact the Property Officer and register your interest – and women are welcome to participate– Kerry Blakston was one of the successful participants in the latest course.



#### **Development Plan**

As noted last month, we are reviewing and revising the long term development plan for Talooge. In particular, we need to reflect on just what we want to get out of Talooge and think widely and creatively, from many perspectives. What are our major uses for Talooge – eg driver training, social events (eg Xmas party, Meet the Committee etc), camping and recreation, funkhana activities etc? How many people should we be catering for, eg max of 50 vehicles? What areas should be developed and what areas undeveloped? What developments are required to meet these needs eg more driving tracks, campsites, land care and infrastructure (toilets, sheds etc)? Some of these were addressed in a Club meeting in 2007 – but if you have any further thoughts please forward them to me. We plan to submit a revised plan to members for consideration later in the year.

#### **Tools required**

With all this activity and volunteers at working bees, we need more equipment. If you have surplus hand tools, such as garden rakes, mattocks, shovels, hoes, hammers, weeding wands we would be happy to take them off your hands. But please advise the Property Officer before you take anything to Talooge.



# EVENTS AND TRIPS

Richard Brand



## Snookered

I got a great response to an email circular which included map snapshots. To help people find their way to Belowra for Meet-The-Committee, the email containing a large scale map and a detailed map, with my previous GPS record superimposed as a heavy blue trace. For those with OziExplorer I also included the GPS record as a route file.

As trip leader, and not wanting to take a laptop in the Adventra, the night before I loaded the required maps into my Windows phone, but could not get the route file to load, so I printed out the email in black and white as an alternative. After all I have been to Belowra several times and it is usually the last little bit into the property that is tricky.

Mick Hines and Thommo kindly agreed to head a harder convoy via Big Badja Fire Trail and had no difficulty rendezvousing with the OziExplorer route file, using moving map displays in vehicle.

Plod and Doreen wanted to get there early, so headed on the black top to Cooma. I thought it would be more interesting to leave the highway at Michelago, head down Tinderry Road to Jingera, and go through Jerangle before turning off on Peak View Road. A dog-leg on to Pollys Gully Road leads to Badja Road and Countegany where we would meet up with the published route. The HTC Diamond phone was logging all of this nicely from its internal GPS, until we went for a two hour walk at lunchtime from the Cascades to Tuross Falls.

The phone is wired through a double USB adapter which switches off when the ignition is turned off, and during the walk the phone ran its internal battery completely flat. I did not want to waste time rebooting and getting OziExplorer synchronized, so we headed off following the paper map. My co-pilot thought the big black GPS track on the map represented a major road, we completely missed the Falcon Road turnoff and did some serious exploration of logging coups and link roads which no longer link. The irony is that I had the perfect chance the previous week to wire the USB adapter through a second battery installation, but did not realize the benefits.

Plod and Doreen also took a wrong turn, adding sev-

eral hours to their trip, so only one of three convoys made it without incident – which is about the same as the last time we went to Belowra. People who came a second time, and arrived before dark this time, realized what a great spot the upper reaches actually are when you can see them.

## Learning from Others

I learned a great deal from Meet-the-Committee this year!

There were a couple of Kimberley Kampers in the convoy, and I was really impressed with their flashy stainless steel kitchens with reticulated power, filtered cooling fans, lighting and water. And I got even more excited when I was shown the LED lighting strips running through the canvas tops. My mind is made up that in the next few months the Trak Shak is going to get a swing out kitchen of sorts, on-board batteries, built in LED lighting, under-floor water tanks and hot-water-on-demand. The latter is courtesy of my Coleman shower unit, which is a bit over the top with a computerised, electrically pumped, thermostatically controlled, instantaneous gas heater - the perfect gadget.

I do like Coleman gear, and enjoyed their presentation at the last general meeting. The knock-out product for me was their massive LED spotlight which has amazing power – something thought impossible a few years ago. In fact, Light Emitting Diodes of any sort were only invented in 1962, and all LEDs were monochrome until a very persistent Japanese researcher thought he could do the physically impossible and produce a broad-spectrum white LED. It is an epic tale, but Shuji Nakamura finally succeeded in 1993 and was given a \$250 bonus for his efforts.

There seems to be a law that the light output that can be achieved from LEDs grows exponentially – roughly doubling every three years – so the pathetic red glimmer of the early efforts has become an immensely powerful beam today. The white LED market is now worth about \$2-billion a year – our intrepid inventor sued his company over his bonus and was awarded \$10-million for his efforts. At the time this was the biggest payout by a Japanese company. It won't be long before almost all house, street and vehicle lights are LEDs, in my opinion, and it cannot happen soon enough to help protect the environment.

## Great Efforts

One of the Kimberley Kampers belongs to the Flanagans, who manage to attend a large number of club events considering they actually live in Mittagong. A huge amount of work was done at Talooge Park at the last working bee, so I was delighted that Jeanette and Ian were able to spend Easter at Talooge Park relaxing – if you can call tiling the kitchen relaxing! Well done, guys, and I hope you really get to relax on your two week trip to Lake Eyre. Also new to this magazine is a second trip north to Stockton Beach on another long, Canberra-only, weekend.

One of the astonishing things about Talooge Park is that all the development has happened, so far at least, without needing the fundraising events you might expect. I am sure you will read elsewhere of the extraordinary generosity of Keith Richards and his concreting team in installing a full floor in Fergie's shed. This really is an amazing club.

Cheers for now,

Richard



## **WANTED      TEST TRACK CO-ORDINATOR**

In preparation for Promo weekend 2010 we would like a volunteer to act as Test Track Co-ordinator. This is what you have to do:

- Design the test track;
- Arrange for volunteers to build the test track;
- Liaise with suppliers to provide the rock and other material for the test track;
- Be on hand to take delivery of the material for the test track;
- Arrange for the test track to be bedded in prior to the promo weekend;
- Arrange for a Test Track Organiser for the promo weekend;
- Arrange for the maintenance of the track during the promo weekend;

At the conclusion of the weekend arrange for the material to be removed/returned.

There will be many others available to offer support and advice – there will be many others available to lend a hand. **We need someone to co-ordinate the whole thing.**

Please contact Rosemary on 0414 568 358



# 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



## 12 May      **Monthly Club Meeting**      (2009-010)

Start:                      7:30 PM

## 16 - 17 May      **“Safe One” Basic Driver Training at Talooge Park**      (2009-033)

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

## 19 May - 2 Jun      **Lake Eyre**      (2009-048)

Note:                      New since April Magazine  
Trip Leader:              Ian Flanagan  
Email:                    jfl37242@bigpond.net.au  
Phone:                    4872 1382 (h); 0448 864 558 (m)  
Vehicles:                6  
Grade:                    2  
Start:                      9:00 AM  
Departure:                Yass Roadhouse  
Fuel:                      Ful tank at start  
Requirements:            Basic driver training, recovery gear, UHF radio, well maintained vehicle, drinking water. Good sense of humour.  
Description:              Travelling to Lake Eyre via Burra, Port Augusta. Exploring the Lake and surrounds including William Creek, Marree and the Clayton Wetlands. Returning via Cameron Corner, Tibooburra, Louth, and Cobar.  
Comments:                Well maintained off road trailers welcome

## 24 May      **“Safe One” Basic Driver Training Course Follow-up Day**      (2009-034)

Trip Leader:              Peter Reynolds  
Description:              This is day three of the basic driver education course on the 17th and 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

# TRIPS AND EVENTS



**25 - 29 May**      **Point Hicks - Croajingolong National Park**      (2009-044)

Trip Leader: Peter Fenwick  
Email: pfenwick@homemail.com.au  
Phone: 02 6281 5175 (h); 0412 866 375 (m)  
Vehicles: 6  
Grade: 1  
Start: 8:30 AM  
Departure: Williamsdale  
Fuel: Full tank (fuel available on route)  
Requirements: Basic driver training, basic recovery gear, UHF radio, good tyres, well maintained and reliable vehicle, food and water plus happy hour supplies.  
Description: Croajingolong is a huge park with estuaries, lakes, rivers, beaches and four wheel drive tracks. Fishing is permitted with plenty of safe boating areas. We will stay at Point Hicks in the lighthouse complex. Whale watching is possible - bring binoculars. Visit [www.parkweb.vic.gov](http://www.parkweb.vic.gov) for more information.  
Comments: Cost of accommodation in the lighthouse complex - \$290 per couple

## 4WD TRAINING SERVICES P/L

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- **Certified 4WD Trainer Assessor**
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Fully insured & first aid certified*

**Call Peter anytime for information & bookings (training weekdays only)**

**0428 623 458**



# TRIPS AND EVENTS



6 - 8 Jun

## Queen's Birthday Weekend - Bendethera

(2009-041)

- Trip Leader: Warren Shardlow  
Email: warren.shardlow@hotmail.com  
Phone: 0409 321 213 (m)  
Vehicles: 10  
Grade: 3  
Start: 8:00 AM  
Departure: Braidwood – side of service station down from pie shop  
Fuel: Full tank (Fuel at Bungendore and Braidwood)  
Maps: South Coast Forest Map (1:150 000)  
1:25000 maps of Araluen, Snowball, Bendethera, Michelago, Colinton, Tinderry, Jerangle, Whinstone, Burrumbela  
Requirements: Basic driver training, basic recovery gear, UHF radio, good off-road tyres, well maintained and reliable vehicle, camping gear, food and water, happy hour supplies. A blind/tarp may be necessary for water crossing..  
Description: We plan to travel via Araluen and have morning tea at Dry Creek or Deua River Camping area. From here we will travel the Merricumbene Fire Trail. It can take anywhere from 3-5hrs. If the track is wet, an alternative trail will be chosen. As we near the valley, we will stop to collect firewood. If you have a chainsaw, feel free to bring it. Sunday can be spent either relaxing and doing nothing, exploring the valley, trek to the Bendethera Caves (this takes three plus hours and torch water necessary), or we could take a drive to Collindel (within the same valley). Monday can be a slow start with return home via Dampier Fire Trail, Minuma Fire Trail, Middle Mountain Road and Krawarree Rd. There is a large camp ground in the valley with pit toilets. Kids and Teenagers are welcome and will enjoy this trip.  
Comment: If at least four trailers including an experienced trip leader want to go, a second convoy will head to Wamban Road just before Moruya and then head up Little Sugarloaf Road. Sidetrip through Wamban Fire Trail and back onto Little Sugarloaf Road with lunch stop at Hanging Mountain.

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8.00am - 12.00



# TRIPS AND EVENTS



## 29 Jun - 18 Jul **Dash to the Centre** (2009-002)

Trip Leader: Ian Brown  
Email: brown271@bigpond.com  
Phone: 6241 9468 (h); 0412 148 096 (m)  
Vehicles: 6  
Grade: 2  
Start: 8:00 AM  
Departure: Gungahlin  
Fuel: Full tank at start  
Maps: Hema Australia 4WD Raster Map Collection  
Requirements: Basic driver training, basic recovery gear, UHF radio, good tyres, well maintained vehicle, dinking water  
Description: Canberra to Uluru via the Oodnadatta Track and Alice Springs. Along the way visit Lambert Centre, Fink, Chambers Pillar, Kings Canyon, Uluru and Kata Juta. Return home via the black top visiting Coober Pedy and Woomera

## 11 - 12 Jul **Christmas in July** (2009-031)

Trip Leader: Marj Jones  
Email: marjorie.jones@det.nsw.edu.au  
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 five-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 \$70 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!

## 12 - 13 Sep **"Safe One" Basic Driver Training at Talooge Park** (2009-035)

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

# TRIPS AND EVENTS



## 20 Sep      **“Safe One” Basic Driver Training Course Follow-up Day**      (2009-036)

Trip Leader: Peter Reynolds  
Description: This is day three of the basic driver education course on the 12th and 13th September and MUST be attended before participating on any Club trips where the proposed route is expected to be at Grade 2 or above

## 5 Oct      **Labour Day long weekend**      (0)

## 24 - 25 Oct      **Water Crossing and Sand Driving Course**      (2009-037)

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

## 30 Oct - 3 Nov      **Stockton Beach**      (2009-047)

Note: New since April Magazine  
Trip Leader: Warren Shardlow  
Email: warren.shardlow@hotmail.com  
Phone: 0409 321 213 (m)  
Vehicles: 8 More convoys can be organised if demand is high  
Grade: 3  
Start: 8:00 AM  
Departure: Shell Service Station at EPIC on the Sydney Road  
Fuel: Full tank at start  
Requirements: Basic Driver Training, Sand Driving training, basic recovery gear including snatch strap, strong recovery points on vehicle, UHF radio, good tyres, well maintained vehicle.  
Also required will be a long pole attached to the vehicle with a flag. Porta-potti or similar if possible.  
Description: Stockton Beach is a popular venue for sand driving. It tests to the full the skills learnt on the Sand Driving course and stands you in good stead for an assault on the Simpson Desert, Canning Stock Route etc. We will drive to Newcastle on Saturday, returning on Tuesday, leaving us a full day (or more) of driving on sand. The second day can be spent either doing more sand driving or explore the Nelson Bay area. We will stay at the Birubi Beach Holiday Park (<http://birubibeachcaravanpark.com.au/showpage.asp?id=1>), which is very close to the entrance of Stockton Beach. Group bookings are possible and is best done through me. They offer cabins, ensuite powered camp We also need to purchase permits to use the beach and sand. These can be purchased at the Holiday Park on arrival. Costs for the permit and camping to be advised, but we need to book early. This trip involves two days of driving on bitumen and 1-2 days of fun. These 4 days have been selected as it is connected to the ACT Family & Community Day and most people will take the Monday off as well. Hence it should not be as crowded as other holidays. Camping trailers are welcome, but not on the sand!  
Comments: We will use the M7 tollway. You can pay the toll via a phone call after using the tollway or purchase an electronic tag from either the RTA (<https://ols2.rta.nsw.gov.au/myEToll/>) or Roam

# TRIPS AND EVENTS



**3 Nov** Family and Community Day ()

**14 - 15 Nov** "Safe One" Basic Driver Training at Talooge Park (2009-038)

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

**22 Nov** "Safe One" Basic Driver Training Course Follow-up Day  
(2009-039)

Trip Leader: Peter Reynolds  
Description: This is day three of the basic driver education course on the 14th and 15th November and MUST be attended before participating on any Club trips where the proposed route is expected to be at Grade 2 or above

**28 Nov** Driver Trainer's Christmas Party (2009-043)

Trip Leader: Peter Reynolds  
Email: debpete1@bigpond.com  
Phone: 6251 1258 (h); 0428 623 458 (m)

## Travel tips – some essential items for that Big Trip

1. Your truck manual plus the phone number of your mechanic in Canberra.
2. A steady hand to press the shutter button on your digital camera AFTER the auto-focus has kicked in.
3. Your sense of humour to share around when Murphy's Law is ruling the day.
4. Unbreakable everything—cups, plates, wine glasses, eggs, tooth brush and especially spirit—see 3 above.
5. A file and sharpening stone for your axe and knives— blunt cutting tools cause accidents.
6. A first aid manual as well the best first aid kit you can afford—after you have completed a basic course.
7. Two fire extinguishers—readily accessible to both driver and front passenger.
8. The key to your front door—to remind you that at some stage you will be going home.

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# “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 7.30pm on the Friday evening preceding the course.

**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 2009 WILL BE HELD ON**

<b>16TH, 17TH MAY</b>	<b>WITH FOLLOWUP ON</b>	<b>24TH MAY</b>
<b>12TH, 13TH SEPTEMBER</b>	<b>WITH FOLLOWUP ON</b>	<b>20TH SEPTEMBER</b>
<b>14TH, 15TH NOVEMBER</b>	<b>WITH FOLLOWUP ON</b>	<b>22ND NOVEMBER</b>

## **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.**

# Canberra Balloon Festival

## 7-15 March

Dennis Collins



There were some 25 ST4WD Club members who volunteered their time for the event, some for the entire 9 days and several others who made themselves available after participating in two club activities over the Canberra Day holiday weekend. Those volunteers who were available on the Saturday morning met their pilots at the pilot registration which was held at the Heritage Hotel on Friday night, the remainder caught up at the pilot briefing at the launch site in front of Old Parliament House on Tuesday morning.

The spectacular commenced on Saturday morning with about 35 balloons participating. There were three special shapes, the Canowindra Kookaburra, a Birthday Cake from the US and an experimental Lady Bug also from the US - this balloon caused some problems with its experimental status and had to be flown with a pilot who held a US licence. Fortunately there was one such pilot in the group and the Lady Bug did get to fly.

The weather was on the side of the balloonists (and the spectators) as they flew for 5 days in succession starting on the Saturday before conditions started to change which made flying unsafe. Strong winds and in the wrong direction on Thursday, fogs at the launch site on

the second Saturday preventing a launch and winds again in the wrong direction on the final Sunday. Even though there was no flying on the second Saturday, many of the pilots inflated their balloons and took many spectators for a tethered ride. One pilot did a cold inflation and allowed spectators to walk inside the envelope, and this was a great thrill for many of the kids who got up early to see the balloons fly.

When I asked other club members for their views on the event, I feel that the following comments capture it well;

Very early and dark.

Coffee on tap.

Great pastries.

Great pilots.

Highly recommended

Put this event into your diary for 2010, it is great fun, you meet some crazy people, and you get to see parts of Canberra that you didn't know existed, and find out how to get into those remote areas to recover a balloon.





# *Christmas in July*

*11<sup>th</sup> - 12<sup>th</sup> July*

*Laurel Hill Forest Lodge  
Tumbarumba*

*Join us for a fun - filled weekend.  
A leisurely drive through our beautiful countryside,  
Enjoying a lunchbreak in a scenic spot  
And arrive just in time for a delectable Afternoon Tea.  
Time to choose and settle in to your accommodation then  
participate in some fun activity until Happy Hour and preparation  
for a mouth - watering Three Course Dinner.  
To complete the evening, join everyone in some great activities.*

*The next day, after an appetising breakfast, there will be two  
options to return home, either quickly, or at a more meandering  
pace.*

*What you need to bring  
A great attitude and sense of humour  
"Santa's Helper" theme clothing for Saturday Dinner,  
Morning Tea /Lunch for Saturday & Sunday (if you can fit it in)*

*Please contact Marj Jones on 62843456 /0427284236 or  
marjjones@rocketmail.com and book your place*

*Cost will be \$70 a head.*

# Bendethera Trailer Trip 7-9 March

Jeanette Flanagan



Greg & Vicki Taylor (Trip Leaders)	Nissan Patrol GU Silver	Tvan
Lindsay & Craig Jones	Landcruiser	Trackabout
Rob & Yvonne Dobson	Landcruiser 100 Series	Ultimate
Ian & Jeanette Flanagan	Prado	Kimberley Kamper
Jed & Di Bartlett	Nissan Patrol	Tvan
Damien & Catherine Power	Prado	Ultimate
Garry & Pauline Lymberry	Nissan Navarra D40	

We were all looking forward to a relaxing few days, with a diverse and interesting group of people in a beautiful tranquil setting. The meeting place was Braidwood, the designated departure time was 0830 hours, but the bakery with its delicacies and coffee proved to be the distraction that delayed our departure until after nine. This however proved to be fortunate as it sustained the trailer convoy until a late lunch.



Airing down

The sixteen vehicles were divided into two convoys, the single vehicles or "trucks" led by Rob and Kerry Lejsek departed first. We, the "Trailer Convoy", were going via an easier more trailer friendly route.

The trailer convoy's first stop was just outside Araluen where a mob of cattle was being moved across the road, we took this opportunity to air down the tyres in preparation for the dirt.

We were not long on the dirt when we encountered the first of 30 cyclists raising money for the Rural Fire Service, they were spread out over a considerable distance and it was obvious that some of them had very little experience, some were going to be very sore that evening. As Ian drove slowly approaching one rider, the

cyclist stopped, waved us on and then just as we drew level with him he fell, his head disappearing under our left side mudguard, I don't know who got the biggest shock, him or us. Fortunately he was uninjured, explaining that he had forgotten to take his feet out of the stirrups when he stopped and then they got jammed - oops!

Almost 2 hours into the trip whilst on the Wamban Fire trail we encountered a fallen tree; we were rescued by Rob who quickly dispensed with the tree with the assistance of Yvonne's "Anniversary Chainsaw." (A lucky girl that one - not all of us get presents for our Anniversary.)

After a wrong turn we had to back the trailers up along a fire trail, fortunately we had the assistance of a hand-held radio and a very efficient guide in Lindsay. This was good practice for manoeuvring our trailers in tight spaces.



This wasn't on the map!

Shortly afterwards the radio came alive when Greg announced "We are at some sort of a dead end". Fur-



ther examination revealed a very large tree over the track totally obliterating the track for some distance. As is the custom the fellows convened to discuss the possibilities and it became obvious this was an insurmountable obstacle. There was also no obvious means of detour around it, so we once again found areas that allowed us to turn our trailers around.

Once most of had turned, Greg discovered some distance up the hill some wheel tracks leading off to the right, he decided to explore and found a detour track which he followed all the way to the road we were heading for. Those who had turned did so once more. At the beginning of the detour there was a “cosy” distance between two trees, once again Lindsay and the handheld radio was invaluable in guiding the vehicles through. The Tvals, Trackabout and the Kimberely negotiated between the trees with no dramas however the Ultimates’ with the little extra width proved to be more of a challenge. One required several people pushing on one side to ensure its safe passage whilst the other having a longer draw bar needed to be hand winched sideways before it could fit.



Once at the top of the hill on Little Sugar Loaf road we found Greg sitting on the back of his trailer happily munching on a sandwich,

We arrived at Bendethera after the “Truck” convoy that had already set up at Horse Camp which is in the Bendethera Homestead precinct. This large area gave us plenty of choices to set up of our trailers - wherever we chose the views were stunning!

It was interesting to read that Joseph George stumbled upon this valley when searching for a stolen horse. He took out a lease on the land in 1863 and with his wife Mary raised 15 children in the valley - they also did some farming! There is minimal evidence of their time in the valley, the remains of the bread oven and a hand-dug culvert that ran from the higher reaches of

the creek to irrigate the crops, being the two readily identifiable features.

Saturday night’s Pot luck dinner was an international feast of many tasty dishes, including Indian Curries, Rice, Papadams, Mousakka, Stews, Salads, and Breads. After dinner the camp fire chat continued until late with stories of trips taken and plans for those in the future.

Sunday meant a sleep in for most of us, a leisurely breakfast and a day spent relaxing or exploring the walks, the caves or driving to the many other fantastic spots in the valley. Kangaroos and wallabies were abundant. There was evidence of wombats - many holes, several skeletons and a carcass. The only live wombat we saw was suffering from mange. The bird life was varied with small wrens in the foliage especially near the waters edge, bower birds, galahs, parrots and we sighted a lyrebird.

Greg and Vicki made, what was voted, “the best damper ever”, for afternoon tea. We now have the recipe and intend to try it on our next trip. Sunday night was dinner by the fire where further cooking and camping hints were shared and the advantages of different types of cooking methods were discussed. Some people had cooked a traditional Sunday roast and their own bread!

On Monday morning we had time to explore the area further before packing up. The combined convoys assembled at the end of the valley before the water crossing, single vehicles interspersed with those towing trailers set off up the Dampier Fire Trail. What a great drive, a quick climb and spectacular scenery the whole way. Being near the front of the convoy we were able to look down to the valley far beneath us and see the last cars of the convoy still in the valley, then suddenly we were in the clouds.

This trip was enjoyable, relaxing, and provided some challenges for the drivers and the area is readily accessible for trailers. Weekend club trips are a great way to enjoy the countryside, learn more about driving and camping, relax, catch up with club members you have traveled with before and meet new people.

Thank you to Greg and Vicki for organizing and leading the trip, we all had a ball.



# Dust and Mud — One Night at Talooge

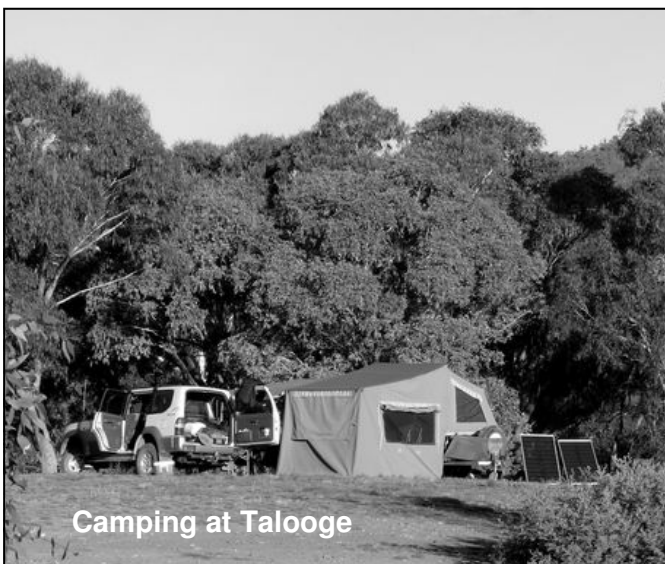
Val. Wiseman



Driving into Talooge on Friday evening before the April working bee was such a dry run. Never before had we seen the creek crossing at Ritchie Southwell's completely dry, nor had we encountered bulldust patches on the track. Talooge showed itself in new colours as the sun set – the dun, brown and grey of dried grass and bare soil, lightened only by the sombre green of the gums. Nowhere even a hint of the lush green of a few months before.

We set up camp on Thurbon Flat then gathered our food and set off uphill to the training shed. The fireplace was already resplendent with a crackling fire and a welcoming ring of happy hour participants. As the smoke drifted we settled in for a cool outdoors evening, enjoying a drink and nibbles and friendly banter.

All week the weather forecast had promised showers but hardly a drop had fallen. Now, despite a forecast of rain overnight, the sky looked only lightly overcast and the promised storms seemed unlikely.



With the last of the evening light rapidly fading the barbeque sizzled into action. Steaks and sausages were cooked, tins heated and opened, camp ovens wafted delicious aromas. Then over the chatter came the first rumbles of thunder as a storm built over the western hills. Soon the first tentative drops became a determined shower. Reluctantly we abandoned the fire for the shelter of the metal roof. Where would we be safest when a storm hits Talooge, we wondered, recalling

earlier storms here when we saw trees stuck by lightning.

The shower quickly turned into a downpour. Runnels of water snaked around our feet from the side of the shelter. Wind came up driving the rain with it – we were getting wetter by the minute. Was it worth the dash to the training shed – definitely yes, as the downpour intensified.

Inside the shed we were quickly warmed as Ro lit the fire. The urn gave forth boiling water for tea and coffee. The last dregs of our meals were finished. Peter F. demonstrated his skill at washing up. Peter B. explained the difference between Gen X and Y and Gen I. Kerry turned up in the latest eyeball searing orange wet weather gear. Amid the increasing din of contented chatter David told of his travels in Arnhem Land. This was another stormy evening at Talooge. Such evenings are becoming a bit of a tradition.....

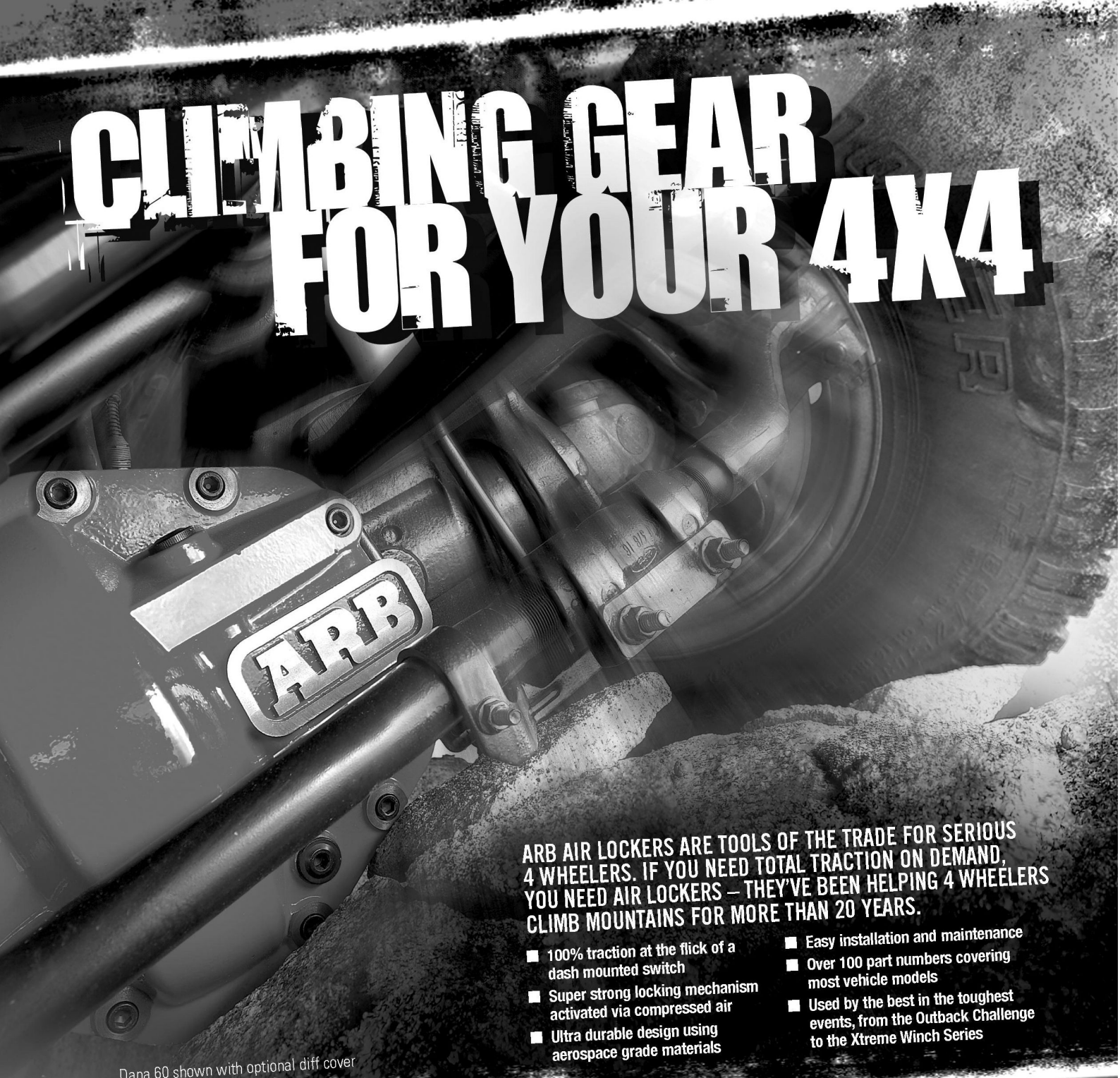
The rain eased to a drizzle and it was time to find our camps. Now the ground was wet underfoot and the tang of wet gum leaves filled the night air. Were our camps dry? Our tent had a big pool of water collected in the roof. A few last patters of light rain lulled us to sleep.

Next morning was a buzz of activity as John K marshalled the workers into action. Over the background hum of the generator came the pioneer sounds of mallet and chisel as logs were fashioned into a post and rail fence. Fergy roared into life scraping soil as attendant workers busily removed fallen branches and rocks. It promised to be a day of energy and enthusiasm made fresh and appealing by crisp, dust free air.

Unexpected family commitments meant that we had to return home, so regrettably we left the fun. But we took with us yet another memory of Talooge, its happy band of hard working campers, of simple times and good times. This is really what our club is all about.



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# Meet the Committee at Belowra 21-22 March

David Whiteside and Wendy Holland



## Convoy 1 – The Hard Roaders

Thommo and Julie Buttris (Trip Leaders)	80 series
Jim and Ros Hannigan	Jackaroo
Mick and Jayne Hines	Prado
Rosemary Orr	Suzuki
Rick and Wendy Holland	Pajero
Richard Nipperess and Oung Niennattrakul	Pajero
David Buckley, Carol Croxford, Josh and Bec	100 series

## Convoy 2 – The Easy Roaders

Richard Brand and Jen Martin (Trip Leaders)	Adventra
Carl and Alex Cameron	Pajero
Ian and Jeanette Flanagan	Prado
Edwards, George and Sam Killen	HiLux
Bob and Sylvia Allen	100 Series
Mike and Helen Rodd	100 Series
David and Sue Whiteside	80 Series

## The Hard Roader’s story

We met at the usual spot at Williamsdale, 8am on a fine Saturday morning all set for a great weekend of fun and fourwheel driving. There was a large group of participants, and we were quickly broken into 2 groups. The first group lead by Thommo and Julie was the “adventurous group” (of which we were a part) willing to take on a drive over the Tinderries. The second group, lead by Richard and Jen were to take a more leisurely approach down the highway.

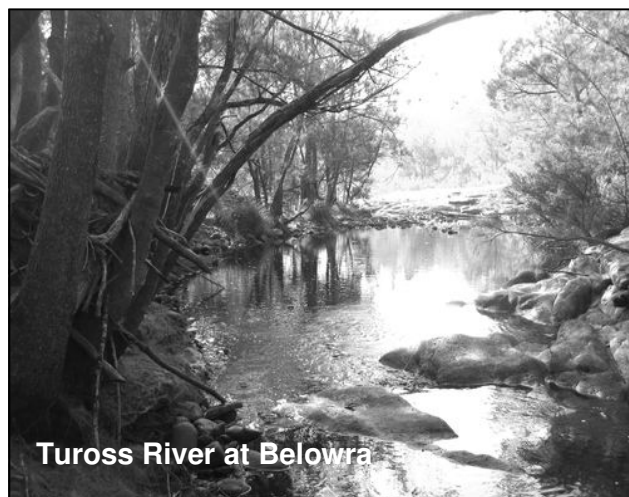
Our group of 7 vehicles set off, and turned off the highway at Michalego, onto Tinderry Rd, deflated tyres and were on our way along the dirt. We hadn’t got very far when the convoy came to an abrupt halt due to Seamus dropping his trailer. With some man-handling and repairs we were soon underway again, and enjoyed the winding drive along Jerangle Rd, Anembo Rd, Jer-rabattagulla Rd, stopping for morning tea alongside Jinda Creek. We were all enjoying sharing home-made cake, when Bec was bitten on the leg by a large ant, so various forms of first aid were applied, with the best being Jim’s little zapper. (Ask Jim if you want to know more!!). Two wedge tailed eagles were spotted flying overhead whilst we were stopped.

After leg repairs, and with stomachs filled we continued on to Snowball Rd, along Badja fire trail to the trig point at Big Badja Hill. A short walk up the hill rewarded us with 360 degree views, and some more wedge tailed eagle viewing. We continued along the Badja Fire Trail on to Woila Creek fire trail where we stopped in a nice shaded clearing for lunch before continuing along Belowra Road to our camp site beside the Tuross River.

After meeting the owners of Belowra homestead, and being escorted to our camping area, we were surprised to find the second group had still not arrived, so we were able to take our pick of the campsites along the river. We quickly unpacked, set up our sites before enjoying a relaxed afternoon beside the water, waiting for the festive activities of the night to begin.

## .....and the Easy Roader’s version

We had an 8.30 am start on a beautiful morning from Williamsdale and after splitting into 2 groups our “Easy” Group headed off with the first stop at the Michelago General Store for our first coffee. Feeling refreshed the convoy then departed and quickly managed to lose a participant as convoy procedures temporarily lapsed. However we regrouped and set off again through the Tinderries towards Jerangle amidst lots of dust. Along Polly’s Gully Road we had seven gates to open – thanks to Jenny - and close, resulting in quick changes to Tail End Charlie before turning right onto Badja Road, through Boggy Plain area and eventually taking Badja Forest Road to the Cascades.



Tuross River at Belowra

After lunch in the picnic area we split into two groups with some taking a relaxing walk to the Cascades and the remainder going on a challenging hour & a half round trip bush walk to the Tuross Falls lookout. Unfortunately, there was little water to be seen at either location. We then drove through the lovely camping area beside the river before making our way back to Badja Road where, yes you guessed, we experienced one of Richard's turn-around tours whilst trying to find our way to Falcon Road and eventually Belowra Road. No one batted an eyelid. I think this had to do with the battery on Richard's phone going flat whilst running the GPS function and some dodgy signs. We arrived at the Belowra camping area at 4.15 pm and commenced to set up camp, some of the lucky ones had arrived early enough to have a swim!

Happy hour was had at 6.00 pm which set the scene for a great evening which included the committee and guests being announced into the open air 'dining room' through an improvised doorway ingeniously constructed (see prizes below) to compensate for the regular door which didn't make it to Belowra, but that is another story.

Our trip leader, Richard, had a few prizes to award:

**Bob Allen** - for the most informative use of two-way radio,

**Plod and Doreen McEnroe** - the Peter Reynolds perpetual award for the longest journey to Belowra. Plod overtook the convoy at Williamsdale in order to get the club's trailer to Belowra for an early setup. Leaving Cooma at 10:00 am they arrived at Belowra six hours later having turned right instead of left at Countegany and probably reached the coast at Narooma before turning inland. Also, after all that effort, they forgot to bring "the door".

**Mike Rodd** - for being the newest member on the trip, and for his engineering skills in constructing, with Bob's assistance a magnificent new door out of, appropriately, rods!

**Sue Whiteside** - for volunteering David to write the report

**George Killen** - for procuring his smart "Dr Who" costume.

**Sam Killen** - for being smart enough to have George as a brother.

Julie and Thommo also had prizes for their group:

**Jim and Ros Hanigan** - for the Biggest Loss of Vital Equipment Award, for the loss of their camper trailer when the hitch receiver pin sheared off!

**Becky Buckley** - the Communing with Nature Award, for being bitten on the foot by a nasty bull ant when we stopped for smoko.

**Richard Nipperess** - the John Laws Radio Communication Award, for sterling use of the radio, including fabulous wit and humour as Tail End Charlie.

With the formalities over, the main course pot luck dinner was served and what a wonderful variety was on display! This was followed up by fantastic desserts provided by the Club. The weather was perfect for our function and many partied well into the night before giving the cows and kangaroos a chance to have a sleep!

The next morning found few early risers, but those who did took the opportunity to get some great photographic opportunities as the sun rose over the river - we were not in that group! Some even managed to fit in bacon and eggs for breakfast, even after all that food the previous night. I do not know where they fitted it. Gradually the camp came to life and various groups made plans to make their independent routes home.

Thanks to all who organized this event and to our trip leaders, it was a great weekend.





# What's in a garden?

## - sharpen your eyes before that trip into the bush

Richard Nipperess



For most of us, it would seem a daunting task to continue educating ourselves about the many creatures we may encounter in the bush. Not seeing them as we travel in convoy (unless you are trip leader perhaps) doesn't mean they're not or weren't there. You might be surprised with the variety of creatures as you begin noting what's in your garden and surrounding environment at home. Such 'homework' can lead to you anticipating more unusual sightings and being a better observer when on trips and camped in the bush. The internet is a great source of information, or in the case of native birds for example, the Simpson and Day Field Guide to the Birds of Australia is fantastic.



In our garden and surrounds on the north west edge of Fraser, I have identified more than 50 species of native birds over the six years of our residence, including Wedge-tailed Eagles, Australian Kestrels, Spotted and Striated Pardalotes and the striking male Golden Whistler. This week, the garden was visited by a Varied Sittella which I'd never seen anywhere before, in spite of the fact they are widespread throughout mainland Aus-

tralia. Some of the birds sighted or, in some cases only heard, have been very exciting indeed, including the scary 'screaming woman call' of a Barking Owl before sunrise one morning three or four years ago. A rare visitor in Canberra probably seeking the water from the bird baths in very dry times.

On another occasion, I witnessed a Sacred Kingfisher dive from a height of several metres right into the middle of the 200mm deep bird bath five or six times before resting in the nearby tree for 30 minutes preening and drying himself. On one occasion hanging washing out, I found myself just 600mm from a Brown Goshawk that had landed on the clothesline without realizing I was there. A soft click of my tongue saw him glare at me with piercing eyes before dismissing me as possible prey and going back to hunting.

When one takes the time to observe, it's very often surprising to see how playful birds can be. For example; the magpie that hops up the twelve steps of the ladder leaning in the tree instead of flying to the branch at the top, stopping off half way up to grab insects at the bird feeder platform or; the magpie that picked up a stick and hid behind the tree enticing the others to encircle him to discover what he had.

I've seen up to six different species of native birds sharing the bird baths or the sunflower seed tray, or waiting in line to do so. There are two species of tree frogs in the garden, the Whistling Tree Frog and Peron's Tree Frog, which has an engaging maniacal cackle and seemingly a distinct liking for anything green to sleep in or under during daylight hours. One's under a green cloth atop the water heater on the deck and invariably engages us in maniacal conversation when we're chatting on the deck and another has called the green watering can home for the past four months. One particular folded green camp chair on the deck could never be taken camping because it was home to two Peron's Tree Frogs for a time while they grew and matured, leaping out every evening at dusk to hunt for insects.

We have resident butterflies, dragonflies, damselflies, cicadas and crickets as well as the native

Blue-banded Bees, Blue-tongue Lizards and at night, possums, micro bats (probably Gould's Wattled Bat) and on one occasion, a Common Dunnart (a small, beautiful carnivorous marsupial). Whilst very common, microbats are nocturnal on-the-wing insect eaters, requiring keen observation against the fading light at dusk in an effort to spot them. They can be



Peron's Tree Frog

spotted flying through the beam of a torch held steadily into the sky later in the night. Of the 70 species of bats in Australia, 43 are locally or nationally threat-

ened (35 of which are microbats), because of habitat destruction. Incidentally, unlike birds, microbats obtain forward thrust with both the down-stroke and the up-stroke of their wings.

Recently, each day for a week or more, a band of Kookaburras parked their four youngsters in the trees near the bird bath while they went off hunting, comfortable with the knowledge the young had plenty of water to drink and frolic in, returning at dusk to retrieve them. I have observed kangaroos and foxes drinking from the bird bath in the hours before dawn and on two occasions, cows coming in to drink and graze as the desperate farmer to the north allowed them to wander because he had nothing left during a severe dry spell a couple of years ago.

A recently felled Box Elder (powerline offender) has provided 'habitat' for an ever increasing number of Superb Fairy Wrens. We simply left the smaller twiggy bits piled high in a corner of the garden we could afford to dedicate to them.

I would encourage you to observe more closely your immediate environment. You may be pleasantly surprised at the diversity of creatures you share it with.



Jacana or "Jesus Bird" - Kakadu NP

# Second Batteries for Fridges

Richard Brand



## Vehicle Wiring

If you read my last article, you might recall that I decided to convert my trailer from vacuum operated hydraulic brakes to electric brakes. This entails installing a brake controller in both my towing vehicles. I did mean “a controller” not “controllers”. You may think sharing one controller between two vehicles is a bit mean, but I selected a Tekonsha unit because it has a relatively easy disconnection from its cradle and wiring harness. In fact, it only needs four wires, two of which provide power direct from the battery, one picking up the brake lamp signal, and the last to drive current to the trailer brakes through the standard trailer connector.

Sounds easy, and having been quoted \$500 for installation in the Adventra, I decided to do it myself. Apart from saving money, it also means I have a fair idea what connects where in case of failure. In particular I can document where new fuses or circuit breakers have been installed. This is non-trivial – the day I picked up my Landcruiser new in Melbourne the aftermarket sunroof failed to shut. The installer had forgotten to include the manual closing knob, and unknown to me the broken fuse was dangling in the engine compartment. The truck spent its first night in Port Melbourne with the roof wide open. Fortunately crims rarely steal in their home suburb.

The majority of the \$500 labour quote must be allocated to removing and refitting interior panels stretching from the firewall up to and including the rear bumper. Pulling panels would be easier if there were instructions. Now I’ve had my Landcruiser for almost 20 years, complete with engine and body manuals I bought in Bourke when 80-series were still a rarity. The Holden Adventra on the other hand is only a couple of years old and you cannot get a paper-based manual anywhere for love or money. For a mere \$500 or so, you can buy a CD-ROM with the manuals on it.

So I decided to work out how to do the wiring for myself. Starting with removing any visible screw on a candidate panel (and most fastenings are hidden) and then wriggling, poking and prodding I eventually removed the clutter under the dash, the ventilation piping and trim panels to the transmission hump and down the driver side sill to the rear.

An incidental frustration is that the vehicle comes

standard with a trailer plug, and the blue brake control wire is already wired in. But where on earth does the other end of this blue wire come out?

Once the panels are out, it makes sense to put in every scrap of wiring that might possibly be needed. One day I might want to put a couple of batteries in the trailer, or get a caravan, so running heavy duty cables to the tow bar also made sense.

A tip here is to investigate Anderson connectors, which are very heavy duty self-wiping plugs. They can be crimped or soldered – my preference is to do both. Like most things, they are about half price on the web. 50-Amp ones are fine and will carry much more current for short times. You will need a heavy electric soldering iron or gas to solder them.

My other tip is to investigate heat shrink tubing for electrical work. An Aldi paint stripper makes an ideal shrinking gun.

Ian Swindley had given me four 40-Amp hour deep cycle batteries, so I added cabling to the rear footwell to run a couple of them, in order to power the car fridge. This in turn mandated a new battery isolation system so the fridge would not flatten the main starting battery. Although the Adventra has a power outlet in the rear, it is a cigarette lighter type so I added two heavier duty fridge outlets and heavy duty cabling rated at 25-Amps. Once I drilled the hole, I found one of the fridge outlets impinged on the subwoofer so I had to remodel a corner of the enclosure. It is a very serious subwoofer, but it can’t keep beer cold.

## Camping Fridges

As far as I know, there are three basic types of fridge available for camping use.

Compressor fridges work on the same principle as domestic refrigerators and reverse cycle air conditioning. A pump compresses gas into fluid (making it hot like the end of a bicycle pump after use) then the fluid evaporates into gas, cooling like a breeze on a sweaty brow. The fluid/gas circulates in a closed system and acts like a heat pump. These units can be extremely efficient – the heat extracted can be several times the pump energy put in. Almost all low voltage compres-



sor fridges available today from manufacturers like Waeco, ARB and Quirk's Autofridge, use German Danfoss compressors. Most also use Danfoss electronic controllers, because of their extreme efficiency. Engel uses its own Swing compressor design. Both types typically take 4amps peak current.

Three-way or absorption fridges are similar, but instead of an electric pump, another fluid circuit is used to drive the first. The second circuit uses heat, which may be supplied by gas, 12-volt electricity or mains electricity – hence the name three-way. They are much less efficient than compressor fridges, using more than twice the peak current, and need to be level to work properly. They are a bit unpredictable, and can unexpectedly freeze fresh contents. Dometic / Electrolux caravan fridges typically use this principle, gulping car electric power when on the move, and requiring a switch to gas or mains electricity when moored. In my opinion their only good feature is that they will run for a very long time on gas in the one location.

The third type makes use of the Peltier effect and is often called thermo-electric because the flow of electricity directly causes a heat pump effect. When a voltage is applied across a junction between two dissimilar conductors a current flows. In a circuit there are two joins between the dissimilar conductors, and one of the junctions gets hot while the other cools. If the voltage is reversed, the temperature difference also reverses! Peltier effect solid state fridges are often advertised as having a second purpose – warming food. They are around 7 times less efficient as heat pumps than compressor systems, so they are pretty hopeless at cooling or heating contents, but can be reasonably good at keeping cold things cool or hot things warm.

Because they need current to work, the current is also used to drive an external fan to blow air over heat sinks outside the cooling compartment. Good units may have an internal fan as well, to even temperature over the fridge contents. I think of them as motorized Eskies.

The cheaper the unit, the less efficient the solid state device is likely to be. Advantages are that they are light, cheap and reliable with the disadvantages of fan noise and inefficiency. Typically they cost from \$35 to \$250 from suppliers like Dick Smith, Aldi, Waeco and Engel. The price depends on size, electronic sophistication, insulation and the efficiency of the Peltier effect device.

## **Personal Experience**

My first car fridge was a Canadian space age Koolatron built around a solid state Peltier effect device, costing under \$250. I used this on several long trips, including three months to the Kimberley. Peltier effect fridges need to run a lot – all the time if it is warm – and can half-drain a battery overnight. Reckon on 90-Amp-hours a day – about a full battery. I have been stranded with flat batteries three times as a result – due to dumb battery isolators and poor battery management on my part.

After I joined this club I found out that several members were very happy with Autofridges made by Quirks in Australia. Quirks specialize in industrial refrigeration and is now owned by Conergy Australia. I bought a 75-litre eutectic Autofridge which cost over \$2,000 twelve years ago. This is a massive 33-Kg fridge, so recently I also bought a 4-Kg Dick Smith cheapie which is small enough to fit whole in my house fridge before a day trip, but even so is hard pushed to keep a few cans cool. I could not resist a bigger Aldi special, which does seem to work a bit better for an overnight trip. To improve temperature distribution I fitted a thick aluminium plate to the floor but it makes little difference. The whole thing weighs 5-kg and easily fits whole inside the Autofridge, which is probably the best place for it!

The bottom line is that good insulation is a pre-requisite for a good fridge, the thicker the better.

The Autofridge has thick insulation, but its unique selling proposition is that the four walls are filled with a eutectic mixture which can be frozen in a couple of hours in the morning and evening. During the day, the eutectic thaws but keeps the contents at a constant degree or so above freezing. A eutectic is a mixture which freezes and melts at a constant temperature, like electrical solder which is designed to set en masse, and unlike plumbers solder which is designed to go mushy so joins can be moulded and wiped as they slowly cool.

In this mode, it only uses 20 Amp-hours per day in 32 degrees ambient temperatures.

## **Instrumentation**

The Autofridge is so quiet; I often can't tell if it is running. When the battery voltage is too low, it occasionally shudders, so I decided to install a low-voltage cut-out. Many dual battery isolators can also be used as low voltage cut-outs, but most are not adjustable once they leave the factory. The solenoid variety typically uses around an Amp to hold the solenoid on, which is OK as a battery isolator when the alternator is running but is a terrible waste as a voltage cut-out when stationary.

Instead, I found a kit on the internet which uses magnets to hold the contacts closed, and just uses micro Amps to run. At \$22 it also costs about a quarter as much as the commercial units and is adjustable. While I was waiting for the kit to arrive, I decided to add a LED tell-tale to the Autofridge so I could see if it was running.

The LED had to be connected somewhere so I pulled the Danfoss controller out and lo and behold there were three spare terminals. Two of them gave 12-volts when the fridge was running so I hooked up them up to the LED through a resistor and sure enough I got my tell-tale light.

I was curious about the third terminal, so I hopped on to the web (which did not even exist when I bought the fridge!) and discovered that the Danfoss controller includes a low voltage protection circuit. The third terminal is specifically provided to power a LED, flashing it when the voltage drops too low. Why Autofridge did not put one of these in is beyond me. It turned out that the other two terminals are designed to run a fan which the latest Autofridges do have. The manual also told me the fridge attempts to restart every 40 seconds which explained the shuddering.

Out with the soldering iron again, to re-connect the LED for the flashing warning. On a roll, I decided to drop in a \$15 Jaycar analog Ammeter and discovered a neat little digital voltmeter strip for \$40 which includes interior and exterior temperature read-outs, plus date and time and a backlight. I stuck that on the dash, and added wiring to the fridge to support the exterior temperature sensor. So when driving, I can see the voltage on the second batteries and the temperature inside the fridge. As a bonus I even get a flashing warning of ice on the road when the fridge has reached the perfect temperature for beer! Plus if the circuit breaker on the second batteries trips out, the backlight goes out.

### **Battery Isolation**

To avoid flattening both batteries when running accessories like a fridge, it is essential they are disconnected from each other when not being charged. You could put in a big manual switch, but if you are forgetful like me an automatic system is a safer bet. These come in two flavours – dumb and smart.

The dumbest use a couple of big diodes between the alternator and each battery. Diodes only pass current in one direction. Unfortunately, there is a significant voltage drop across any diode, so neither battery will get fully charged unless the alternator is tweaked to compensate. The voltage drop is minimized using solenoids to operate a switch. Dumb systems use the ig-

niton key to turn the solenoid on. The problem with this system is that the charging current goes to the flattest battery, and unless you do a lot of driving the starting battery will become flatter and flatter.

Smart systems measure the voltage on the starter battery, and don't connect the second battery until the first has reached an acceptable stage of charge. You can buy a battery management console for a few hundred dollars.

Smart systems may also include delays to prevent rapid switching caused by voltage fluctuations. I've had a Redarc smart isolator in the cruiser for a several years now (dumb solenoids give out after a few years), so I bought another one (around \$100) for the Adventra. Four extra wires through the bulkhead connected to a LED pushbutton switch let me see when the Redarc switches in, and pushing the button overrides the isolation to help with marginal starting. Redarc recommends 100-Amp fuses, so I popped in 100-Amp circuit breakers from Jaycar, which can be used manually.

### **Battery Charging**

By the time I'd finished with the trim panels and all the wiring, the main battery had gone decidedly flat. I have a tiny trickle charger which had been doing sterling work recharging Ian's gifts, but now it decided to cark it. Swallowing hard, I decided to fork out for the world's smartest battery charger, a CTEC intelligent 8-stage 15-Amp device. This even has a temperature probe to make sure the battery being charged does not get too hot.

After getting the Adventra going, I hooked the CTEC up to the cruiser's second battery which it automatically diagnosed as faulty so I moved the CTEC to the main battery and left it there all day. When I got home, the second battery was almost boiling its heart out. I'd forgotten that the smart Redarc would figure the alternator was working and would switch the second battery in. The smart CTEC was measuring the temperature of the other battery while the faulty one cooked!

### **Isolator / Low voltage cutout kit**

By now the isolator kit had arrived. This kit is designed for use either as a battery isolator or as a low-voltage cutout. The only difference is the cut-over voltage and that is adjusted by changing two resistors, with fine adjustment via a trimming potentiometer. For \$22 plus \$7 postage you get a printed circuit board, 20 resistors, 9 capacitors, 10 diodes, Zener and light emitting diodes, three tran-

sistors, three integrated circuits and an 80-Amp latching relay. The latching is done magnetically, so the relay only draws current when it is actually changing state, and then for under a second. The LED lights up continuously when there is enough voltage, and blinks when the voltage has gone low. Magnetic latching means the current draw is so low; the average car battery could keep this device running for 100,000 hours between charges.

I'd forgotten how to read the colour codes on resistors and was hooking into the web when I suddenly realized it would be easier to just measure the values using a multimeter. If you have not done electronics before, you will need a fine point soldering iron, preferably temperature controlled and probably some advice on recognizing components. Diodes, electrolytic capacitors, transistors and integrated circuits do not like to be put in back to front. You will also need a small box to put the finished kit in, and wiring terminals.

Note: that isolators like the Redarc have an override option to allow both batteries to be used for starting. They can take surge currents of 100s of Amps. The Oatley Electronics K227 kit is really designed for 20 Amps of charge to the second battery although the relay is rated at 80-Amps.

### Forgotten wires

By the time I'd built the kit, we had gone to Meet-the-Committee and discovered that the GPS/phone outlet should really be powered from the second batteries. At last a real use for the low voltage cutout kit, but it meant pulling all those panels out again to run more wires. I decided to put in another high power outlet plus a cigarette lighter outlet in the footwell for my TomTom GPS. The TomTom switches on (usually) with the ignition, but I thought a switch which allowed me to select this or the second battery would be a good idea.

Then I was faced with finding a suitable ignition-switched wire to hook into. Remember, no manuals, no wiring diagram. There is a cigarette lighter in the centre console, so I sliced open the wiring bundle heading it the right direction. There were over 20 wires in it. Presumably the lighter would need a thick wire, so I started probing each one with a safety pin and a voltmeter. The most remote wire seemed the right one, so I cut it and soldered in my new connecting wire.

Time to reassemble everything for a final test. Everything worked perfectly including switching the TomTom – everything that is except the new phone outlet. Cursing, I remembered I had put the wire reserved for

it on the TomTom switch and needed yet another join. Just as I soldered it in, the radio failed, the CD player started making graunching noises, all the dash lights went out and the diagnostics went into a cycle of endless failure. I went into a cycle of cold sweat. How was I going to explain this to Holden, and keep my extended warranty?

### Tekonsha to the rescue

I noticed the Tekonsha brake controller, which is wired direct to the main battery, was the only thing in the cabin with any sign of life, including me. The P3 has very handy diagnostics which include a digital voltmeter reading to two decimal places – about 1000 times better than the Adventra's standard analog voltmeter. I dialed up the voltmeter and could not believe the reading – about 8-Volts. The main battery had gone flat while I was working away listening to the stereo.

By accident I discovered that the P3 brake emergency lever has the totally unexpected side-effect of cancelling the Adventra's cruise control – easier than dabbing the brake pedal. It must put enough signal back into the stop light circuit to trick the cruise control. P3 is probably the only sign of real intelligence in this story.



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**Ask us about the new Topaz off-road caravan by Track Trailer. See it and us at the Canberra Retirement and Lifestyle Expo, 15-17 May at Epic**

# Club Clothing

The Club clothing or a name badge can be ordered from Kathy Solomos at the monthly Meetings.  
Payment for any item is expected when ordering.

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  
Kathy Solomos 0402 051 623





## Four Wheel Drive NSW & ACT, INC

GPO Box 1371, Parramatta, NSW, 2124  
Phone: 1800 646 630, Fax: 1800 650 664  
@4wdnsw-act.asn.au

### March Bulletin

Some of our newer members are possibly not aware that ST4WDC is part of 4WDNSW & ACT the peak State 4WD body which in turn is part of the Australian National Four Wheel Drive Council (<http://www.anfwdc.asn.au>). Part of your annual membership fees go to the state association to fund operational and promotional costs. 4WDNSW&ACT represents nearly 100 clubs.

#### Canberra Region Committee (CRC) News:

We are waiting on the ACT Chief Minister for a date to sign the MOU with Parks Conservation & Lands (PCL). The CRC has identified the following projects to be jointly carried out under the MOU with PCL;

Track grading using 4WD Victoria's track grading system, wreck recovery, wilding removal, and ACT Hut Hut restoration and maintenance.

#### State Association News

March was a busy month with many projects and initiatives. Full details of these highlights can be read on the Association website <http://www.4wdnsw-act.asn.au/>

**Membership secretaries** should automatically register all members for access to the Association website which provides the forum and much information on activities affecting 4WD owners. Each club should have a Club "Reporter" to contribute to the Association website; see "quick bytes" in the Members section for details.

**Electronic Trip Reports** MUST become a routine for all Trip Leaders. They go electronically to the Land Manager responsible and prove why trails should stay open. See the latest report on the "Members" website.

**A free NPWS "All Parks Annual Pass"** for each 4WD Club volunteer who achieves 50 hours of volunteer work is available providing;

- a) The time spent is verified by the Ranger involved.
- b) The Association Vice-President, Roger Sheath, ([vicepresident@4wdnsw-act.asn.au](mailto:vicepresident@4wdnsw-act.asn.au)) is notified so he can keep a log of member hours.
- c) The 50 hours can be over any period, not just the last 12 months if Ranger verified.

**The Driver Training Unit (DTU)** is very keen to assist your club improve driver training skills by running instructor courses at Club or Regional level. Please contact Clifford Stephenson on [training@4wdnsw-act.asn.au](mailto:training@4wdnsw-act.asn.au)

**Victorian Bushfire response** by NSW and ACT clubs is being coordinated by our Vice-President, Roger Sheath [vicepresident@4wdnsw-act.asn.au](mailto:vicepresident@4wdnsw-act.asn.au), in conjunction with the Victorian Rural Response Group. 4WD NSW & ACT have raised over \$5,000 in cash and continue with the following efforts.

A convoy of 25 vehicles from 5 NSW clubs will do fencing work in the Myrtleford area at Easter.

An ACT Clubs convoy of 20 vehicles will go to Victoria on the ANZAC weekend: contact Peter Mercer the ACT coordinator at [president@lrc.org.au](mailto:president@lrc.org.au)

Mudgee 4WD Club continues to work on supplying animal fodder to Victorian farmer bushfire victims and is close to sending a second truck with provisions.

**Vehicle lift height restriction regulations** are being pushed by State regulators. Vehicle Standards Bulletin (VSB 14 version 2) is comprehensive (see our website under Member News), and NOT just about vehicle height. It requires a response by 4WD Clubs. Google the details at [www.ncop.com.au](http://www.ncop.com.au) and look for VSB14V2.

**Congratulations** to Chris Tierney on being elected Chairman of Sydney Region Committee. There are now regional committees in Sydney, South Coast, Western NSW, Canberra, North Coast and the Hunter. Regional committees strengthen the association and make it possible to respond quickly to local issues.

#### National Association News

**An Environmental/community projects** competition has been launched by the National 4WD Council for 4WD for all affiliated 4WD clubs to enter their environmental/community projects done during 2009. The national prize is \$3,000 with a \$1,000 prize for state winners. Details and guidelines are on the "Home" page of the 4WD NSW&ACT website.



# 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.



**Tyre Step Up (Bushranger brand).** Place over your rear tyre and use as a step to the roof rack. Folds away for easy storage. Adjustable for all tyre sizes. **As new \$50.**

Richard 0402 333 747 or [marketing@emailme.com.au](mailto:marketing@emailme.com.au)

**Bushranger X-Jack**

X-Jack is in excellent, brand new condition as it has not been used. The X-jack is the premier bull bag or air bag which is a recovery tool specifically for sand, mud and other similar surfaces where a wider footprint for your jack is needed. The kit comes with: Canvas carry bag (holds everything), reinforced bull bag, air hose for connecting to exhaust, laminated instructions, gloves, repair kit, exhaust adaptor. **\$200**

Greg or Vickie - 02 6241 3547

**Large Screen Dome/Tent**

Great large screen tent for living area outdoors, Keep out insects for eating or relaxing. Fly included for use as tent, large family size, Carry bag and all pegs etc. **\$200**

Greg or Vickie -02 6241 3547

**Bridgestone Dueller tyre.** 694 A/T 265/70/16, brand new, never used and always a spare for the past two years. **\$100.**

Richard - 0402 333 747

**All Terrain Camper Trailer,** full off road, 14ft canopy, 65L Water tank, mechanical brakes and Trig coupling, two jerry can holders, 9kg gas bottle holder, tool box, spare tyre and wheel, heavy duty 7 leaf suspension 14ft annex, heavy duty canvas, all ropes, pegs and poles included, additional side walls, kitchen skirt, and Queen size mattress. Manufactured in June 2003. Very good condition. **\$8,750 ONO**

Warren Shardlow - 0409 321 213

**Black Wolf Turbo 300 Canvas Touring Tent.** In as new 2004 Mitsubishi Challenger LS 4WD.

One owner, 80,000kms, leather interior, new brakes and tyres, tow bar. Full genuine Mitsubishi logbook servicing. Metallic silver. Registered until October 2009. Family car with true 4WD capability.

**Asking price \$17,000.**

Ron - 0414 365639 or [thompsons@netspeed.com.au](mailto:thompsons@netspeed.com.au)

**Black Wolf Turbo 300 Canvas Touring Tent.**

In as new condition. Used only three times. Reluctant sale - a bit too heavy for the wife to put up, pack up and get into the truck by herself. Great tent. Quick to set up and pull down. Waterproof. We have down sized to the 240. 220g Ripstop poly/cotton canvas, Weight: 23 kg, Size: 300 x 300 x 210cm, Fits inside most 4WD's

<http://www.blackwolf.com.au/turbo/>

New price is \$1200. **Selling price \$850 neg.**

Thommo - 0428 280406

**ARB roof rack** with wind deflector for 100 series Cruiser **\$200**

**Genuine Toyota towbar** (similar to Hayman Reese) with 50 mm towball: **\$150.**

Tony Preston-Stanley - 0419 991 052,

[tonyp\\_s@yahoo.com](mailto:tonyp_s@yahoo.com).

**85 Watt Suntech Mono-Si Solar Panel**

Dimensions 1195 X 541 X 30 (mm). **\$450.**

Rob - Mob 0409 307 533 Home 02 6161 7597

**Chainsaw Chaps**

Essential protective gear for chainsaw operators. Brand new and unused. Only 2/3 retail price. **\$160.**

John - 62302459.

**BFG All Terrains** (5 x 285/75R16 ) on 16" Toyota 6 stud white wheels. Tyres as new; wheels some stains. **\$1700.**

Peter - 0406 379 913

**Nissan Patrol 4.2 Turbo Inter-Cooled.**

Manufactured in May 2006. 58500Km.

Front ARB air diff lock , heavy duty factory rear limited slip diff. 3" Exhaust. Bull bar and side steps / rails.

Heavy duty OME suspension with air bags (leaf springs on rear). Tow bar. Dual batteries. UHF radio. Winch.

Central locking.

**\$35,000 ono**

Peter - 0417480856

**Rear coil springs** (standard) from 2006 Mitsubishi Pajero (\$20); **Rear coil springs** from older Rangie (They have been in the shed for a few years, not sure of exact details) (\$20); **Dickie seat** (2 seater) to suit Nissan Patrol (88 model) (\$50)

**Side steps** to suit Nissan Patrol(88 model) (\$50); **Haynes manual** to suit Nissan Patrol 88-97 (\$10); **Gregorys manual** to suit 1900 Torana LH-LX & Sunbird LX series (\$10); **Gregorys manual** to suit Torana LH-LX 6cyl (\$10); **Assorted spares to suit Austin A40**, includes windows, fuel pump, manifolds, manual, distributor and assorted items (\$80); **Set of new balljoints** to suit HQ-HZ (with nipples) (\$50); **Starter motor** to suit HQ-HZ V8 (\$50)

Rod Cahill - 02 6296 2742



# SOUTHERN TABLELANDS FOUR WHEEL DRIVE CLUB Inc

PO BOX 661, FYSHWICK ACT 2609

## MEMBERSHIP

### Categories of Membership

Full details of the categories of Membership of the Southern Tablelands Four Wheel Drive Club Inc. (ST4WDC) can be found in the Constitution of the club. The following is a summary of the key differences:

#### 'Owner' Member

Owner membership of the Club may be open to any person interested in the furtherance of the objects of the Club, who is an owner or part owner (at least 10%) of a four wheel drive vehicle registered in Australia. The partner of an owner-member has all the privileges of an owner-member.

#### 'Associate' Member

Any person interested in the furtherance of the objects of the Club may be eligible for associate membership and entitled to vote at any general meeting but shall not be entitled to a vote at the annual general meeting or at any special general meeting. An associate member is not able to be a committee member of the club.

#### 'Competition' Member

Any person interested in the furtherance of the objects of the Club but wishing to join the club for the principal purpose of participating in 4WD competition events may join as a 'Competition Member'. A competition member is not entitled to a vote at the annual general meeting or at any special general meeting, and is not able to be a committee member.

#### 'Family' Member

Family membership is extended free of charge to those persons who are the immediate family of an owner-member or an associate member provided that they are under the age of 21 and are domiciled under the same roof. Family Members who have already completed the Basic Driver Training course are not required to pay the Joining Fee if they become Owner Members before their 22<sup>nd</sup> birthday.

#### 'Life' Membership

Life membership of the Club may be extended to any owner member who has been a member of the Club continuously for at least 10 years and has in the opinion of the Club Committee, contributed significantly to the endeavours of the club. Life members pay no annual membership fee.

### Approval of Membership

Applications for membership of the ST4WDC are subject to approval by the club committee. The Club reserves the right to refuse a person membership. Reasons may be given at a meeting of the committee and the applicant.

### Membership Entitlements

Membership of the ST4WDC entitles Owner Members (including Partners), and licensed Family Members to attend the Club's training courses and to make use of the Clubs 700ha property Talooge Park. Participation as a driver on other than Grade 1 trips requires successful completion of the Basic Driver Training course, or recognised equivalent prior learning / qualification approved by the Club's Education Coordinator. Grades 4 and 5 trips also require advance training. Details of Trip Grading can be found in **Southern Trails**, the Club magazine issued monthly (except January) to all Owner Members and Life Members.

### Membership Fees

An initial joining fee and an annual membership fee are payable as follows:

Membership Category	Joining Fee	Annual Membership
Owner Member	\$230(Note 1)	\$100 (Note 2)
Associate Member	Nil	\$50
Competition Member	Nil	\$50

1. A re-joining Member may be entitled to a reduced fee
2. The Annual Membership Fee for new applications received after the July General Meeting is reduced to \$50

The Club membership year extends from 1 January to 31 December.

### To Join the ST4WDC

Please complete the New Member Application form on the reverse and forward with your cheque / money order to:

**Membership Secretary, ST4WDC,  
PO Box 661,  
Fyshwick Act 2609**

Payment can also be made by Bank Transfer to: Account Name: ST4WDC; BSB 112-908; Account 040 037 027 - please include your name as a reference to identify the payment. You may also attend a monthly meeting (held on the second Tuesday at Canberra Deakin Football Club, Grose St, Deakin at 7:30PM) and hand the form and payment (cash acceptable) to the Membership Secretary who can be contacted at [Membership@ST4WDC.Org.au](mailto:Membership@ST4WDC.Org.au)



# SOUTHERN TABLELANDS FOUR WHEEL DRIVE CLUB Inc

PO BOX 661, FYSHWICK ACT 2609

## NEW MEMBER APPLICATION

Membership requested (Tick):  - Owner Member  - Associate Member  - Competition Member

Please complete the following. Completion of shaded boxes is essential, others are optional.

If applicable, attach details, including date of birth, of nominations for Family membership.

Essential entries	Member 1		Member 2 (Partner)	
Preferred first name, last name:				
Address:				
City/Suburb:		State:		Postcode:
Home Phone:				
Work Phone:				
Mobile Phone:				
Home Email:				
Work Email:				
<i>As a means of rapidly disseminating priority information, the Club occasionally makes use of Email to all members who have provided an Email address (which is hidden from other recipients), or SMS to all those who have provided a Mobile Phone number. You will receive these automatically unless you indicate otherwise. <b>Default is shown in Bold Print.</b></i>				
Accept Club SMS:	Yes / No		Yes / No	
Send Club Email to:	Both / Home / Work / Neither		Both / Home / Work / Neither	
	Of the EMAIL Addresses provided above			
Vehicle (Make & Model):				
Registration (Please include State if not ACT):				
	Registration details are requested as they are used for log-on to the 'Members Only' portion of the web site.			
Occupation:				
Employer:				
<b>How did you find out about the ST4WDC?</b>				
<b>Signature(s)*:</b> Upon acceptance of this application, then for the duration of my membership, I agree to abide by the Constitution and By-laws of the Southern Tablelands Four Wheel Drive Club Inc, as they apply from time to time.				
Signed:				
Date:				
<b>Payment of fees (\$ . . . . .) made by</b> (Please indicate): Cheque (enclosed) / Money Order (enclosed) / Bank Transfer / Cash				

Completed Form and payment should be submitted to the Membership Secretary at a monthly meeting or mailed to the above address.

### Membership Secretary use only.

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

Joining Fee paid \$..... Total received: \$..... Receipt Number: .....

Database updated: ..... Membership package despatched: ..... Membership Card Issued.....

Other comments: .....