



SOUTHERN TRAILS

ISSUE 363 September 2009



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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 — 8 September at Canberra Deakin Football Club

Sandra Telfer, a Club member will speak on,
"A strategy for managing your trip photos"

The deadline for material to be included in the next issue
of *Southern Trails* is the Friday following the General Meeting
i.e. 11 September 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 Joshua Buckley (Talooge Park) and Graeme Kruse (SA).

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

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

General Meetings are 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. 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

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



Sometimes it is really difficult to find the thoughts and words to put in my ramblings each month. Making the computer keys translate the thoughts to words can be a challenge. Not because there is nothing to say but because it is sometimes very difficult to get the ideas out of one's head and onto the paper.

Each year our driver training team put in a huge effort to train new members and to help existing members with new skills. Peter Reynolds and his team give up a very considerable amount of time to ensure that all members of our Club are helped to improve their skills and this helps to foster an environment of safe and happy driving.

This year in addition to the normal basic driver training weekends and follow-up days, Peter and his team are conducting an advanced course and a sand and water crossing course. All of this means many weekends away from their homes and families, and while the members of the training team enjoy their roles and meeting new members as they embark on their training, it is still a huge commitment.

Our driver training program is one of the things which sets our club apart. Over the years our training team has striven to instill in our new members all aspects of safe four wheel driving. This training clearly shows all new members the standard which we would like to see them attain and the standard which has kept our members safe and enjoying their time in the bush.

As with all parts of our club, our training team is always looking for new members to join them. There is no formal process for selection, so anyone who would like to learn more about joining the training team and the requirements to become a trainer can speak to Peter Reynolds or any other member of the team. In addition, members of the training team are given the opportunity to improve their skills and to undertake training outside the Club. These skills can also be used in areas outside the Club.

So, a big "thank you" to Peter and his team for all of your hard work.

Another very important part of our Club life is our trips. This follows on naturally from our driver training – once you have completed your training you

need to go on Club trips to continue to improve your skills - and also enjoy the main benefit of being in the Club.

As the warmer weather approaches we are looking to put more trips into our calendar. In today's world we all seem to be "time poor" and it is difficult to find time to either run a trip or participate in a trip. So to all our old trip leaders and to any new trip leaders – have a go at a day trip, a weekend trip or longer. A drive in the bush or a night camping under the stars is a great way to get rid of the stress of our every day lives.

While camping shops and the like are pushing the most modern and comfortable of camping experiences, you don't need them to have a great weekend. Something to keep you dry, something comfortable to sleep on and a camp fire to cook on is really all you need - and something to keep the beer cold! Friends to share the experience are an added bonus. So I look forward to seeing you all on a track somewhere soon.

As I sit here at my computer snug and warm with wonderful rain falling outside, the poetry of Banjo Patterson has popped into my head for some reason. His wonderful poems of the Australian bush and its people hark back to a simpler time. Unfortunately, a time we will never see again. But there are still parts of Patterson's bush out there and there are many places to discover and enjoy.

Until we meet on a track somewhere – take care and drive safely.



Stop Press

Could all participants in the Water Crossing and Sand Driving Course - 24-25 October, please attend a short meeting after the Club meeting on 8 September to discuss vehicle preparation.

Peter Reynolds
Education Coordinator

Talooge Topics

John Kjar



Calendar of events at Talooge

Please advise any additions or corrections by E-mail to Property@st4wdc.org

From	To	Activity	Contact	On
12Sep	13 Sep	Safe One Basic Driver Training	Peter Reynolds	0428 623 458
October (tbc)		Talooge Working Bee	John Kjar	6287 7574
5 Dec	6 Dec	Christmas Party	Richard Brand	0418 568 358

You may remember that we are seeking to update the development plan for Talooge. Your suggestions are welcome. As part of the development plan we are seeking to re-populate the various sub-committees that will be involved in the detailed planning and implementation of all our needs. To date we have received several offers for most of the sub-groups, but any additional offers would be appreciated. I have outlined below the membership of these sub-groups and a brief terms of reference.

The External Relations group will deal with matters relevant to the Cooma Council, our neighbours, non-member use etc. Membership comprises Jim Raleigh (chair), Peter Fenwick, Peter Reynolds and Peter Butterfield. I will also participate in this sub-group and the other groups. The Tracks sub-group deals with matters relating to the location, standard, design etc of the tracks at Talooge. It is chaired by Peter Reynolds and includes Robert Knight and Robert Tiele. Land Care responsibilities include weed control, revegetation, control of ferals, bushfire management etc. Graeme Kruse chairs the group with Don Wiltshire and a strong band of volunteers.

The Buildings sub-group is responsible for design, construction and maintenance of our structures at Talooge. Mike Rodd and Robert Tiele are members and we are looking for a chairperson. The Campsites group is responsible for the campsites and future camping areas, which includes the need for shelter, water, toilets, fire pits, access (vehicular/foot) etc. Bob Allen is the chair and Rob Lejsek, Don Wiltshire and Bob Calder are members. We have no offers so far, for the History group to record the history of Talooge, the people in the area and the activities they were engaged in. We also need helpers for the Activities group to further develop walking tracks, nature trails, adventure playgrounds, vehicular test track, astronomy centre (the sky is the limit though).

I hope you can make it out to Talooge – spring is a great time to enjoy it. If you do go, please remember to advise Steve Collins (6454 3063) of your itinerary

(he is the owner of the land over which Strike-a-Light Fire Trail passes) as well as President Rosemary or the Vice-President (Marj Jones) to get the locks combinations as well as any information that may impact on your trip.

I trust you will enjoy the experience.



ST4WDC's Land Care Group needs your assistance

The Landcare Group needs help to keep up with its responsibilities. We often go to Talooge Park during the week, either for the day or overnight as this allows us to leave weekends free for Club trips and the like.

For the next few months we would like some people to spot spray weeds in the 'Home Paddock', the Offset Mounds and the nearby Hill Start areas. This will enable us to get stuck into broad-area spaying of troublesome sites and difficult-to-access locations before the Serrated Tussock (the primary weed of concern on Talooge Park) gets a chance to set seed this coming season. We will do the chemical mixing (Roundup only) and provide the required guidance for you to spot spray the weeds effectively.

If you have not been to Talooge Park as part of a small group, you will be pleasantly surprised at how tranquil it can be. When staying overnight, we usually take some time to do some exploring.

If you would like to help, either as a one-off, occasionally or on a regular basis, please contact Graeme (6292 3073) or Don (6161 1880). We will be most grateful for any level of assistance you can offer.

Graeme Kruse
Chair, Land Care Group Sub-Committee

Events and Trips

Richard Brand



Soft Roding

There were some nice comments in the Christmas in July trip report on the capabilities of my Holden Adventra wagon, which surprised a few people on the trip, including me! Basically the Adventra is the previous Commodore wagon, with four wheel drive added. Compared with the standard wagon, the track and ground clearance have been increased and there is some extra reinforcement taking the weight to almost two tonnes, but it is basically an automatic soft-roader.

The closest heavy-duty 4WD is probably the Mitsubishi Pajero, which also has a monocoque body (no separate chassis) and independent suspension. For comparison, the Pajero is about 150-mm shorter and 60-mm narrower but 250-mm higher. Although its unladen ground clearance is just 25-mm more, its fording depth is a huge 400-mm more, so don't expect to see me doing the Water Crossing course in the Adventra. The current Pajero is also slightly heavier and slightly less powerful than the V6 Adventra.

I will confess to being a little surprised when I found out we were going down to Flea Creek for morning tea, especially as I had three passengers and a pretty full load area. The descent turned out to be pretty easy – just switch on hill descent control and use the cruise control to dial the speed up or down. Even the aggressive spoon drains were no problem, although compared with serious 4WDs the Adventra has poorer approach, departure and ramp-over angles. However like the Range Rovers of old, it does have a self-leveling rear suspension so it maintains ground clearance even with a big load. Anyway, it managed to avoid scraping its bottom.

The climb out of Flea Creek looked like being a bigger test. Gentle Annie Fire Trail is reasonably steep and the Adventra has no low range. However, an automatic with a conventional slush-box torque converter can go a long way to compensate at low speeds. Stall ratios are typically 2.5:1 which means you can get a torque magnification of 250% at crawl speeds. This compares with a low range ratio of 1.9 in the Pajero. As it happened, the Adventra purred along, never using more than 2,500 revs despite the load, with the electronic traction control audibly taking care of wheel slip. I kept waiting for the hard bits, but then we were at the top – no dramas.

The biggest test came on the drive back from Paddy's River Dam. By the way, this is an absolutely ideal camping spot on the Hume and Hovell walking track for a long weekend with a canoe and maybe a rod – end of hint to putative trip leaders. The road out was incredibly slippery for kilometer after kilometer because of a thin coating of slimy mud. This is the sort of surface that encourages vehicles to slide down the slightest camber and into the bush or bank, whichever comes first. In my experience only black ice is more slippery.

Off Roding

Now similar conditions happened to me just after I got my 80-series Landcruiser back in 1990. I've got to explain that my introduction to 4WD came when I lived in Melbourne and tried to make money by selling a new computer system to ARB's Head Office. I got to look around their factory and showroom, which was extremely impressive even then. I had volunteered to look after a German shepherd dog, which would not fit in my sports car: the pre-release specifications of the 80-series looked impressive so I bought one.

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The advertisement features a background image of various car batteries. At the top left is a logo with a sun and the text "Battery World". Below the logo is the slogan "Power for anything... anytime!". A row of icons represents different vehicles: a car, a boat, a motorcycle, a truck, and a tractor. The text "Need a Battery for your..." is followed by "FREE in-store auto Battery Testing and Sales at:". The address "CANBERRA 95 Grenville Court Phillip (Behind Discount Tyres)" is listed. At the bottom, it says "24hr Roadside Service" and "13 17 60" in large bold numbers, with the website "www.batteryworld.com.au" below.

When trying my new Cruiser out in the Dandenongs, I slid off a muddy trail and barely had enough traction to get going again. It was inevitable that ARB front-and-rear-air locking differentials had to go in, followed shortly afterwards by an electric winch because I found that air lockers let you get so much deeper into trouble. With all the extra weight, the long-travel coil springs needed replacement with hi-lift springs, just to get the original ground clearance back. Range Rover got it right at the outset with its self-leveling dampers. Of course, ARB made a lot of money out of me!

About this time I booked myself on a 4WD course held at the Land Rover proving ground in the foothills of the Victorian High Country. Mine was the first coil sprung Landcruiser to tackle the course, and the first Japanese vehicle they had seen that seemed to be able to do everything a Range Rover could do.

A good deal of the course was on very steep and muddy tracks. One of the instructors had an old Range Rover fitted with tractor front tyres – think Fergie here! The principle was that the extremely narrow central tread would cut through mud and reach solid ground much faster than conventional tyres. It seemed to work, though registration was probably out of the question.

Interestingly, that course totally ignored the effects of varying tyre pressures, which is such a crucial part of our Club's training. In this case, I suspect that high pressures help road tyres cut through mud to the solid surface below, if there is one. Note that specialist mud tyres have chunky treads designed to cut deep into mud. The spaces between the chunks are shaped to pick up mud and throw it out under centrifugal force, again to dig a path to solid surface.

Paradoxes

Some figured that the Adventra did well in the mud because it has relatively narrow tyres, but in fact they are almost as wide as the over-sized mud tyres on my Landcruiser, and bigger on a width to weight comparison.

In practice the tread pattern did not seem to matter much. No tyres in the convoy seemed capable of throwing the mud off – every tyre looked like a racing slick – whether there was a road, all-terrain or mud pattern lurking under the goo.

The secret of the Adventra's performance seemed to be a combination of position in the convoy, and the 4WD system used. As the weakest vehicle, I was in number two spot and although the leading Patrol and I spent a fair bit of time significantly sideways, the mud was not fully churned. What did help was that the Adventra is in permanent 4WD, biased 38-62 front to rear. This

means that under power, the rear wheels should slip first and the front wheels should maintain some capacity to steer. But I am sure the major factor is the electronic application of braking to any wheel that starts to spin. I reckon this is about as effective as having differential locks front, middle and rear – which most real 4WDs do not have! When a normal 4WD is leaned sideways into a bank, its traction is limited to the grip of the uphill tyres – whether it has a central diff lock or not.

There were still a couple of moments of near panic as the back end slid perilously close to the edge. Although it is against all instincts which are screaming for brakes, especially if you are going downhill, the only way out is to accelerate gently hoping the front end will pull the rig straight. The increased tyre speed might also clear some mud from the treads.

Of course, the best option under severely slippery conditions is to carry and use wheel-chains, though fitting them in mud is nowhere near as nice as it is in snow, which brings me indirectly to snow driving.

Ice and Snow

I grew up (to a point) in the UK, mainly in Hastings (Foyle's War) and Sheffield which have little in common except for being very hilly and getting a fair bit of snow in winter. It made little difference to motor transport – fresh fallen snow was easier to get through than that slimy mud, and even when it was compacted down it was drivable. True the double-decker buses did not actually stop on hills – they had to keep some momentum going – but they slowed enough for old ladies to jump on and off. A few cars did fit chains, but mostly people drove gently to suit the conditions, such as starting in second rather than first to avoid provoking wheel spin and above all, keeping going on hills.

Real trouble occurred when the snow thawed during the day, and froze overnight into invisible sheets of black ice, but this was rare.

H₂O

If water was really H₂O, ice and snow would not be a problem – in fact water would be a gas like CO₂ and life as we know it would not exist. But H₂O clumps together into much bigger molecules which are liquid at room temperature and solid in the freezer. Very strangely, the molecules rearrange themselves at 4°C so water expands below this temperature. It also expands when it freezes which is

very strange behavior, and explains why the oceans are filled at the bottom with 4°C water and at the surface with warmer or colder layers, and maybe ice floating on top.

Now the corollary is that if ice is under enough pressure, its structure changes back into liquid water which occupies less volume. A beautiful experiment takes a block of ice and a weighted wire hanging over the block. Over time, the ice under the wire converts to water and the wire moves through the ice block. The water freezes above the wire, leaving the block intact. Liquefaction happens under ice skates, skis and tyres leaving a film of slippery water to slide on.

Rain

When I migrated to Wollongong I was amazed at the similarity between rain driving in Australia and snow driving in the UK – in terms of the visible slides and resultant bingles. That was in the days before Aussie car makers discovered Radial Tuned Suspension and handling, when cars had three speed gearboxes, soggy leaf springs, live axles, cross-ply tyres, big iron engines and drum brakes. I guess a legacy is that the authorities still believe chains are essential for snow driving.

Convoy position

If you are leading a trip, it always pays to think carefully about the best order for the following vehicles. There is a natural tendency for the slowest to gravitate to the back, but the convoy as a whole will travel faster with the slowest near the front, since it is the tail end that has to play catch-up. It also lets the trip leader judge the right pace to suit the slower vehicles. Nevertheless, it is good to intersperse experienced drivers and electric winches throughout the convoy.

If somebody gets stuck, it may be hard to get a recovery vehicle to reach them through the convoy, especially if the track is narrow. Much better if the recovery vehicle is already in the right spot. Trailers add another challenge, but I think the same principles can be applied.

New Events and Trips

On 11 October Greg Taylor is heading into the Brindabellas visiting our favorite destinations including Flea Creek, Lowells Flat and McIntyres Hut. Vivian Henderson is leading a day trip on 18 October to Bedervale Homestead near Braidwood, with an exploration of Lowden Forest Park on the way home. This includes some lovely driving through the Talaganda Forest and open farmland, plus bakery/coffee stops. Bedervale itself is living history.

We are running another OziExplorer workshop, on 7 November and if necessary on 8 November. OziExplorer is share-ware mapping software for PCs, laptops and mobile devices that is ideal for trip planning because it can use any paper-style map sources. It can also link to GPS units to provide real-time in-vehicle moving map displays. The last courses booked out very quickly.

Neville Simpson's trips get booked out very quickly too, and he has kindly agreed to take an overflow trip to the Victorian High Country on 21 to 28 November.

Hope to see you down the track

Richard Brand,
Events and Trips Coordinator



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Membership Matters

Bob Allen and David Whiteside



New members for 2009 since August 2009

Mark Hornby & Rose Gorman 60 Series Landcruiser
Jarrod & Terri Reichman Hilux
Matthew & Nijole Szabo 100 Series Landcruiser

Since our last membership update we have had six people join the Club – the total number of members and their partners in the Club is now 421. And last month we promised another profile of an experienced Club member. Unfortunately we haven't chased up any more of those golden oldies this month for more profiles – but more next month. Instead we thought we would make a general appeal to the Class of '96.

Now the Class of '96 was clearly something special – if the membership statistics we have for that year are accurate. They appear to be the standout class in the current membership profile for the whole of the Club. The chart below shows the number of people (members and partners) in the Club at the end of 2008 based on the year they joined. As you would expect, the numbers gradually taper off back from 2008, as people for various reasons have drifted away after many years in the Club. But the Class of '96 has bucked the trend. Who are these people, what has kept this group interested in the Club for 13 years?

After all, how many happy hours can you endure sitting by a quiet campfire overlooking a gently flow-

ing river in some wilderness area – obviously quiet a lot if you joined the Club in 1996.

The Class of 1996 remaining with the Club

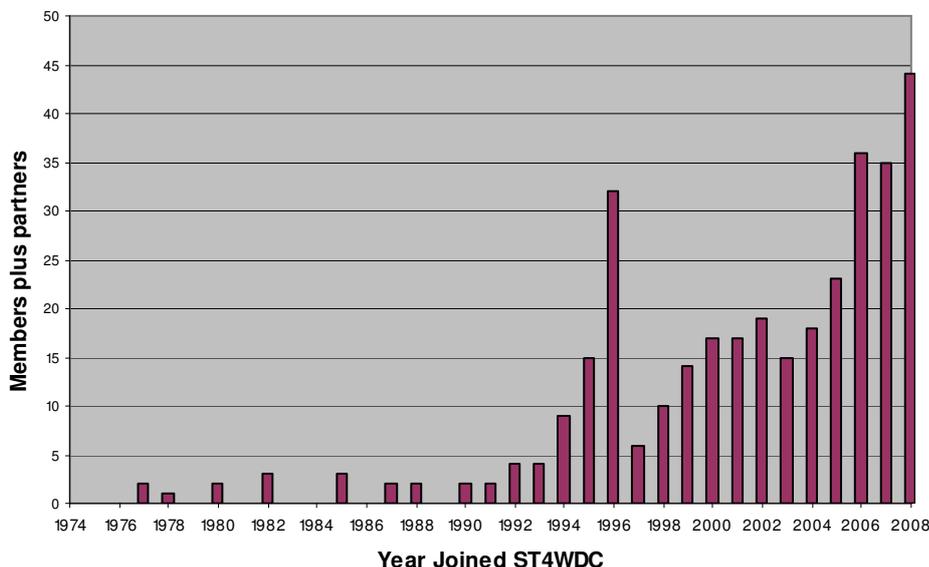
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Michael & Myra Brewer
Rodney Brewer & Leanne Williams
Mike Vale & Trish Carroll
Marina Fraigneux-Brewer & Matt Mill
David & Janenne Hay
Peter & Gwen Henderson
Eugene & Astrid Herbert
Jim & Heather Leedman
Frank & Dianne Lesak
Graeme Lister
Garry & Pauline Lymbery
Gray McLaren
Rosemary Orr
Douglas & Sue Rann
Neville & Betty Simpson

The list above shows who you are and also suggests some reasons why the Club has been so successful. Congratulations to all - for your loyalty and contributions to the Club since 1996.

Now we would like to hear from you. Please tell us, what you like about ST4WDC, what has kept you interested for so long, your favourite Club trip, your favourite camping spot and any suggestions for the Club?

We will compile your answers – you can be anonymous if you wish – and publish a composite profile on the Class of '96. Next month as promised, we will have a profile on a genuine golden oldie - naturally, only in terms of membership years.

STWDC - Membership profile at the end of 2008



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



5 - 6 Sep **Cowarra Gold Mine & Big Hole** (2009-063)

Trip Leader: Michael Patrick
Email: michael.patrick2@bigpond.com
Phone: 0412 377 941 (m)
Vehicles: 8
Grade: 2
Start: 8:30 AM
Departure: Williamsdale
Fuel: Full tank
Maps: Auslig NATMAP 1:250,000 Canberra S15516
 Hema 1:385,000 South East New South Wales
Requirements: Basic recovery kit. UHF radio. Drinking water, meals and happy hour supplies. Camping gear. Off-road trailers welcome
Description: On Saturday, we travel the Monaro highway to Bredbo then proceed via various fire trails to Cowarra gold mine, where we explore the old mine and township and have lunch. We go to Mt Dowling for afternoon tea, and camp overnight at Talooge Park. On Sunday we will head to the Big Hole via Talaganda. After lunch we walk to the Big Hole, taking approximately one hour there and back. We should be back to Canberra by 5:00pm. This is a very easy drive with a lot of history to see.

6 Sep **Wine Ramble with Ro** (2009-058)

Trip Leader: Rosemary Orr
Email: president@st4wdc.org
Phone: 6241 0464; 0414 568 358 (m)
Vehicles: 10
Grade: 1
Start: 10:00 AM
Departure: Car park Dinosaur Museum, Barton Highway
Fuel: Full tank
Maps: Canberra wine map
Requirements: UHF CB, good sense of humour, lunch
Description: We will concentrate on the Murrumbateman wineries. Plan to have a basket lunch at Long Rail Gully winery the other side of Murrumbateman. If the weather is not the best, could do lunch at Murrumbateman pub instead. Favourite wineries include Brindabella Hills, Jeir Creek and Pankhurst. Some new ones to try might be Gallagher and Greystones. Too many to choose from.
Comment: This trip will evolve – but be prepared for a great day with lots of fun and some good wine.

8 Sep **Monthly Club Meeting** (2009-014)

Start: 7:30 PM

TRIPS AND EVENTS



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

12 Sep **South Coast National Parks and Forests** (2009-056)

Trip Leader: Ian Goodacre
Email: newtricks@bigpond.com
Phone: 6291 0455 (h); 0403 304 505 (m)
Vehicles: 6
Grade: 2
Start: 8:00 AM
Departure: Williamsdale

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0428 623 458**

TRIPS AND EVENTS



Fuel: Full tank at start

Requirements: Basic driver training, basic recovery gear, UHF radio, good tyres, well maintained and reliable vehicle, food and water.

Description: Day trip to South Coast National Parks and Forests (Badja, Wadbilliga, Deua, Wandella) via Belowra, Wandella, Yowrie (and Duck Hole) and Two River Plain. It will be a dry weather only trip, due to slightly awkward and rocky river crossing and possible damp surfaces. Total distance Williamsdale to Williamsdale is 350 km.

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.

3 - 5 Oct **Willow Glen 4x4 Challenge** (2009-061)

Trip Leader: Peter Reynolds

Phone: 6251 1258 (h); 0428 623 458 (m)

Vehicles: 6: 4 competitors, 1 reserve, 1 team leader. Unlimited supporters

Grade: 2

Start: 8:15 AM

Fuel: Full tank

Requirements: Good truck, excellent tyres, twin lockers and suspension lift an advantage

Description: This is the best inter-Club competition weekend in the calendar. What's more, Southern Tablelands has won outright for three of the last four years! Anybody can enter and have a real ball. Drive to your limit. It is not a time trial style competition. All spectators are welcome, plenty of camping space for everyone. More details in due course. We need your support.

3 - 5 Oct **Victorian Bushfire Relief Work** (2009-062)

Trip Leader: John Kjar

Email: property@st4wdc.org

Phone: 02 6287 7574 (h); 0432 737 440 (m)

Vehicles: Unlimited

Grade: 1

Departure: Myrtleford Caravan Park

Fuel: Full tank

Requirements: Bring your warm friendship, a smile and be prepared for some 'interesting' work. Strong gloves, eye protection and some high visibility clothing are a must, while boots and old (warm) clothing are advisable. Chain saws (if you are trained in their use), axes, hammers, saws, crow bars etc would be useful.

Description: This trip continues assistance for the Victorian bushfires earlier this year. This assistance could take many different forms – such as removal and construction of fences, removal of dead trees, minor works, and just talking with those who were affected. The actual work program is being coordinated through the Wangaratta Four Wheel Drive Club. We expect both the ACT Land Rover Club and the ACT 4WD Club will participate. A similar working bee was conducted over the ANZAC day long weekend and all participants – Clubs and beneficiaries - enjoyed the contact and the achievements.

TRIPS AND EVENTS



Seldom do we get the opportunity to meet with other ACT and Victorian Clubs – this is also a great opportunity to meet and greet our fellow travellers. Hopefully we will also enjoy ourselves. There will be the usual “Happy Hour” on both Saturday and Sunday evenings. Even though this will be Spring-time, be prepared with warm, waterproof and windproof clothing. Please register your interest asap with the Trip Leader and you will be kept informed of further developments.

Comment: Camping will be at the Myrtleford Caravan Park, where there are cabins, a camping ground with hot showers and toilets. Campfires are allowed in the ‘fire tubs’ on site. Alternatively, you could stay at the Myrtleford Hotel or the Railway Hotel.

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

11 Oct **Brindabella Classic - Flea Creek, Lowells Flat and McIntyres Hut** (2009-067)

Note: **New since August magazine**

Trip Leader: Greg and Vickie Taylor

Email: vickie.taylor@bigpond.com

Phone: 6241 3547 (h); 0411 281 087 (m)

Vehicles: 8

Grade: 3

Start: 8:15 AM

Departure: Uriarra Homestead

Fuel: Full tank

Maps: ACT Region 1:100 000
1:25000 maps of Cotter Dam, Umburra

Requirements: Basic driver training, basic recovery gear, UHF radio, good tyres, well maintained and reliable vehicle, morning tea and lunch. Camera and binoculars are also a good idea.

Description: This day trip is a great way for new members to explore Canberra's back yard or for more experienced members to also enjoy a day in the Brindabella Mountains. We will meet at Uriarra Homestead and then head up to Piccadilly Circus, down Brindabella (or Tumut) Road and take Gentle Annie Fire Trail to Flea Creek on the Goodradigbee River. Time for morning tea then we will head up the Webbs Ridge climb to approximately 1150 metres and then on past the power lines to Waterfall Fire Trail. Lunch will be at Lowells Flat or McIntyres Hut. Waterfall Fire Trail to Foley Fire Trail and then Doctors Flat Rd – to air up and head for home

18 Oct **Bedervale Homestead** (2009-066)

Note: **New since August magazine**

Trip Leader: Vivian Henderson

Email: 52vivian@ozemail.com.au

Phone: 0407 969 057 (m)

Vehicles: Unlimited

Grade: 1

Start: 8:30 AM

Departure: cnr Captains Flat Road and Bungendore Road Queanbeyan

TRIPS AND EVENTS



- Fuel: Half tank at start
- Requirements: UHF radio
- Description: Bedervale (<http://bedervale.com>) is a beautiful historic homestead close to Braidwood, still in use as a working grazing property. The drive will start exploring trails in the Tallaganda State Forest, before stopping in Braidwood for a coffee. Bring your own picnic lunch to enjoy before we start our private guided tour of the homestead and its outbuildings. We will then partake of afternoon tea at the homestead before returning to Canberra via Majors Creek and Lowden Forest Park, where, time permitting, we can visit an old logging camp with historic waterwheel. A lovely relaxing Sunday afternoon drive.
- Comment: \$12.50 per adult, \$8 for children under 12 and \$10 for afternoon tea (afternoon tea optional). Bookings and payment in full required by 5 October.

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

Please note: Participants for this course are asked to attend a meeting immediately after the next Club meeting on 8 September to discuss essential vehicle preparations.

- 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** (2009-047)

- 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-sites, unpowered sites etc. We also need to purchase permits for the beach/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 on the beach and dunes. 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!

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

TRIPS AND EVENTS



7 Nov **OziExplorer Workshop** (2009-064)

Note: **New since August magazine**

Trip Leader: Richard Brand

Email: richard.brand@webone.com.au

Phone: 0418 568 358 (m)

Vehicles: 12

Grade: 1

Start: 1899-12-30 12:00:00

Departure: PC User Group, 27 Mulley Street, Holder

Maps: Supplied

Requirements: Basic experience using Microsoft Windows (preferably Windows XP). Book early to ensure the workshop goes ahead. If there are sufficient numbers, we will consider running this on Sunday 8th November as well. Please indicate if you prefer Sunday when booking. Bring your own lunch

Description: This is intended to be a hands-on workshop for novice and expert users of the OziExplorer mapping software package. OziExplorer can be used at home for planning routes and more detailed trip planning, for example to calculate distances to good lunch and tea stops. It can download waypoints and tracks to most GPS units, for use on a trip. It can also be used for real-time in-vehicle moving map displays, in conjunction with a suitable computer. These can include Windows laptops, ruggedised industrial PCs and Personal Data Assistants. A selection of hardware will be on display. OziExplorer is Australian software used around the world. Unlike most GPS systems, OziExplorer displays GPS information laid over any 'paper' map source, including the highly detailed topographic maps we use locally

Comment: There will be a nominal charge for the computer facility

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

Please Note: ***This course will only proceed if there is a sufficient number of applicants***

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

21 - 28 Nov **Return to the High Country** (2009-065)

Note: **New since August magazine**

Trip Leader: Neville Simpson

Email: bl.ng@bigpond.net.au

Phone: 6295 9021 (h)

Vehicles: 8

Grade: 3

Start: 8:00 AM

Departure: Hume layby

TRIPS AND EVENTS



Fuel: Full tank at start
Maps: Hema Hi-Country
Hema Roof Top
Requirements: Sorry no trailers - basic driver training, basic recovery gear, UHF radio, good tyres, well maintained and reliable vehicle, food and drink for a week - radiator blind - recovery gear - bushman saw - axe
Description: Mt Anderson/Gibbo Area - Mitta River - Alpine National Park - Hotham Heights - Wonnangatta - Mitchell River Country - or make it up on the way!

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

Please Note: *This Follow-up day will only proceed if there is a sufficient number of applicants for the course on 14-15 November*

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)

5 - 6 Dec **Christmas Party at Talooge** (2009-059)

Trip Leader: Richard Brand

Email: trips@st4wdc.org

Phone: 0418 568 358 (m)

Vehicles: Unlimited

Grade: 1

Start: 8:30 AM

Departure: Williamsdale

Fuel: Full tank

Requirements: UHF radio, happy hour provisions, pot luck main course, lunches and breakfast. Also a secret wrapped present for each child you are bringing, plus an inventive wrapped grown-up present valued under \$15. Table decorations

Description: Two packed days of fun for children and adults alike. Kids games will be followed by games for kids-at-heart. Santa will visit, there will be the Gift Grab, kid's movies then the communal dinner following happy hour. Best table decoration, club-provided desserts and camp-fire camaraderie take us through to the "Morning-after Funkana". Bigger and better than ever, this will test your driving skills, patience, trust and communication abilities as never before. Not to be missed.

TRIPS AND EVENTS



7 - 14 Dec **Return to the High Country** (2009-060)

Trip Leader: Neville Simpson

Email: bl.ng@bigpond.net.au

Phone: 6295 9021 (h)

Vehicles: Unlimited

Grade: 3

Start: 8:00 AM

Departure: Hume layby

Fuel: Full tank at start

Maps: Hema Hi-Country

Hema Roof Top

Requirements: Sorry no trailers - basic driver training, basic recovery gear, UHF radio, good tyres, well maintained and reliable vehicle, food and drink for a week - radiator blind - recovery gear - bushman saw - axe

Description: Davies Plain - Mt Anderson/Gibbo Area - Mitta River - Alpine National Park - Hotham Heights - Wonnangatta - Mitchell River Country - or make it up on the way! End date is flexible and there are daily exits for people who need to go home early



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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

12TH, 13TH SEPTEMBER WITH FOLLOWUP ON 20TH SEPTEMBER

WHAT TO BRING

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

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

PLEASE DO NOT BRING PETS OR FIREARMS.

Dash to the Centre - 29 June - 18 July

Ian Swindley



Susanne & Ian Brown (Trip Leaders) Prado
with William & Emily Brown
Dianna & Robert Leaver Pajero
Ian Swindley Jackaroo
Barbara & Dave Campbell Landcruiser T/Top

of the old Ghan Railway. Next, after a squillion corrugations, we made a short stop at Coward Springs, which has a hot spar, camp ground and railway museum. Then we were off again on to William Creek, lunch at Eringa Billabong, afternoon tea at Algebuckina railway bridge, before we arrived at Oodnadatta for the night.

As the heading suggests it was a very quick trip to the Red Centre of Australia. We met at Hall at 8am on 29 June. Everyone arrived on time and we headed off for Gundagai for morning tea at a traditional café, then off through Wagga to Hay for lunch at the Shearers' Hall of Fame — accompanied by light rain. We pushed on to Balranald and camped for our first night. Up early next morning and off to Mildura for pies and coffee, then across the Murray River on the Waikari ferry. We encountered strong winds on the way to Peterborough where there was considerable damage to trees and buildings with 700+ call-outs to the SES. We set up camp and then went to the pub for a very good dinner.

After fuelling up next morning and adjusting tyre pressures to 25 psi it was on again - this time across vast gibber plains to Finke in the Northern Territory, then on toward the Lambert Centre where we had our first bush camp at the base of a red sand hill. After visiting the geographic centre of Australia we returned to Finke, dug out the bloke who knew how to operate the pumps and we fuelled up again. We experienced a few very rough kilometres when we drove along the actual railway embankment, bouncing over buried sleepers and anything else that was lying there when they made it into a road.

Up early again, as was to be the case for the entire trip and on to Maree via Orroroo, Hawker and Leigh Creek - with the Flinders Ranges looking like they need a visit sometime. We were joined at Maree by Barbara and Dave Campbell driving a Toyota Landcruiser tray-top with slide-on camper. After setting up camp we had a look around at the Lake Eyre Yacht Club and some of the historic items on display illustrating the glory days

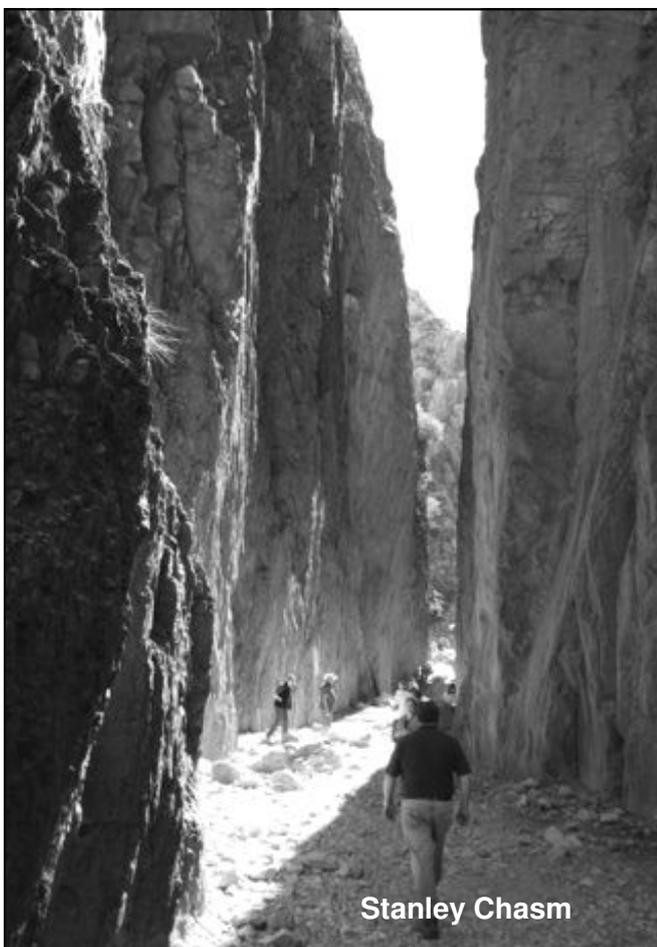
After another couple of squillion more corrugations we arrived at the turn-off to Maryvale which took us to Chambers Pillar. We were advised to collect fire wood before entering the historical reserve and then set up camp at the very good camp area. Chambers Pillar is in truly beautiful country with many rock formations and sand dunes, the



Chambers Pillar, NT

National Parks people give a talk on Saturday evenings on the history of the region which is very informative. Chambers Pillar looks awesome in the moonlight — it takes on a different majesty and mystery and combined with the stillness of the night makes for a touching experience.

Up early to catch the Pillar at sunrise, with rain in the background complete with rainbow, in the early morning light it was spectacular. We packed up and rattled and bounced to Alice Springs where we found finding somewhere to camp a bit of a challenge. After several phone calls we eventually arrived at Heavy Tree Gap Tourist Park. The next day was a free day and we went our separate directions with lots to see - the Transport Museum, art galleries, other museums as well as shopping.



Stanley Chasm

The rest day was good and it was then off again to Simpsons Gap, Stanley Chasm at midday and then on to Palm Valley for the night. We set up camp and then drove along the riverbed to the palms where we found a very peaceful part of the world -it was worth spending some time to rest and reflect. After a good night's sleep and a cold shower we were off to Kings Canyon resort, with a stop at Gosse Bluff a meteorite crater. It is a short drive to the Canyon from the Resort. We walked the length of the Canyon – another beautiful part of Australia.

A delightful drive to Yulara next morning on a sealed road. We set up camp at Ayres Rock Resort then drove to the Uluru Cultural Centre which is a very interesting place. Then it was back to the viewing area for the sunset. We took our places with about 200 other vehicles to witness the sunset which was unfortunately not all that spectacular as there was not a great colour variation.

Next day was a free day and we all ventured out to view the sunrise which was a bit better than the sunset the night before - we had now seen the moon setting and the sun rising over Uluru. Some of the group walked around Uluru and after that we all visited Kata Juta (The Olgas) - a magic place. We re-grouped at the viewing area for another sunset over Uluru, and then it was back to camp. We enjoyed happy hour, a sausage sizzle and a good night's sleep. Next morning it was back out to the Rock for a photo shoot of the vehicles with Uluru in the background - and then it was head back for home.

The Camps Australia Book says there is a camp site at Marla Bore. We found the bore but not the campsite. Our fearless leader said, "it must be back there somewhere". So we backtracked and after a fruitless drive we heard the words that sent a chill through our bones, "I give up, I don't know where it is". A vote was quickly taken and it was decided to camp where we were. Bush camps are the best - we sang songs recited poetry and our leader entertained us with music from his trumpet. We broke camp early, drove to Marla, refuelled and then drove on to Coober Pedy.

Some of the group elected to camp underground but after two weeks of listening to the slumbering chorus from tents nearby I decided to camp above ground and not in a cave with enhanced acoustics. It did not make much difference, it blew a gale all night and I did not get a good sleep anyway. Coober Pedy is an interesting place with a history of gun fights in the streets and knife fights in the pubs. There are over 3,000,000 holes in the ground there so you do not walk around at night especially on the diggings. A tour of the Old Timers Mine gave us an insight to the difficulties of opal mining in the early days.

Barbara and Dave decided to leave us at Coober Pedy and the remainder of the group pushed on to Port Augusta which was cold and wet. Next morning it was back to Peterborough where we visited Colin Campbell, an 80 plus year old blacksmith who is still working at his trade. A wander through his shop and he showed us tools and equipment from an almost lost way of life. But this old master is showing people how it was and still is - so these skills will not be lost.



It was a dash — but here we are at Uluru

Broken Hill was our next port of call and we arrived late after Roberts's trailer did a wheel bearing. We decided to be wuses because it was raining and booked into the YHA hostel. And after a good meal at the Social Democratic Club we turned in for good night's sleep. Next day was another free day and Broken Hill has lots to offer with Silverton, the stone carvings, and art galleries by the score and a very good railway museum, especially if you want to sit in the driver's seat of a steam loco and go toot toot.

Because of the rain all the roads we were going to use were closed, so we decided to head off through Wilcannia where we had morning tea, lunch just short of Cobar and wused it again at Nyngan because of the rain. A good meal was enjoyed at the RSL and a warm dry night in our cabins.

The final day saw us on the road again calling in at the Dish at Parkes which is about to celebrate 40 years since the Apollo 11 launch, then on to Forbes for lunch, then home via Grenfell, Young, Murrumburrah, Harden, Yass and back to our departure point at Hall.

It was a dash - we covered 6790 km in 18 days. The company was excellent, there were no breakdowns except for the trailer bearings, but we lost two driving lights and one aerial. Other casualties were a bottle of mustard, half a bottle of wine and one almost full bottle of scotch, all in Roberts's trailer. Considering the condition of the roads we must have had our tyre pressures correct. All in all an excellent trip.

Thank you trip leader and all fellow travellers.



Travel Tips

Like all great travellers, I have seen more than I remember, and remember more than I have seen. ~Benjamin Disraeli

I have found out that there ain't no surer way to find out whether you like people or hate them than to travel with them. ~Mark Twain

The most important trip you may take in life is meeting people halfway. ~Henry Boye

I travel not to go anywhere, but to go. I travel for travel's sake. The great affair is to move. ~Robert Louis Stevenson

The traveller sees what he sees. The tourist sees what he has come to see. ~G.K. Chesterton

The skies and land are so enormous, the detail so precise and exquisite, that wherever you are you are isolated in a glowing...and the clocks stopped long ago. ~Ansel Adams



KNEE DEEP IN MUD...



STUCK IN SOFT SAND...



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Track building at Talooge Park - 18 - 19 July

Dave Buckley



The Workers

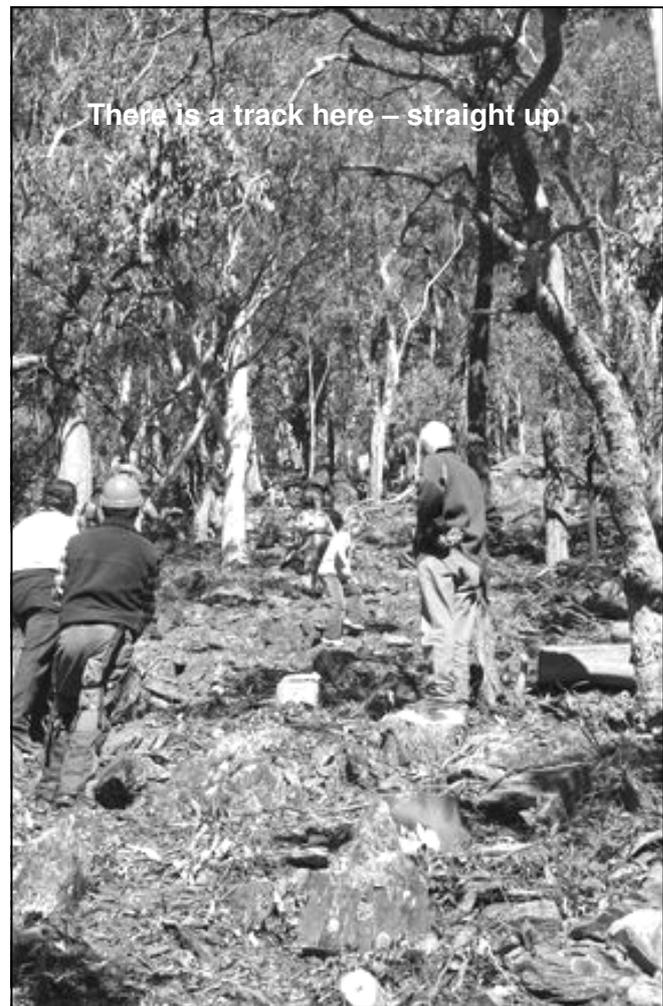
Rob Tiele & Alex
Dave Buckley, Carol Croxford
with Josh & Beca Buckley
Peter Watson
Michael Rath
Mark Adamson
Mick & Jayne Hines
John Kjar
Joe Briguglio
Adrian Gallman, and
My apologies to the many workers I've left out

This working bee was organized by Rob Tiele to finalize track planning and clearing for the next big step in the development of Talooge Park - to develop some more challenging tracks for Club members undertaking the Difficult Terrain and Advanced Recovery Course. Rob's description for this weekend suggested a love of the cold was the first essential requirement, followed by full winching gear and general recovery equipment - and a chainsaw with qualified operator. For those who participated in every aspect of the trip, this description was spot on. Talooge Park in mid-July can be an inhospitable place temperature wise, but in typical fashion, a large crowd of willing workers was on site and ready to go at 8:00 am on Saturday. Some of us had just arrived in the morning, and others who had camped overnight, had just dragged themselves reluctantly out of their warm and comfortable swags - especially difficult for those who had taken advantage of the warmth of the slow combustion heaters in the sheds.

After the usual hand rubbing, and standing around the fire trying to warm frozen fingers (perhaps we could get a water heater for the hygiene stations next to the toilets) the band of workers set off to see the results of Rob's track clearing and plotting activities. We first set off along some of the existing tracks regularly used for the Basic Driver Training course, and then branched off to see the result of Rob and Alex's work on the notorious Six Hour Hill - a track which has been closed off for some time, after it was deemed unsafe following the expedition that led to its naming.

The re-alignment of this track has made it safe and drivable, while remaining a challenge - requiring

accurate wheel placement and good throttle control to overcome the loose and rocky surface. It will make a great introduction for those drivers who brave the Advanced Course. First up was Rob in his Big Red Nissan, followed by Dave in the *relatively* standard 100 series - aren't double diff locks standard? Not a lot of work to do on this one - basically we needed to assess its suitability for the purpose. Then we drove on to join the rest of the group who had taken an easier way around to where the real work was to begin.



Almost at the Talooge Park gate on Strike-A-Light Fire trail, we turned right and started down into the valley. Winding between trees, and then to the first of the gully crossings. No problem for the Nissan, but a standard vehicle had a bit more difficulty. We're not getting through here without a bit of track building. A few logs were laid in the bottom of the gully, and we've got a bridge. Thanks to the chain saw operators who cut the logs, and the willing labourers who



Clearing the new track at Talooge Park

our attempt at this hill.

After a successful day like that, the next stage of the weekend was obvious – HAPPY HOUR! A big fire and lots of stories kept the chill at bay until eventually we all rolled off to bed to recuperate for another big day on Sunday.

Bright and early on Sunday we set off to complete the allotted tasks for the weekend. This involved travelling back towards Southwell's boundary, and turning left up into the foothills to pick up the other end of the Bulldozer Track –

carried and placed them, we were soon across that little obstacle and into the real track clearing. We had to go straight up the hill, and the further we went the steeper the terrain got, and the more unstable the surface under foot (or tyre). Many of the party opted to walk in to the work site, as vehicles without a winch weren't going to find this easy going. Eventually, we reached the top of this track, where it joins the Bulldozer Track on the western edge of Talooge Park - where few had ventured until today.

and reach the other end of the new track we had made on Saturday afternoon. A bit of earth moving was required here, in addition to once again getting the chain saws into action to ensure a clear path. We strategically placed a few logs to help minimize further erosion and to help stabilize the track edges. Once satisfied that the track was drivable, we fired up the 100 Series, engaged the diff locks and pointed the bull bar up hill.

Having made a path, it only remained to see if we could drive it. Once again the Big Red Nissan was first up. But even monster tyres, and crawler gears, are no match for this hill. Out with the winch and do it the hard way – it only took three runs of the winch to make the summit. We had demonstrated it could be done, but with more work to be done and time marching on, we decided to call it a day. With the Nissan now on the Bulldozer Track, the rest of the party turned around and returned to camp, leaving Rob to find his way back via an alternative route. We will have to take the 100 Series back another day for

Again the surface was very loose and rocky, and getting steeper and decidedly more unstable as we got further up. Sheer momentum won't carry you up this one because just where it gets really steep and loose, you have to turn hard left. Back off a fraction too much and you lose traction, wheels start to spin, and it's time to get the winch cable out again. With the recovery completed, a couple of the more competition



Winches will be required on this new track



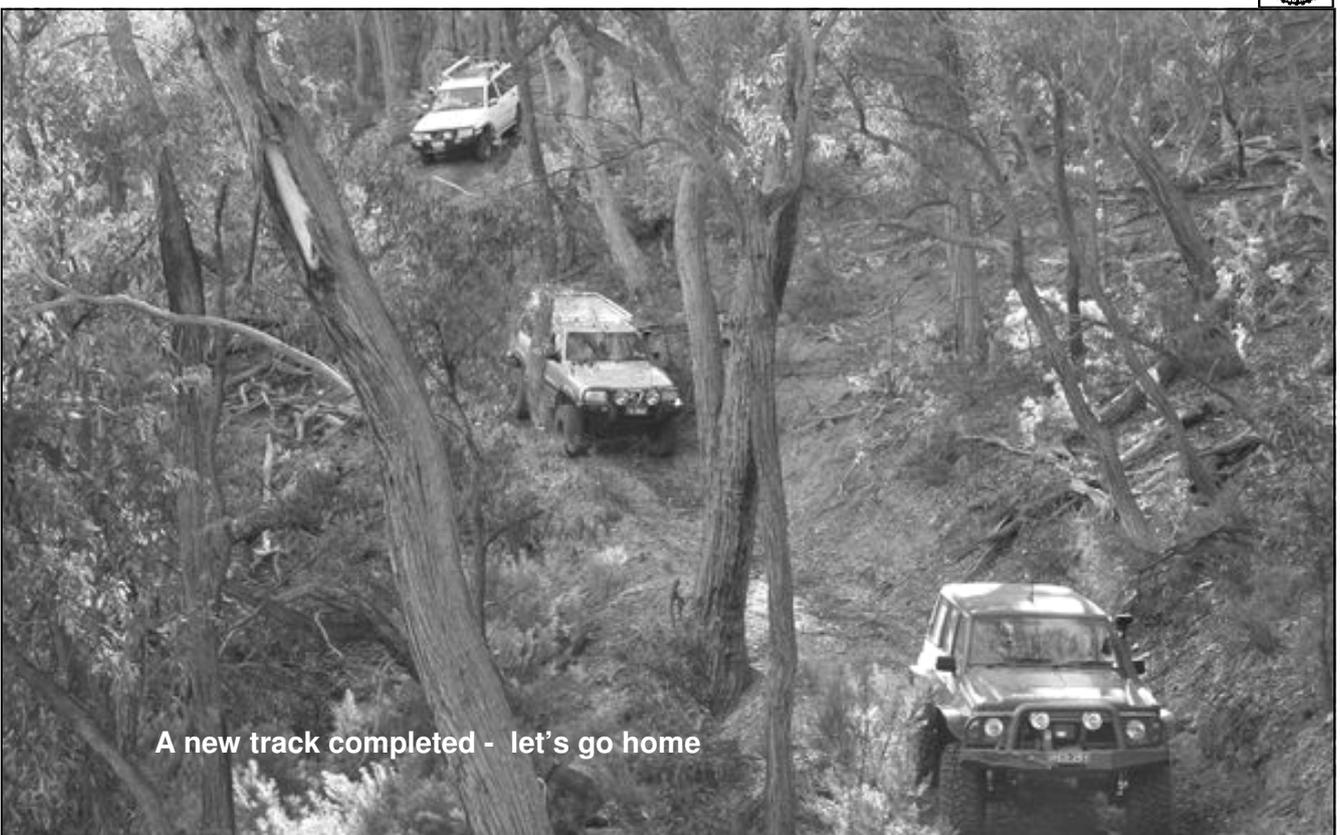
A steep slope, loose surface and reverse camber corner - Sheer luxury

That completed the work for the weekend and we all returned to camp to complete the packing up and head off back into town. All in all, a very enjoyable weekend. We achieved a successful outcome because we now have our own more difficult terrain tracks for driver training and for the more adventurous club members to drive and enjoy. Caution is advised however – these tracks stopped some very capable vehicles and they had to use their winches. Time and use will see these tracks develop and change - and hopefully become even more interesting.

We need to express our gratitude to Rob Tiele and his son Alex, for the work they put in largely on their own, mapping and clearing the tracks before

-oriented trucks had a go, and all managed to clear the hill. Big tyres and diff locks are a real boon. This hill is also a test coming down, as the tight down-hill, off-camber turn and the loose surface, result in front tyres pushing hard towards the edge. A three point turn was necessary for all vehicles that made the trip on the day.

this weekend. Thanks also to all those who turned up to the working bee and for their efforts to finish this project in time for our first Advanced Course at Talooge Park - and finally thanks to everyone who braved a winter at Talooge Park for a very enjoyable weekend.



A new track completed - let's go home

Cooma Diesel Open Night - 22 July

Vic Adamson & John Kjar



At first blush a visit to a business as specialised as a diesel service and test facility would not be high on most hard core four wheel driving club members "must do" list. With the benefit of hindsight it was probably one of the more interesting and useful, not to mention financially beneficial, visits one could undertake. Approximately 17 members of ST4WDC attended and I'm sure all would have said they learnt something of benefit in the care and maintenance of diesel vehicles.

Cooma diesel's core business is the testing, servicing, supply and maintenance of diesel fuel injectors, fuel pumps and turbo-chargers. They are not your average diesel maintenance facility. Indeed they are one of only two or three facilities in Australia to provide direct feedback to overseas manufacturers on the performance of new diesel components in the Australian market place and in our hot, dry and dusty environment.

The business principal is David Webster and an engineer of many years experience. He outlined something of the history of Cooma Diesel. The business was established in the 1950's and during the course of the past 50 years has built an enviable reputation as one of Australia's leading diesel fuel injection repairers.

Through its innovative approach to the development of fuel injection services, Cooma Diesel Service has acquired a state of the art world class testing and repair facility which is located in Fyshwick Canberra. This facility is able to repair all aspects of diesel fuel injection although specialising in the Denso product, which is more commonly fitted to Toyota though in more recent years has become more popular with many other manufacturers including most of the other Japanese 4WD manufacturers.

David advised changes had occurred at an incredibly fast rate in this market in recent years.

The conventional (read old) diesel fuel system draws fuel from the fuel tank through a filter and into the fuel injectors by two pumps. The pump is a single cylinder for most small vehicles which supplies a predetermined amount to the injectors. Thus the fuel flow is controlled by the pump and the governor in the pump. The injectors control the pressure at

which the fuel is injected into the cylinder (about 3500 psi or 160 MPa) and breaks the fuel up as it enters the cylinder.

Changes to this system have been made in response to environmental/pollution concerns, especially particulates and CO and NOx emissions, as well as the need for improvements in fuel consumption, reduced noise and improved engine performance. This has necessitated increased accuracy in delivering the fuel and control of the fuel flow to adjust for changes in a wide range of variables. Up to 50 variables are measured in some modern diesel engines. These can include altitude, temperature - in several places around the engine, engine speed, road speed, fuel inlet pressure, exhaust gas temperature etc - some electronics can also adjust timing. In some cases, software in the vehicles computer (ECU) can be changed in order to meet changes in exhaust gas emission regulations. The cost of injectors and fuel pumps has declined significantly - eg a Toyota 100 Series fuel pump has declined from about \$6000 to about \$1200.

The more modern system of diesel delivery is known as a Common Rail System (CRS). The fuel pump delivers fuel to a tube (the CRS) that acts like a bulk storage device for fuel, with fuel lines leading off to each injector. The whole system is under a constant pressure - about 160 Mpa (or 10 times the pressure in a conventional system) and this pressure is maintained across the whole vehicle speed/power range. This increased pressure also assists in the atomisation (vaporisation) of the fuel. The On-board computer (ECU) controls the fuel pressures, as well as the volume and timing of the delivery of fuel to each cylinder. To gain maximum efficiency, there can be up to five separate injections of fuel into each cylinder during every stroke - with each injection taking only 0.4 milliseconds. The role of the fuel injector is just to open and close - albeit very rapidly and very precisely!

Denso has been a leader in the development of this technology, in partnership with Toyota. However, as an interesting insight, Denso has stopped work on the development of CRS and is now working on hydrogen fuel pumps! There are several other suppliers of CRS and fuel pumps. Toyota's first Common Rail System (CRS) models were first introduced into Australia in 2005 - after some other vehicle manufacturers - and now almost all diesel fuelled vehicles use CRS.



Kelly Ryan, Cooma Diesel Manager with the Water Watch setup

As little as 100 millilitres of water will cause a fuel failure with CRS and some tanks have up to 10 litres of water in the tank! This is possible as diesel will float above water with the diesel outlet pipe being some distance above the fuel tank bottom. With the very high pressures in the fuel system, water can rust the CRS in as little as one day! In most cases, it is too late when the sensor light glows showing there is a fuel problem – this is because the water in the fuel will generally flow with the fuel rather than be trapped in an agglomerator (located just before the filter) that has been constructed to trap the water.

Many benefits have come in association with CRS. The new fuel pumps are very reliable and cause few problems. Turbo's are much more reliable these days. As an example, Cooma Diesel used to repair about 2 turbo's per day – now they repair about one per week. This performance is achieved through much more complex and finely engineered components. Manufacturing tolerances can now be as low as 3-4 microns, which is many times finer than a human hair.

The main problem with the new fuel system arises from water entering the fuel system. With the conventional (old) diesel fuel system, the vehicle may misfire or run poorly as an indication that something was wrong. The Common Rail System will however just stop. Generally, the fuel from Australian refineries is of a high international quality, but the transport, storage (bulk and service station) and fuel delivery systems is not as good and this is where most problems arise.

On average, 2 to 3 times a week Cooma Diesel will be involved in fixing or supplying parts to repair vehicles with a fuel failure caused by water in the fuel system. This has historically included heavy equipment from all across Australia and even maritime coastal patrol boats. It costs \$7000 to repair a Prado or Hilux and about \$14,000 to repair a Landcruiser 200 series.

Over the past three years, Cooma Diesel has developed its own "Water Watch" system to warn the vehicle driver when it detects water in the fuel system – this system is very sensitive and can detect very small amounts of water (eg 5 ml) before it enters the fuel filter, pump etc. It warns the driver by emitting a



David Webster, Director of Cooma Diesel at the injector test bench

loud piercing sound. The driver should then stop and remove a small bowl that has trapped water from a diffuser in the bowl, remove the water and replace the bowl – if this has fixed the problem the noise will stop – otherwise try draining the fuel and replace with new fuel or order a tow truck!.

Water watch has no impact on the fuel system itself and hence has no impact on the information being sent to the ECU. The cost is about \$420 plus \$250 to install (could be installed easily by handyman). An alternative could be to replace the fuel filter that is less permeable to water or add another fuel filter – but both of these will cause problems for the ECU and void the vehicle warranty.

David also answered many question from the club members. One of the more constant themes was an upgrade process for modern diesels. He provided some guidance on the various components such as ECU “piggyback” chips, LPG injection, Turbo modification, exhaust pipe changes and intercooler enlarging. His advice was too expansive and complex to capture in an article such as this but should any club member wish to pursue these options Cooma Diesel would certainly be able to provide authoritative input and feedback.

Given the investment that most of us have in our diesel 4WD equipment and the potential cost of having them fail prematurely through poor fuel or other means, the guidance provided by Cooma Diesel to the ST4WD Club at this seminar may well prove to be financially worth while.

The Southern Tablelands Four Wheel Drive Club would like to thank David Webster, Kelly Ryan and Daniel for the informative and enjoyable evening, not to mention a substantial supper at interval.



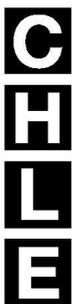
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Traveller's Tales

The Karunjie Track

Phil Rayner



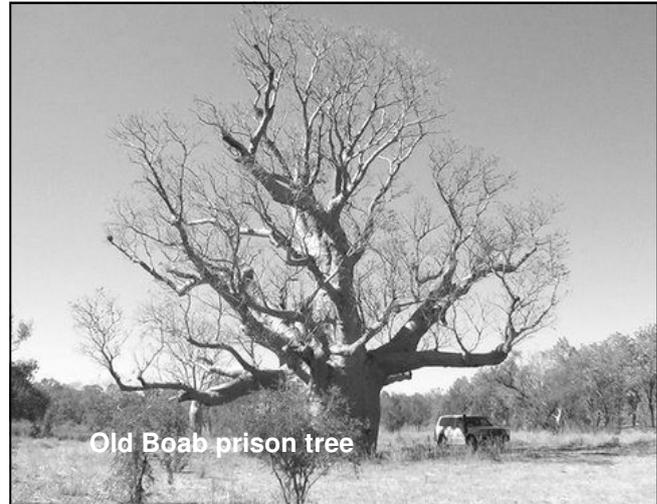
This trip along the Karunjie Track was part of a five week trip in May/June of this year around the Kimberly region. After driving to Adelaide, we took the Ghan to Darwin (with our Landcruiser on board) and then drove to Broome via Kununurra, Halls Creek etc. We spent seven days on a cruise along the Kimberly Coast, and after returning to Broome we travelled along the Gibb River Road and meandered back to Darwin, boarded the Ghan again for Adelaide and then drove home to Canberra.

The Karunjie Track in early years was part of the original route from Derby to Wyndham and on into the Northern Territory. Landholders and drovers brought thousands of cattle along this route to the meat works in Wyndham. Breeds included Brahman and Short-horn. You should see plenty on the drive.

The drive can be done as a 116 km 4WD circumnavigation of the spectacular Cockburn Range. This slow but easy route combines the Gibb River Road, the Old Karunjie Track and King River Track. The latter tracks are managed by the El Questro Wilderness Park which has an information sheet on the drive. You will need a "Wilderness Park Permit" to access the track from El Questro to do the drive. You may also be able to get the pass from Emma Gorge resort. Most of the Track is on private property.

The Track is just like a typical run across one of the big stations. Mainly two wheel marks in the rocks, sand, bull dust or dried mud. There are sections that are quite rocky and sandy and there are some parts with bull dust holes. The main worries are the deep bull dust holes. One option is across a dried up marsh. They call it the Marsh Road Shortcut and it is recommended for dry weather only. The track across the marsh looks as if it disappears during each wet so it can be hard to follow at the start of the dry until more traffic (preferably local) has been across it. It's not a graded road just some wheel tracks across the dry mud. Leave your trailer/van back at El Questro or Emma Gorge.

There are three access points on to the Track: two entry points from the Gibb River Road and one from the Great Northern Highway near Wyndham. For the whole circumnavigation of the Cockburn Range you begin and end on the Gibb River Road. Gibb River Road entries are from either right next to the eastern bank of the Pentecost River at the crossing on the Gibb



River Road, or alternately, at a gate on the northern side of the Gibb River Road at a point 12.3 km from the Great Northern Hwy and 11.8 km from the Emma Gorge turnoff.

For a shorter version you head south from Wyndham on the Great Northern Hwy then west to Diggers Rest Station. This half-hour drive from Wyndham features shimmering tidal flats, views of the Cockburn Range and an ancient Boab tree once used as a police lockup. You can camp at the homestead, which offers horse treks and great saltwater fishing. At 30 km from the Wyndham a gate on the left marks the entry to the King River Track, which is a 31.5 km drive south to the Gibb River Road. The road "straight" ahead is the Karunjie Track, around the northern parts of the range

The Cockburn Range is one of the northernmost localities in Western Australia. It is an extensive sandstone escarpment, shaped like a vast round fortress of high orange cliffs, it rises to over 600 metres above the surrounding plains. The formation is cut by rivers that form steep sided gorges. The Cockburn Range was named by Philip Parker King after Vice-Admiral Sir George Cockburn.

There is a lookout on the Gibb River Road a few km west of Home Valley that allows magnificent views of the range and immediate flats with the Pentecost River running through it. It has been said that Baz Luhrmman got the inspiration for the movie Australia from that lookout and the Cockburn Range. As you drive around the Range it is so easy to imagine "King Billy" up on the tip of the escarpment with his

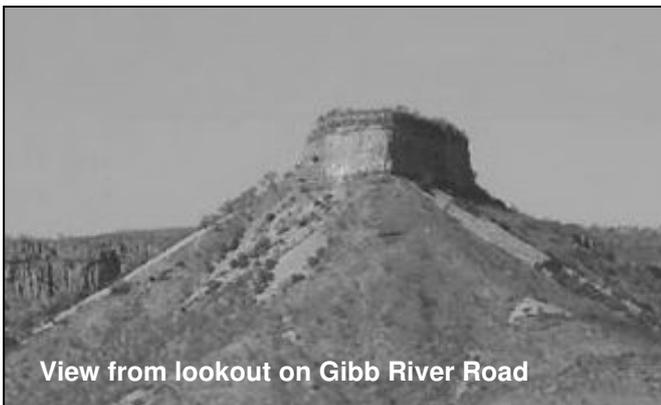


Cockburn Range escarpment

fire and spear. So real! And as you drive across the dry marsh flats its easy to imagine the old truck driving up to the homestead. Then you have to get out and open the gate and the image disappears.

There is an option to take a “shortcut” around the northern side of the range. The shortcut is recommended as it takes you across the flats where, I have been told, the “homestead” parts of the movie “Australia” were made. A unique run with magnificent unimpeded views of the range and a difficult to follow track as it is a series of wheel marks on the dried out mud.

The Track gives you superb views of the Cockburn Range the whole way. Stones and washouts mean



View from lookout on Gibb River Road

slow going at first, but then - provided conditions are dry - the Track becomes a lovely smooth 17 km detour across a salt marsh. Bull dust holes are common past the marsh. So too are large Boab trees, including one called 'The Killing Tree'. It was here in 1987 that a crazed gunman murdered three local people who were on a weekend fishing trip. It's a sobering note on which to end this leg of the circuit.

I suggest that if you do plan to do the whole circuit, start at the eastern gate in the morning and go around it in a clockwise direction putting the sun at

your “back” for the whole trip, exiting next to the Pentecost River Crossing on the Gibb River Road. It's not a long track but its worth stopping along the way for a cuppa (no fires or camping though) and a nibble allowing the sun to follow you and present the Range in a better light.

Of course you won't beat the sunrise and sunset options. We did the whole circle starting at the gate at 12:24 and finishing at 4:26. A bit later than expected but we stopped too much on the way from Home Valley Station before we started the track. We took about four hours and found that it was a nice leisurely drive. My arms were a bit tired as the track is very windy off the marsh part.

This was one of the highlights of our Kimberley trip for us. We saw the movie and got inspired to see this place. And we were not disappointed.

What a country!



If you have a report of a non-club trip, track anecdote or tip for four wheel drivers, please email it to publications@st4wdc.org or give it to Bob or Sylvia Allen at the Club

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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.

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Vests:	\$47:50
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Look for the sign on a table at Meetings
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Four Wheel Drive NSW & ACT, INC

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@4wdnsw-act.asn.au

July Bulletin

Reminders and updates are:

- We now have 886 members on the forum. If your not there, you are missing out on what's going on.
- Don't forget the competition for Clubs to win \$500 for the most members active on the Forum. See the member's website for details.
- Please don't forget the electronic Trip Reports; make them a routine for Trip Leaders. Reduced staff numbers make these reports even more valuable.

Important developments for your Association are:

- The proposal for the Association to hold its own Sydney 4WD & Outdoor Expo in March, 2011. We have made good progress on exploring this major initiative and will brief you at the next quarterly meeting.
- Appointment of a Paid employee. We will vote on this at the August quarterly meeting. Details of the proposal are on the Members section of the website and familiar to your Delegate. Please consider this seriously as an important step for your Association.
- The Business Plan. Details of the plan are also on the Members section of the website. These actions will guide your Association over the next few years. Please look at them and have your say.
- An agreed new structure for the current DTU to be advised at the quarterly meeting.

The announcement by the Minister for Roads about "**Tough New Rules for Car Hoons**"; **16 July, 2009** is currently being hotly pursued by the Executive. Please refer to the website for current developments and please keep sharing views. It is important that you write to:

- Your own MP,
- The Minister for Roads, Mr Michael Daley, Governor Macquarie Tower, 1 Farrer Place, Sydney, 2000
- The Hon Anthony Albanese MP, Minister for Infrastructure, Transport, Regional Development and Local Government, PO Box 6022, House of Representatives, Parliament House, Canberra ACT 2600. This is relevant because NSW has yet again decided to initiate it's own regulations which are inconsistent with other states.
- The NRMA and newspapers.

Have a look at the website for the issues and facts that affect you as a 4WD owner.

The Association has agreed new arrangements for affiliated 4WD Clubs for access to Limeburners Track. Thank you Roger Sheath, Vice President, for your efforts on this issue. I believe this will be the start of other initiatives benefiting 4WD Clubs. Please see the website for details of these arrangements.

All Executive positions fall vacant in November, 2009. Whilst most will be continuing if elected, others e.g. the President, and Marketing will be vacant and need new candidates. Please discuss your interest with me in confidence.

The next quarterly meeting is on 15 August starting at 9.30pm in Sydney and arrangements will be on the website in the next few days. I encourage Sydney and country delegates to attend as the issues and initiatives currently underway are important.

Greg Redfern, President
27 July, 2009

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Tony Preston-Stanley - 0419 991 052,

tonyp_s@yahoo.com.

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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

GPO Box 2122, Canberra ACT 2601

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 22nd 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,
GPO Box 2122,
Canberra ACT 2601**

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



SOUTHERN TABLELANDS FOUR WHEEL DRIVE CLUB Inc

GPO Box 2122, Canberra ACT 2601

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. Default is shown in Bold Print.</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:				
Are you a returning Member?	Yes / No	If 'Yes', what was your last Membership Year?		
How did you find out about the ST4WDC?				
Signature(s)*: 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:				
Payment of fees (\$) made by (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:WEB access arranged.....		

Revision 2 – May 09