



# SOUTHERN TRAILS

## ISSUE 344 December 2007



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**This is the last issue of SOUTHERN TRAILS for 2007.**

**The next issue will be a special Promo edition appearing at the end of January 2008. The deadline for material for inclusion in that issue is Friday 11th January.**

**General Meetings Tuesday 11th December,  
Tuesday 8th January,  
Tuesday 12th February  
at 7:30pm Deakin Sports Club**

**It's Membership renewal time. Please fill in the enclosed form  
and return it to the Membership Secretary with your subscription.**

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

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All magazine correspondence should be directed to the Publications Coordinator.

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

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



# SOUTHERN TABLELANDS FOUR WHEEL DRIVE CLUB INC.



## Directory



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### **General Meetings** are held at the **Deakin Sports Club**

at 7.30pm on the second Tuesday of each month.

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

Ideas for guest speakers are welcome. Contact Kerry Blakston if you know of someone who could make an interesting and topical presentation.

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

### **Publications**

#### **Website**

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

**Southern Trails** is the ST4WD Club monthly Magazine.

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

Closing date for trip reports and general articles is the Friday following the monthly meeting. Send contributions to [publications@st4wdc.org](mailto:publications@st4wdc.org)

### **Talooge Park**

Talooge is the Club's 600+ ha bush block in rugged country east of Bredbo. It is used for training and other club activities, and members are welcome there for private camping, recreation and the simple pleasure of enjoying the bush. Several areas have been set aside for basic bush camping. Some have firewood and long drop toilets, but no other services – no water, no electricity, no phone, very limited mobile phone coverage. Pets and the discharging of firearms are not permitted on the property. Visitors should assume that they are solely responsible for their own wellbeing and be conscious of the risks of fire, snakebite, etc. In an emergency, neighbours Mr Richie Southwell and his sons, can usually be contacted using UHF channel 18.

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



## Code of Ethics

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

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

## Training

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

The current courses are:

### **Mandatory Courses**

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

### **Supplementary Courses**

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

### **Training for Driver Training Instructors**

Trainee Instructor,

Assistant Instructor,  
Instructor, and  
Chief Instructor

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

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

## Maps and travel publications

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



# PRESIDENT'S PONDERINGS

Peter Fenwick



On 2 November the Presidents of the ACT Jeep Traction Club, Mt Tops 4WD Club and a representative of the ACT Landrover Club met with Greg Redfern President 4WD NSW&ACT and me to form the ACT & Southern Tablelands Regional Council, 4WD NSW&ACT. The ACT 4WD Club sent its apologies. The role of the Council is to coordinate the activities of regional 4WD clubs in the key areas of:

**Furthering the interests of 4 wheel driving**

**Developing relations with key Land Managers**

**Encouraging membership of affiliated 4WD Clubs**

**Extending PR and improving the image of 4WD in the Region.**

There are 7 affiliated clubs in the region and we hope that these will join the Council and encourage other non-affiliated clubs to affiliate in the future.

The formation of a local regional Council brings the number of regional councils in the state to five. The others are Sydney region, Hunter region, North Coast region and South Coast region.

The meeting elected the following office bearers, pending ratification by their clubs:

Chairman: Peter Fenwick  
(interim ST4WDC)

Secretary: Laz Falusi (ACT Jeep Traction Club)

Treasurer: Philip Veerman  
(ACT Landrover Club)

Earlier that day Greg and I met with Russell Watkinson, Director, Parks, Conservation and Lands and one of his line managers, Stephen Hughes. The new department combines three previous departments and should mean we

have one body to deal with, simplifying negotiations. The meeting was very positive and discussed the possibility of creating a Memorandum of Understanding (MOU) similar to that already in place with NSW NPWS and soon with NSW State Forests. The MOU will be beneficial to our members and Parks, Conservation and Lands by providing a framework for voluntary service on mutually identified projects in ACT lands they control. These could include projects such as track rehabilitation, fence repair, wreck removal and revegetation. This will alleviate their critical manpower shortage and gain our members access to areas that have been closed.

This message of cooperation was reinforced by the well established environmental credentials of our clubs and Association through citing examples of work already undertaken across the border in NSW and through one member club holding an Envirofund grant from the Commonwealth government.

Within our club much is happening. We have a team competing in the Woodpecker Challenge on the same weekend as the club Christmas party. Good luck guys. I am sure you will have fun. Our Driver Training Unit (DTU) again joined with the State DTU to assess instructors from across the state and ensure an improving consistency for basic driver training. Congratulations to Baz, Michael R and Plod who also achieved accreditation. Again it was an impressive ST4WDC performance conducting the assessment and graduating other members into our DTU. One assessor from another club was heard to comment "he's from ST4WDC so Peter R taught him; better just

pass him." It is a comment on the high regard in which Peter R and our DTU team are held by other DTUs. Our candidate was still fully assessed; no slacking at the state level; and passed.

Your committee has authorised key dates for the 2008 calendar and is supporting the fine work being done by the committee of the **4WD Spectacular and Outdoor Recreation Show** February 9-10 2008. Your contribution to the working bees prior to the show and on the weekend will be appreciated. Gary Caitcheon and Peter Henderson have great plans for the club tent and will appreciate your assistance.

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

*Peter Fenwick*

President

Conjecture re APEC leaders dress for official photograph at Sydney meeting:

"The classic bushman's outfit consists of a rabbit-skin hat, full-length leather rain coat and leather boots."

REUTER NEWS SERVICE



# Promo Convoy d'excellence

8.30am Saturday 2<sup>nd</sup> February 2008 for a 9.00am departure

**We need your company and help!!  
Come one, come all to the  
Combined 4WD Clubs'**

## ***4WD tour de Force 2008***



**Let's meet opposite the Shell Service Station  
near Canberra Exhibition Park and join  
the biggest 4WD convoy this year !!**

The Route: Along Northbourne Avenue, Civic, Commonwealth Avenue, Canberra Avenue, Queanbeyan City Centre, then on to the Queanbeyan Showground to assist in setting up the 4WD Spectacular 2008 - Your help is needed!

Contact: Rosemary Orr on 02 6241 0464 (h) or 0414 568 358



# MEMBERSHIP MURMERS

Jim Hanigan



There is one new membership this month

Jon Walker and Fran Astolfi

Watson

Navara

The club membership is now as follows:

Renewed and rejoined Memberships	184
New Memberships	26
Associate Members ( Competition )	5
Life Members	3
<b>TOTAL</b>	<b>218</b>

Don't forget the Membership Drive – details below.

Membership subscriptions become due on 1 January 2008 with the fee remaining at \$100. I will be accepting renewal payments at the December and January meetings.

Promo Day is coming up next February and this is a great opportunity to boost our membership by demonstrating to prospective members what your club has to offer. Volunteers will be required in the club tent to advise on all aspects of club activities and to sign up new members. Unfortunately, family commitments in Melbourne will prevent me attending the 2008 Promo. Therefore, I will be looking for somebody(s) to coordinate the membership documentation on that weekend. If you are interested, please give me a call or see me at the December or January meetings. This will be a good opportunity for anyone who wishes to take over as Membership Secretary at the AGM in March as I will not be available for the position.

I wish you all a Merry Christmas and Happy New Year on behalf of Ros and myself. Safe traveling during the holiday season and throughout 2008.

Jim Hanigan Membership Secretary Phone / Fax 02 6291 6392

## Membership Drive Competition

**This competition is aimed at increasing the club membership so that new members can experience the benefits of belonging to a body of like-minded, responsible four-wheel drivers. The rules are simple and as follows:-**

*\*The competition will commence from the beginning of the Monthly General Meeting on 13 November 2007 and will end at the conclusion of the Monthly General Meeting to be held on 12 February 2008.*

*\*All new members who join during the stated period will be asked to nominate the current member who introduced them to the club.*

*\*The current member who introduces the highest number of memberships will be declared the winner.*

*\*The prize for the winner will be a free renewal of membership for the ST4WDC in 2009.*

*\*In the event of a large influx of members as a result of this competition, the committee may decide to extend the number of prizes on offer.*

*\*The winner(s) will be announced at the AGM on 11 March 2008.*

*\*All current financial members of ST4WDC are eligible to enter.*

**This competition extends over the period of the Promo Days next February which gives everyone the opportunity of demonstrating to their prospective new members exactly what our club has to offer. In addition there is also the opportunity to invite people along to monthly general meetings so that they can meet other members in congenial surroundings.**



# ***4WD Spectacular - Working Bees***

## **HI HO! HI HO! IT'S OFF TO WORK WE GO!!**

### **BE THERE - SUPPORT YOUR CLUB**

**From 8:00am SATURDAY 26th JANUARY 2008**

A working bee will be held at the Queanbeyan Showground to construct the test track.. There will be earthmoving equipment and bobcats to do the heavy construction but lots of other help is needed. Bring your

- shovel
- crowbar
- sledge hammer
- gloves
- sun screen and hat
- plenty of water to drink and food

**Be there for a couple of hours - Be there until the work is finished  
BUT BE THERE!!!**

## **CONVOY AND WORKING BEE**

**8:30am Saturday 2nd FEBRUARY 2008**

Come along and join the convoy and have some fun (see page 5).

But once the fun is over help support your club and our sister clubs to get the Showground ready for the 4WD Spectacular. We need many hands to help with:

- final preparation of test track
- marking out the showground for exhibitors
- cleaning up the showground
- cleaning out the catering area under the Grandstand
- mowing of the grass (if needed)

You will need to bring:

- Shovels, rakes, lawn mowers, brooms, gloves, and hats
- Sun screen, plenty of water and food

**Many hands make light work !!**

**The more the merrier and the quicker the work gets done!!!**



# EVENTS AND TRIPS

Richard Brand



## Keeping us on Track

### OziExplorer

I was delighted that John Kjar wanted to come to Saltwater Creek and since I had a spare seat, I quickly co-opted him as navigator. John had put a lot of effort into organizing the OziExplorer workshops earlier this year, but then missed out because he was overseas when they happened. So for John, the first part of the trip became a real-time training exercise in moving map navigation. Despite what may be reported, it actually worked extremely well, especially as the 'recce' used some fairly creative desk-top navigation on the electronic map, to link some bits of the route I had actually traveled on. Indeed, I remember the first real club trip I ever went on, and guessed it had climbed Wolumna Peak. There is a 2WD trail to the top, joined by a 4WD track, and this 4WD track was what I aimed to come in on. That's how it worked out, but not before a little adventure.

### Trip grading

We have a fair bit of discussion in Committee on trip grading, and I've tried to keep this to a simple 1 to 5 rating on the understanding that everybody will know that it gets much harder in the wet, and even a small mistake on a grade 1 or 2 trip might require a significant recovery effort.

I got a good reminder of this on the Saltwater Creek trip, which was approved as a grade 2 trip suitable for trailers. As it happened, no trailers ap-

plied. I was mighty grateful for this when it started to rain on the way down. Descending a fairly steep downhill track at probably 10-kph, quite unexpectedly, the back of my truck decided to overtake the front. Fortunately the track was quite wide, and had only a gentle drop off.

By the time we were traveling sideways with all wheels locked up under brakes, and edging towards the drop, quite a few thoughts went through my head, the first being that John was very quiet and quite pale and seemed to be holding the grab rail tighter than usual. The last was that any further left and I'd have to accelerate down the hill rather than fight it. A ton or more of trailer pushing the back round would have been even more exciting.

It turned out that the track surface was covered in wet rotting leaves on a fairly shiny mud base, which piled up in front of the tyres and well and truly lubricated our downhill progress.

Considering I was in a manual diesel Landcruiser with good mud terrain tyres and centre, rear and front differential locks, there were plenty of options for improving traction. Another vehicle in the convoy was a petrol automatic with road tyres and just a centre diff lock. We spent quite a bit of time talking through our options, including turning back or continuing, if necessary attaching a log to provide extra retardation, and revisiting some basic advice. I figured climbing hills would be easier than descending,

because mud tends to fly out of rotating tyres, gaining an extra traction advantage. There were no significant ruts, but we planned to ascend on the drier part of the track out of ruts, and descend in any ruts that presented. We let the tyres down as much as possible – around 15-psi – to spread the tread and better roll over ledges.

Everybody got to the bottom safely without needing any restraining tethers, but then there was a similar upwards track. For me, with all diff locks engaged and mud tyres, this was an easy climb but of course each vehicle makes it harder for the next one. I was delighted that by using sufficient momentum and power everybody managed to drive straight up without needing to get out the winch or other recovery gear, even if it was touch and go at one point.

This was just the foothills to the climb up Wolumna Peak, and over lunch we looked at the option of taking a blacktop route and skipping the Peak altogether, or having a go at the trip as advertised. From an earlier recce in my Adventura (basically a 4WD Commodore wagon with a bit of extra ground clearance) I knew that if we could make it to the top of the Peak, there was an easy descent, and that the higher you go, the more shale and less mud there is making up the tracks.

The weather was still overcast and we were not sure if the Peak, at over 770m, would be below, in or above the clouds. Without the promise of a view, did we really have to go there? To cut a long story short, we decided to try, made it to the top without problem and were



rewarded with stunning 360-degree views from the fire tower.

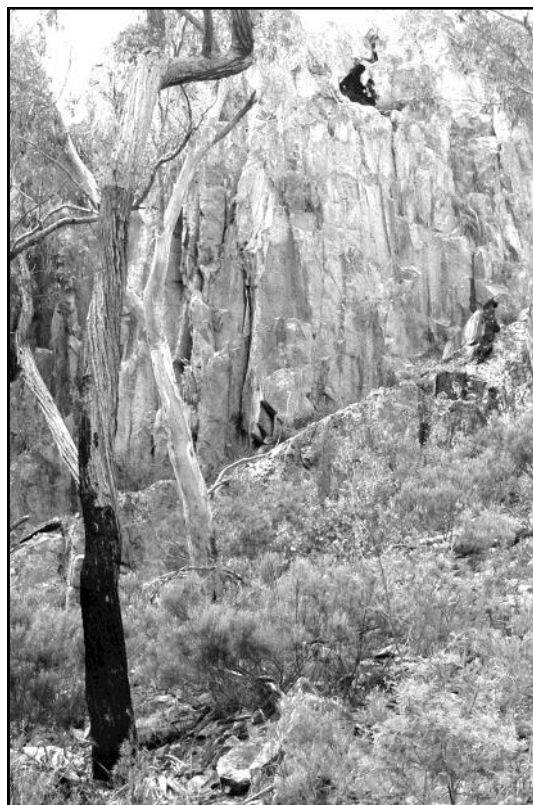
Round the camp fire that night, we had lots of discussion about traction aids and how a centre diff lock converts a one wheel drive to a two wheel drive! It would have been interesting to compare the Adventra, which uses a fully electronic traction control system to apply individual brakes to keep all wheels turning at about the same rate. It even has a warning to say the brakes are getting too hot so stop for a while. Pity that even with the extra ground clearance it probably could not negotiate spoon drains without scraping!

2008

Your committee has put an extensive backbone into the calendar for 2008, with major events and the training schedule locked in. What we need now are another 40 or so trip proposals to flesh out the rest.

As this is the last magazine until February, I would like to thank you all for your support this year, and wish you all the best for the Festive Season and New Year. I look forward to catching up at the January meeting and the working bees leading up to the 4WD Spectacular in early February

Richard Brand(acting) Events and Trips Coordinator



## IMAGES OF TALOOG





# TALOOGE Topics

Jim Raleigh



## Walking Tracks

At the Talooge seminar a number of members sought the establishment of walking tracks. While the type of tracks and level of marking sought remains unclear, we have been looking at some possibilities in this regard.

Some members may recall that a local property owner familiar with the area escorted a number of members to visit the 'Devil's Hole Waterfall' in the steep country within the southern portion of 'Big' Talooge. Unfortunately, we were unable to identify anyone who recorded the actual location so a recent expedition was mounted by a small group to locate it. The valley within which the waterfall lies is VERY steep sided and in many places, exceptionally difficult if not impossible to walk in, other than by following the creek bed. By the same token it contains some magnificent scenery with rocky cliffs which must be seen to be believed. Although there is some debris in the creek making progress slow in parts, following the creek bed (provided it has not rained recently) is a reasonably easy walk.

The **Devil's Hole Walk** is around 1.5Km each way beginning at the Southwell's entrance gate into Talooge. The first half (south along the fence line for about 500 metres to reach the creek and then up along the lower part of the creek bed) is relatively easy, with the second half becoming a little more difficult. You should allow around 2 hours, or more if you plan to continue up the valley beyond the waterfall. It is very rugged country so please remember your safety – do not go there alone.

The location of the 'Devil's Hole Waterfall' is 35° 52.7704"S; 149° 15.7244"E.

It may also be possible to estab-

lish a through (one way) walk which would be no longer than the return trip above, by following the gullies down hill from the Strike-a-Light Gate but this has not yet been explored.

The **Hole-In-Wall Walk** on the other hand is an easy 2.1 kms from near the Bottle Shop, via Ducks Crossing and the Hole-in-Wall Campground, all the way through to the crossing adjacent the Nursery Slopes. It generally follows along the Creek on a very gentle downhill slope and passes through some areas with great potential as out-of-the-way campgrounds.

Most members would also be unaware that we have a reasonably sized dam on Talooge. This dam, towards the NE Corner of Big Talooge, is over 10 metres diameter and currently contains a reasonable amount of water. It would hold considerably more but for a breach in the wall caused by a burrowing wombat. As a result, the water level capacity is at least a metre and a half below what it could be if the breach was filled. The **dam** is able to be reached by a short walk of only about 180 metres north from Rayner's Fire Trail down along the valley from a point about 1km from the Strike-a-Light Fire Trail intersection.

The key point to arise from the minimal exploration that was undertaken is that walking almost anywhere (except the very steep parts) within Talooge is not particularly difficult as most of it is not heavily wooded. In particular, most of the shallow valleys appear to present very easy walks into areas that most members have never seen. Further, it would be difficult to get lost in Talooge by following the slopes and gullies (watercourses) downhill. By such an approach from almost

any point within Talooge you will eventually reach a Fire Trail or the cleared area near the Southwell's gate.

## Naming of Features

As I mentioned last month action is being taken to display appropriately labelled maps at Talooge and the walks above, and any others identified will be marked.

## Chainsaw Training

Most members would be aware that the club owns a chainsaw but some may not be aware that it may only be used by those who are able to show their satisfactory completion of suitably accredited training. We frequently have a need to use the chainsaw at Talooge to clear fallen trees, particularly as a consequence of the snow fall in June. Such activities have highlighted the need for additional trained members.

Arrangements are being made for an appropriate course to be conducted for up to 12 personnel although the dates remain uncertain at this stage. If you have a desire to become a qualified Chainsaw operator, please let Jim Raleigh ([Property@st4wdc.org](mailto:Property@st4wdc.org)) know, so that you can be considered in finalising a suitable date. If numbers have to be limited, preference will be given to members with an established record of participation in working bees or contributing to the enjoyment of Talooge in other ways.

## Fire Trail Clearing

With the impending bush fire season, the NSW Rural Fire Service will be clearing and grading fire trails where deemed necessary. It is understood this will result in the clearing of regrowth from the Strike-a-Light Fire Trail and probably some grading within Talooge, with the work expected to be completed before Christmas.

## Talooge Works

With the onset of warmer weather



an increasing number of members are visiting Talooge and many have indicated a willingness to take on small jobs whilst on site. If you fall into this category, give Jim Raleigh a call (0413 612 305) before you go and he may be able to suggest some small tasks which could be undertaken. In some cases specific materials may need to be arranged in advance. Some current priorities are:

✦ We need to install guttering on the main toilet buildings and relocate the now redundant 200 litre drums from the Driver Training Shed. To do so we need two 4 metre lengths of guttering with the necessary brackets and some downpipe to reach the drums. If

you have such items lying around which you no longer require, let Jim know – even better if you are able to install them as well.

✦ We have a large shelter currently located in a yard in Queanbeyan which needs transporting to Talooge for eventual erection in the Thurbon Flat area. The components are up to 7.5m in length, so a very long trailer or truck would be required. If you can assist, please let Jim know.

We plan to install a proper gate at the Strike-a-Light Fire Trail entrance off Jerangle Road. Any willing volunteers would be greatly appreciated.

## Calendar of Events

Please advise additions or corrections by E-Mail to 'Talooge@st4wdc.org.au'

From	To	Activity	Contact	On
1-Dec-07	2-Dec-07	Christmas Party	Richard Brand	0418 568 358
1-Mar-08	1-Mar-08	Envirofund Working Bee - Seedling Planting	Graeme Kruse	6292 3073 (H)
TBA		Chainsaw Training	Jim Raleigh	0413 612 305



# Tvan

Camper Trailer of the millenium

FOR HIRE  
0412 866 375

**Independent Trailers**      Ph 0412 866 375





## Planning a trip?

The following experienced trip leaders have offered to assist new trip leaders in planning their trips. Budding trip leaders are encouraged to seek their advice.

Name	Phone	Mobile	Email
Peter Watson	6254 7118	0418 649 823	<a href="mailto:pwatson1@tpg.com.au">pwatson1@tpg.com.au</a>
Neville Simpson	6295 9021		<a href="mailto:bl.ng@bigpond.net.au">bl.ng@bigpond.net.au</a>
Dennis Collins	6292 7423	0418 969 452	<a href="mailto:margden1@actewagl.net.au">margden1@actewagl.net.au</a>
Chris Nicholls			<a href="mailto:calypso1@gmail.com">calypso1@gmail.com</a>
Doreen & Plod McEncroe	6241 8188	0429 008 436	<a href="mailto:doreen.mcenroe@act.gov.au">doreen.mcenroe@act.gov.au</a>
Neil Telfer			<a href="mailto:neilt1@bigpond.com">neilt1@bigpond.com</a>
David Whight		0438 882 696	<a href="mailto:tdavidwhight@hotmail.com">tdavidwhight@hotmail.com</a>

## Writing Reports

### Guidelines for Contributors

Articles of interest to members are always welcome. Places you can recommend, websites you find useful, which GPS you've found useful, what tyres, or battery, or refrigerator, or publication or..... have you found good (or otherwise). These, and many other topics are all of interest and your experiences can often save others a lot of searching. Share your information and insights by writing an article for *Southern Trails*.

### A few do's and don't's

It saves the Publication Team a lot of work if your writing can be in electronic form—on disk, CD or emailed. Microsoft Word is very commonly used and is preferred. Please **do not use formatting** other than left justified and new paragraphs. Raw text is just fine.

In writing articles and trip reports, ask yourself "Would I be interested to read this in 6 months time,?" If your answer is "No" then best leave it out!! Personal, trivial or "in" stuff is unlikely to be of interest to most readers, while overly personal references may offend.

Things like "We had a good night's sleep" or "We got away from camp 5 minutes earlier than planned" contribute little. Avoid a running commentary, or blow-by-blow description. References to time and weather should be used sparingly.

Good photos add interest to your article. When taking photos for publication try to place the vehicles, the action or the people in a wider scene. Avoid photos that could be anywhere eg a group of people sitting around a fire, or a vehicle on a track. A resolution of at least 800x600 pixels is preferred, but the higher the better. Choose 3 or 4 good quality photos showing different things for a short article, 6 to 8 for a longer one. All photos may not be used but a selection allows the editors some flexibility in layout.

Please **DON'T** embed photos in your text, as this causes difficulty when re-formatting is necessary. Leave them in separate files and just type "Insert photo 1 here" or similar in the text, and it will happen. Please list photo captions separately- do not incorporate a caption into the image itself, because resizing the image will then also resize your text.

**As far as possible avoid any kind of formatting. Using tables, dot points, numbered lists or embedded photos are all great ways to spoil the editor's day!**





# MAPS

An arrangement is now in place for ST4WD Club members to purchase Maps and mapping related products **at significant discounts** and at the same time provide a small benefit to the Club.

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

Support your Club (a small percentage also goes to the Club) and gain a benefit yourself by making use of this facility.

For those Club Members who use Ozi Explorer, the following digital maps are available through the HEMA Maps purchasing scheme. Remember that they are available to club members at a substantial discount from RRP.

Supplier	Title	RRP
HEMA	Australia 4WD Raster Map Collection	\$149.00
HEMA	Explorer Card - Cape York	\$20.00
HEMA	Explorer Card - Flinders Ranges	\$20.00
HEMA	Explorer Card - High Country	\$20.00
HEMA	New Zealand	\$29.95
Meridian	Otways 4WD CD	\$19.95
Meridian	Sydney Adventure 4WD CD	\$19.95
Meridian	Victoria Deserts CD	\$19.95
Meridian	Wombat State Forest 4WD CD	\$19.95
NATMAP	Australia Raster 1:250K	\$99.00
NATMAP	Australia Raster Premium 1:250K	\$119.00
Sunmap	Sunmap Raster Map Sheets	\$105.00
Sunmap	Sunmap Raster Mosaic	\$105.00
Westprint	Australia Outback Tracks	\$75.00

The 'Explorer Cards' offered by HEMA are a new innovation, being authorities to download the maps from the HEMA Web Site – in this way they are able to offer the maps at a much lower cost. The Flinders Ranges and High Country maps are the new ones included in the recently released 2008 edition of the 4WD Raster Map Collection and could be of value to those who already have the earlier version.

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





4X4 ACCESSORIES



## FOR SERIOUS OFF ROAD WORK

Four wheel drives have come a long way over the years, but for some people, their primary purpose has always been the same... off road work.

And where 4 wheel drivers go, hazards abound. Wandering wildlife, extreme terrain, unpredictable weather - the perils of the Australian landscape are many and varied. To counter this, ARB offers a range of premium quality 4x4 accessories for the serious off roader.

### **Our range includes:**

- ARB Bull Bars & Rear Bars • ARB Side Rails & Steps • Warn & Magnum Winches • Old Man Emu Suspension Systems • IPF Lights • ARB Air Lockers & Air Compressors • Safari Snorkels & Performance Computers • ARB, Thule & Rhino Roof Racks • ARB Rooftop Tents • ARB Recovery Equipment
- ARB Canopies • ARB TowMaster Tow Bars • ARB Fridges & Dual Batteries • Fuel & Water Tanks • Seats, Cargo Barriers, Wheel Carriers & More

From the back paddock to the red centre, ARB 4WD equipment has no peer. The nation's largest manufacturer of 4WD accessories, we've spent 27 years forging a reputation for quality. We've worked hard to get it, and we know how to keep it - reliable equipment, sound advice, commitment to service.

So whether you're 4 wheeling or farming, camping or fishing, you can rely on ARB 4x4 Accessories... we won't let you down.



4X4 ACCESSORIES

**ACT:** 188-190 Gladstone St, Fyshwick 2609. Tel: (02) 6280 7475 Fax: (02) 6239 1124

ARB accessories are available from offices in every state and stockists in most larger regional centres. Web: [www.arb.com.au](http://www.arb.com.au) Email: [sales@arb.com.au](mailto:sales@arb.com.au)

**WE WON'T LET YOU DOWN.**



# ABOUT TRIPS

## TRIP GRADING

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

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

## DRIVER EXPERIENCE

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

## TRIP PLANNING

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

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

## CB RADIOS

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

## FIREARMS & PETS

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



# TRIPS AND EVENTS



## **8 - 9 Dec      Blue Waterholes**

(2007-075)

Trip Leader: Vivian Henderson and Allan Williams  
Email: 52vivian@emailme.com.au  
Phone: 0407 969 057 (m)  
Vehicles: 6  
Grade: 2  
Start: 8:30 AM  
Departure: Pit Stop car park south of Tharwa Bridge  
Fuel: Full tank, round trip approximately 350-kms  
Maps: 1:25000 Rules Point, Peppercorn, Brindabella, Bobby Plain  
Requirements: Need basic recovery kit, UHF radio, good tyres, drinking water and happy hour supplies. National Park – no pets. No trailers due to limited space at Magpie Flat. Walking boots/shoes and torch with good batteries for a Cave Walk.  
Description: Scenic drive through Namadgi NP, Adaminaby, Kiandra and Long Plain. See Cooinbil and Coolamine huts. Do the Gorge Walk and get your feet wet. Walk to a cave on Sunday before returning home via Broken Cart track and Brindabella Road.

## **11 Dec      Monthly Club Meeting**

(2007-051)

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

## **8 Jan      Monthly Club Meeting**

(2008-004)

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

## **26 Jan      4WD Spectacular - Test Track Building**

(2008-017)

Trip Leader: Richard Brand  
Email: trips@st4wdc.org  
Phone: 0418 568 358 (m)  
Start: 8:00 AM  
Departure: Queanbeyan Showground  
Requirements: If you have them, please bring shovels, gloves, sledge hammers and your 4WD.  
Description: Our 4WD Spectacular is renowned for having the best test track in the country. This weekend is where the heavy shaping work is done, getting sleepers and rocks in place, and consolidating the earthworks.

## **2 Feb      4WD Spectacular - Convoy**

(2008-016)



# TRIPS AND EVENTS



Trip Leader: Rosemary Orr  
Phone: 0414 568 358 (m)  
Start: 8:30 AM  
Departure: Shell Service Station, Federal Highway, EPIC  
Requirements: Make sure you have your 4WD Spectacular wheel covers in place. This is also a good time to get, fix and display your ST4WDC windscreen stickers.  
Tools including lawnmowers  
Description: About 100 4WDs from the combined clubs are expected to drive two abreast through Canberra to Queanbeyan Showground, to help promote the 4WD Spectacular, and to deliver workers to put the final touches to the Showground. We expect a police sendoff, with traffic lights through Canberra being synchronised. TV stations should send crews.

## **9 - 10 Feb      4WD Spectacular and Camping Show      (2008-001)**

Vehicles: Unlimited  
Grade: 1  
Departure: Queanbeyan Showground  
Description: This is the major bi-annual event for our Club. Put these dates in your diary now! We expect well over 10,000 paying visitors. Please find time in the days before to help build the test track, put up the Club marquee & Exhibition display areas. The Club needs lots of helpers on the Friday to help set up the Club Tent and during the weekend itself to staff the Club tent, talk to visitors, help with parking control, and take part in demonstrations and competitions. There will be at least 120 commercial stands exhibiting camping, 4WD gear, fishing gear, off-road trailers etc. Many exhibitors will offer significant discounts on their products. There really is no better way in Australia to try out 30 new 4WDs on the same track on the same day! Be there to help YOUR club and enjoy the benefits & bargains, and help contribute to charities.

## **12 Feb      Monthly Club Meeting      (2008-005)**

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

## **23 - 24 Feb      Misty Mountain Run      (2008-002)**

Trip Leader: Gordon Stone & Val Holbrook  
Email: valandgordon@netspeed.com.au  
Phone: 6248 8679  
Vehicles: 6  
Grade: 2  
Start: 9:30 AM  
Departure: Gibraltar Street, Bungendore  
Fuel: Full tank  
Maps: South Coast Forest Map  
Requirements: Basic driver training, basic recovery gear, UHF radio, good tyres, gas stove for cooking  
Description: This is a gentle two-day run, largely over formed roads, but with some grade 2 fire trail driving included. It offers relaxed driving, with a few challenges from time to time, and some great scenery both coming and going, with time to take photos of it. After a scenic descent from Clyde Mountain on Misty Mountain Road, we will visit the bottom of the historic Corn Trail. We then cross the Buckenbowra River and proceed via formed roads and firetrails to the magnificent views from Wandera Trig Point, then on to an overnight stay in the Deua River camp ground. The next day, after a leisurely start, we



# TRIPS AND EVENTS



will travel to Majors Creek and then go cross country Hoskintown Road and home. The trip is suitable for trailers in good weather, although space will be limited at Wandera Trig Point and may be limited in Deua River camp ground, depending on numbers.

Comments: South Coast Forest Map is available from NSW National Parks and Wildlife service, 6 Rutledge Street, Queanbeyan

## **1 - 2 Mar      Envirofund Working Bee 6**

(2008-003)

Trip Leader: Graeme Kruse

Email: gkruse@bigpond.com

Phone: 6292 3073 (h)

Vehicles: Unlimited

Grade: 1

Start: 9:00 AM

Departure: Bredbo, on the road to Jerangle, 100m off the Monaro Hwy

Requirements: Outdoor wear with good sun protection, garden gloves, gardening tools (trowel, hoe, spade, secateurs) hat and water bottle.

Enthusiasm, good cheer, food, water, camping equipment and the very important stuff for 'happy hour'

Description: This time the focus is on grass seedling planting, weed control and general maintenance. This is the sixth of the working bees that contribute towards the Club's component of the Federal Government Envirofund grant. The objective is to plant out 1200+ grass seedlings in a specially fenced off area. Eventually the grass plot will provide a source a seed to be collected and planted elsewhere on the property and gradually spread throughout the nearby area. There will also be the ongoing task of weed spraying and the removal of woody weeds. Since the Club made the purchase of this property, weed management in the 'home paddock' and in areas 2 and 3 especially, has made dramatic inroads into supressing and eradicating weeds. The job will never be finished but we have certainly come a long way and it can be readily seen by comparing early photos to what is (not) there now.

## **1 - 2 Mar      "Safe One" Basic Driver Training at Talooge Park**

(2008-019)

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

## **9 Mar      "Safe One" Basic Driver Training Course Follow-up Day**

(2008-020)

Description: This is day three of the basic driver education course starting on the 1st and 2nd March and MUST be attended before participating on any Club trips where the proposed route is expected to be at Grade 2 or above.

## **11 Mar      Annual General Meeting & Monthly Meeting**

(2008-006)

Star: 7:30 PM

Description: Deakin Sports and Social Club



# TRIPS AND EVENTS



## **12 - 13 Apr Meet The Committee at Belowra**

(2008-021)

Trip Leader: Richard Brand  
Email: [trips@st4wdc.org](mailto:trips@st4wdc.org)  
Phone: 0418 568 358 (m)  
Vehicles: unlimited  
Grade: 2  
Start: 8:00 AM  
Departure: Williamsdale Several convoys tba  
Fuel: Full tank  
Maps: tba  
Requirements: Basic recovery gear including Berocca (use but turn down the volume). UHF radio. hour snacks. Pot luck main course for dinner. Table decorations. Black tie. Lunch for two plus breakfast.  
Off-Road Trailers welcome if tyres match vehicle. Canoe if you have one



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Description: This is a major Club Event and this year combines a social evening with a great 4WD trip through the mountains nearly to the sea. The Club has booked a delightful sheltered campsite on private land at Belowra, close to the coast near Bodalla and right alongside the beautiful Tuross river. There will be a formal black tie dinner, restaurant-style with maitre'd, candelabra, plus sumptuous desserts provided by the Club. Only your top half needs to be black tie – shorts and thongs are fine down-under. Please book as soon as possible so we can confirm the campsite booking, dessert catering, convoys and convoy routes. Off-road camping trailers will be catered for, and expect some entertaining competitions en-route and great prizes on the night

Comments: Camping fees \$10 per adult, \$6 for under 15 and \$4 for under 5 years old

## **24 - 25 May "Safe One" Basic Driver Training at Talooge Park**

(2008-022)

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

## **1 Jun "Safe One" Basic Driver Training Course Follow-Up Day**

(2008-023)

Description: This is day three of the basic driver education course starting on the 24th -25th May and MUST be attended before participating on any Club trips where the proposed route is expected to be at Grade 2 or above.

## **28 - 29 Jun "Safe One" Basic Driver Training at Talooge Park**

(2008-024)

Trip Leader: Peter Reynolds  
Phone: 6251 1258 (h); 0428 623 458 (m)  
Start: 8:00 AM



# TRIPS AND EVENTS



Departure: Bredbo Service Station  
 Description: This is the Club's official and accredited basic driver education course

## **6 Jul "Safe One" Basic Driver Training Course Follow-up Day** (2008-025)

Description: This is day three of the basic driver education course on the 28th and 29th June and MUST be attended before participating on any Club trips where the proposed route is expected to be at Grade 2 or above

## **12 Jul Christmas in July** (2008-018)

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

## **6 - 7 Sep "Safe One" Basic Driver Training at Talooge Park** (2008-026)

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

## **14 Sep "Safe One" Basic Driver Training Course Follow-up Day** (2008-027)

Description: This is day three of the basic driver education course on the 6th and 7th September and MUST be attended before participating on any Club trips where the proposed route is expected to be at Grade 2 or above



# TRIPS AND EVENTS



## **20 - 21 Sep Bush Skills Weekend at Talooge**

(2008-028)

Trip Leader: Richard Brand  
Email: [trips@st4wdc.org](mailto:trips@st4wdc.org)  
Phone: 0418 568 358 (m)  
Vehicles: Unlimited  
Grade: 1  
Start: 8:30 AM  
Departure: Williamsdale  
Fuel: Full tank

Description: Our Club members have an amazing range of skills they can impart! These range from bush welding using two car batteries, to survival cooking using camp ovens, to extracting water from vegetation, plus navigating with and without GPS more. We need attendees and contributors.



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from bush  
through damp-  
extracting  
fixing tyres  
GPS and lots  
especially

## **4 - 6 Oct Willow Glen 4x4 Challenge**

(2008-029)

Trip Leader: Peter Reynolds  
Phone: 6251 1258 (h); 0428 623 458 (m)  
Vehicles: 6: 4 competitors, 1 reserve, 1 team leader. Unlimited supporters  
Grade: 2  
Start: 8:15 AM  
Fuel: Full tank  
Requirements: Good truck, excellent tyres, twin lockers and suspension lift an advantage

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

## **25 - 26 Oct Water Crossing and Sand Driving Course**

(2008-030)

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

## **6 - 7 Dec Christmas Party at Talooge**

(2008-031)

Trip Leader: Richard Brand



# TRIPS AND EVENTS



## 6 - 7 Dec 2008 Christmas Party at Talooge

(2008-031)

Trip Leader: Richard Brand  
Email: [trips@st4wdc.org](mailto: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.



***WISHING  
MEMBERS  
A  
MERRY  
CHRISTMAS***

***AND  
A  
HAPPY  
NEW YEAR***





# **WANTED**

**WE WANT YOU !!**

## **4WD SPECTACULAR**

**9th and 10th February 2008**

**Where we showcase our club, promote safe and responsible 4WDing, and get to know the members of our club and other clubs.**

**Volunteer for the many jobs and put your name on a Roster**

**Volunteer to help with our Club Tent**

**Volunteer to help with parking**

**Volunteer to help with gates**

**Volunteer to help with Catering**

**Volunteer to help with anything**

## **DO IT NOW!!**

**Please ring Wendy Holland on 6292 6537 or email [wholland@actewagl.net.au](mailto:wholland@actewagl.net.au) or fill in the next page and return it to Wendy at the General Meeting.**

**IT'S HARD WORK BUT IT'S HEAPS OF FUN !!**

**Come for a couple of hours, a day, the whole weekend. Camp on site and enjoy good company on the Friday and Saturday nights. (Showers are available and meals are provided for the workers both nights.)**

**Positions vacant – all are rostered for an hour or so to suit you**

**manning entrances and collecting admission fees**

**directing traffic to orderly parking**

**catering – dinner for volunteers and exhibitors, refreshments for the workers**

**garbage pickup – a back-of-truck trip around the grounds emptying bins**

**manning the Club's display tent**

**contributing to our display**

**This is a fun occasion with good company and an easy way for the less active of us to contribute to the Club's activities.**

**This is a major event for our club that benefits us in terms of funds and membership, and in addition it raises lots of dollars for charities.**

**Please offer your time NOW, so that planning can proceed.**



# **4WD Spectacular and Camping Show**

## **Queanbeyan Showground**

### **Saturday and Sunday 9 – 10 February 2008**

Dear Club members

As you are aware the bi-annual promotion event (4WD Spectacular and Camping Show at Queanbeyan Showground) is rapidly approaching. This event allows the club the opportunity to showcase itself to the community as well as providing a significant part of the Club's revenue. It's also a great social event, especially for those able to camp there, where you get to know other members far better.

There is a lot of work that takes place behind the scenes, as those of you who have contributed to this event in the past can attest.

We are calling on all members to contribute their time and efforts to ensure that the next promo event lives up to and hopefully exceeds the last effort.

Volunteers are required for many different activities over the weekend and we would like you to consider helping where you feel you are able to.

#### **Volunteers are required for the following activities:**

- Gate attendance – Main gate and Cooma St
- Parking duties
- Test track
- Garbage collection
- Combined club catering (Friday and Saturday night dinners)
- Working bee prior (Thursday and Friday) and post (Monday) event

#### **How do I volunteer?**

Simply cut out, or pull out the facing page and fill in the form indicating your preferred task/s, and the day/s and time/s you are available. (There's no need to be too specific.)

Return completed forms to me at the club meeting  
or email your response to [wholland@actewagl.net.au](mailto:wholland@actewagl.net.au)

Your assistance will contribute to the success of our major event, an event where we showcase our club as an advocate of safe and considerate 4Wding, and of course it is an event that funds the club's activities.

Thank you for your assistance.

Wendy Holland



4WD Spectacular and Camping Show  
Queanbeyan Showground  
Saturday and Sunday 9 – 10<sup>th</sup> February 2008

Name/s	
Home Phone	
Mobile	
Email	

**Nominate Preferred Activities**

Gate Attendance    Main \_\_\_\_\_ Cooma St \_\_\_\_\_  
 Parking Duties  
 Test track  
 Garbage Collection  
 Combined Club Catering (Start time 2pm Fri/Sat dinners)  
 Working Bee prior (Thursday/Friday), (Previous weekend)  
 Working Bee post (Monday)

**Time/s Available**

All day Saturday and Sunday

All day Saturday	Roster me anytime Saturday
Saturday 7.00 – 10.00am	Saturday 8.30 – 11.30am
Saturday 11.30 – 2.30pm	Saturday 2.30 – 6.00pm

All day Sunday	Roster me anytime Sunday
Sunday 7.00 – 10.00am	Sunday 8.30 – 11.30am
Sunday 11.30 – 2.30pm	Sunday 2.30 – 5.30pm

Please return this form to Wendy Holland at a general meeting  
 or by email [wholland@actewagl.net.au](mailto:wholland@actewagl.net.au)



# "SAFE ONE" BASIC 4WD VEHICLE OPERATION COURSE

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

## **Purpose:**

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

## **Meeting Time/Place:**

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

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

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

**ONLY ONE DRIVER PER VEHICLE PER COURSE ALLOWED**

## **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.**



# TRIP REPORT - SNOWY MOUNTAINS TROUT FESTIVAL

## 3-9 November

Bob Calder

### Leader

Peter Reynolds

### Participants

Bob Allen  
Bob Calder

How do you judge the success of participating in a fishing competition?

By the number of fish caught?  
By the size of the fish caught?  
By the number of prizes won?  
By winning one of the major prizes?

Or is it by some other measure, such as having great time, with good company and testing yourself against the conditions and the elements. If that is the case we all scored well.

The Snowy Mountains Trout Festival this year ran from 3 November to 9 November. Peter Reynolds, Team Leader and Bob Calder decided to do a reconnaissance of possible camp sites at Tantangara Dam on the preceding Monday. The intention was to select a suitable camp site at the northern end of the lake, in a spot which was protected from prevailing winds and accessible by 4wds towing boats.

After an easy drive via Kiandra and down the Rules Point road and Port Phillip Fire Trail, and branching off on a couple of tracks, we stopped at the Murrumbidgee river which was flowing swiftly into the top of the lake. There were great places to make a camp on the banks of the river, but unfortunately, the lake water level was quite low, and this area was not suitable for pulling up the boats that we intended to take. The scouting continued across the top end of the lake and continued down the eastern side on a muddy and slippery track before it

stopped at an impassible gully. No spots here for a camp! Besides, this eastern side was always going to be exposed to the prevailing westerly winds at Tantangara.

Back tracking, and climbing back up the main road to the Currango homestead, and then around below the dam wall, we scouted the western side of the

With the reconnaissance already done some days earlier, and after an uneventful drive, camp was set up on the Monday at the appointed spot. Wind was a bit gusty, and of course, it was now coming from the wrong direction, and the camp was fully exposed to whipping easterly winds coming straight across the lake. Nevertheless, we had mountains of



lake. A suitable campsite was found, protected from prevailing westerly winds by a knoll, with a good pile of wood that had been conveniently left by previous campers. It also had good looking deep water for fishing at the doorstep. It would also be possible to get the boats into the site.

Mission accomplished on the reconnaissance. As the A-Team used to say, "Don't you love it when a plan comes together"?

How the wind blew and the rain pelted down on the opening Saturday and Sunday of the festival. Fortunately, ST4WD participants were elsewhere, having decided to go up on the Monday.

wood for a fire, which was duly lit after some fishing lines were put into the water. Bingo! The first fish, a nice brown trout, was caught by Bob Allen. The rain decided it would return with a vengeance, but by this time the campfire was roaring. With plenty of wood, the strong wind was making the fire do a blacksmith's furnace impersonation, and there was no way any amount of rain was going to extinguish the fire. As we all know, a good fire makes a good campsite. Shame that the only way we could enjoy it was from the front seats of our 4WD's. We gazed forlornly through the windscreen, with the windscreen wipers swishing away, at one of the greatest campfires ever lit.



That night the wind blew and blew, and the tent flapped and flapped, but it stayed up. But it was too noisy to get much sleep. While we all like to stick to a plan, with commendable flexibility, it was decided to break camp and find a new campsite that would be more protected from the beastly easterly winds that were predicted for the remainder of the week.

The protected side of the lake



looked almost like mountain goat territory, but esteemed leader Peter Reynolds found a Talooge like track down the side of the hills, winding through the trees, and then down a steep grassy slope closer to the lake edge. It would not be the sort of track that thinking, normal people would attempt to tow boats on road trailers down - but hey, what is "normal" these days!

Safely down the bottom of the hill, a new camp was made after putting a few lines into the water. Two interruptions occurred whilst erecting the tents, for Peter Reynolds to haul in a couple of trout. But at least we had a good campsite out of the wind. And the rain was largely gone, which was the pattern for the rest of the week.

Trolling for fish was pretty quiet the next day, with only one poor rainbow with a death wish managing to get himself foul hooked

under his belly on a red flatfish lure. Though a reasonable fish, we decided to let it live to be caught again. It thus joined a number of its mates that had been returned the previous night whilst bait fishing, hopefully to be caught again on a later trip. All these fish were legal at about 35 to 36 centimeters in length and about 500grams in weight, but we were only keeping larger fish.

The campsite also received an early morning visit from NSW fisheries inspectors. But we were out on the lake and decided to stay there. They were obviously checking to make sure we hadn't left lines rigged with baits in the water at our camp, which is in contravention of angling

rules. But we had done the right thing and taken them all out of the water before we went trolling - unlike some other campers we saw at another part of the lake!

That evening saw one of the great highlights you can see in the Snowy Mountains. A troop of nine brumbies, led by a beautiful black stallion came galloping along the lake shore, followed at a distance by three more brumbies. The black stallion stopped, snorted, then peeled off from his harem and foals, and proceeded to charge the leader of the other three brumbies up and down the lake and hills at full speed, lunging at the other stallion's hind-quarters all the way. This charging and chasing of the interlopers went on for 20 minutes, until both became visibly tired, and the interlopers slunk away. No way was the interloper going to mess with this black stallion's harem! This troop of brumbies returned each evening to the same spot to feed, but the interlopers had been scared away for good.

The next day produced a few more fish caught on the troll on black Tassie Devil lures. This lure also accounted for a few more hookups by trolling and spinning from the banks - but all were released.

Blood worms proved to be the most successful bait. The Adamaby anglers shop had assured





us that Bardi Grubs were the best bait for Tantangara. We tried them, but gave up due to lack of success. We figured the shop owner must have been overstocked and was keen to get rid of a few. However, we had our own supplies left over from previous trips and didn't part with our money.

On the Thursday evening it rained for an hour or so, thus causing concern about whether we could make it back up the mountain track with our boats the following morning. The Landcruiser boys, as usual were offering all sorts of helpful advice on what to do with the Pajero, its road tyres, and its boat, and how they would tow the Pajero up the hills when it got stuck.

With dark clouds emerging over the mountains on Friday morning, camp was dismantled quickly. The 4WDs set off up the mountain with tyre pressures down to 20 psi and Landcruisers leading the way to lend a tow if necessary. However, the Pajero towing the heaviest boat sailed up the track without a hitch, thus avoiding the embarrassment in this report of photos of it being towed up a hill by a Landcruiser.

Whilst none of us won a new boat in the fishing competition, or walked away with any of the thousands of dollars on offer in prizes, or caught fish large enough to confer bragging rights, it was a great few days.

The biggest fish caught by our group was a rainbow trout just over 700 grams and 44 centimeters long. Not a big fish, but it sure was tasty! But not in the same league as those caught by others, which topped 2 kilograms.

Unlike the bumper sticker on the vehicle at the awards at Berridale that said "I fish,

therefore I lie", trust me; this is an accurate report - mostly.

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# Using GPS - Part 3

Jim Raleigh

## GPS Navigation using OziExplorer

This is the third in a series of articles covering the subject of GPS use in motor vehicles. In the first two articles, the considerations and options relevant to choosing a GPS and in installing an OziExplorer capability in your vehicle were addressed. This included some detail on Maps and how these can affect your decisions.

This final article looks at how OziExplorer can be used in trip planning and navigation. I aim to describe some of the capabilities of OziExplorer, but will not attempt to explain how to use it. This is a very versatile package offering many more options than I'll be able to discuss. As with most software, becoming an experienced OziExplorer user requires effort to explore the product, read the help files, experiment and use it at every opportunity.

## What is OziExplorer

*OziExplorer* GPS Mapping Software runs on your PC or laptop and will work with a wide range of GPS receivers to provide real time tracking of your position. However it goes way beyond that. It will manage a library of electronic maps, moving from map to map as you travel. It will display tracks taken on previous journeys or planned tracks (usually called routes to distinguish them from actual tracks already traveled) for future journeys. It will upload/download waypoints, routes and tracks to/from many GPS receivers.

More detail can be found on the OziExplorer Web Site

(<http://www.ozixplorer.com/>).

The software can be purchased and downloaded from this web site and is also available on CD from various suppliers such as ExplorOz. A free trial version (with reduced capabilities) is also available for

download from the OziExplorer web site.

## Terminology

Throughout this article, I'll use a number of terms, some having special meanings which may not be familiar:

✦ **Waypoints.** Waypoints are points marked by the user on a map to identify key places such as turning points, intersections or points of interest on a proposed route. When created in OziExplorer they are numbered sequentially, but can be renumbered or named to make them more obvious.

✦ **Routes.** OziExplorer creates routes as directed by the user when planning a trip. Routes are straight lines linking user-selected waypoints. In this way a proposed trip can be approximated by stepping from waypoint to waypoint to waypoint..... Ozi notes the length of each leg and keeps a running total which is helpful in planning stops.

**Tracks.** Tracks are similar to routes, comprising a linked sequence of Track Points which are much more closely spaced (typically 200m or less) than waypoints. Although a track can be created manually by the user (as a detailed route), generally, tracks are built by OziExplorer using GPS data while travelling. These form a very accurate record of the path taken; for each track point (often only metres apart) Ozi records time, latitude and longitude, elevation, speed and direction of travel. These records may be stored temporarily in memory or permanently on disk.

In OziExplorer Waypoints, Routes and Tracks are displayed overlaid on the map image but are independent of the map and remain displayed even if the background map is changed. Each collection of Waypoints, each Route, and each Track can be

saved to its own file for future use and/or transfer to another user or computer. Other people's tracks are a great planning resource.

A number of other terms which have special; meaning in Ozi:

✦ **Map Features** are user defined positions on a map. They are 'markers' on a particular map to which can be attached a name, a more extensive comment, and even another file such as a picture. Normally invisible, details of Map Features are revealed by placing the mouse pointer over the Feature. Any comment or attached picture is displayed by clicking.

✦ **Map Comments** are similar to Map Features but are text boxes whose contents are always visible. The size of these boxes is related to the geographic size and so zoom with the map.

✦ **Events** are very similar to Waypoints except that they consist of only a position and a symbol (the symbol may also be called an Icon) and cannot be used as part of a Route. Although they can be used with OziExplorer to mark positions (e.g. campsites), they can only be transferred between OziExplorer and Lowrance or Eagle GPS systems.

**Points** are another form of geographic marker but with limited properties. They are arranged in sets and are used primarily in the more technical exchange of data with the GPS device.

Map Features and Map Comments (when saved) are attached to the particular map displayed at the time. If a different map of the same locality is displayed they will not be visible. (Each map has its own .MAP file which defines its exact coverage and calibration and contains any information which pertains only to that map. Map Features and Map Comments



are stored in this '.MAP' file, so cannot be shared easily with other users. Waypoints, Routes, Tracks, Events and sets of Points on the other hand are saved in separate files which may be shared easily with others.)

## Moving Map

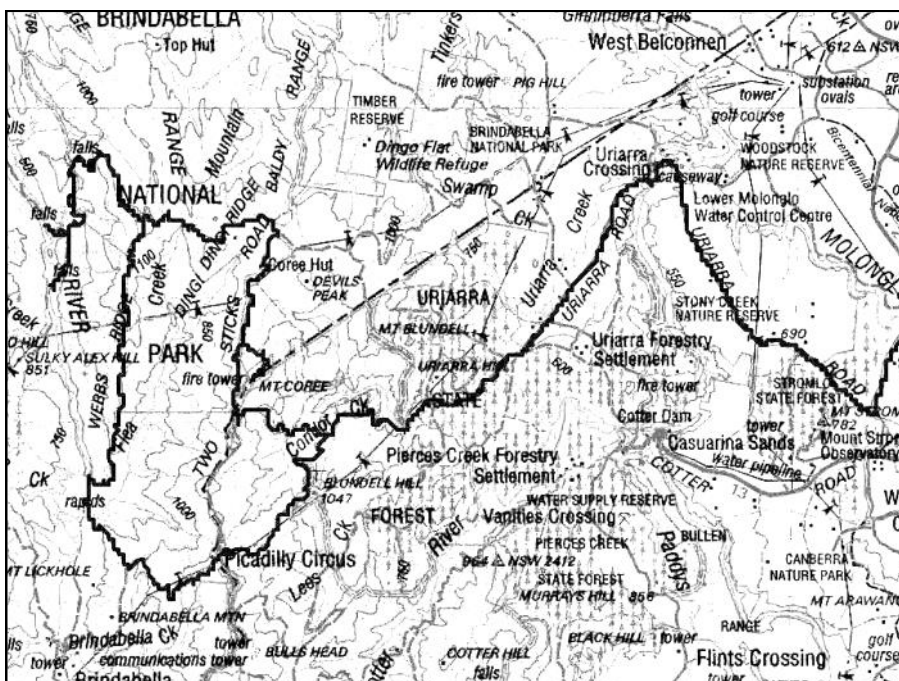
With Ozi is running, correctly configured and talking to your GPS:

OziExplorer displays a map together with routes, tracks, features etc. Moving Map very neatly adds in the GPS positional data to give you an accurate indication of where you are on the map.

'Moving Map' displays a symbol, normally in the middle of your computer screen, overlaid on a map image. The symbol represents your position on the map, and as you move, the symbol remains in the centre while the map with its tracks, routes etc moves, and continues to show your correct location. To be able to look at your screen at any time and see exactly where you are on a map is an exceptionally powerful aid to navigation. This is the great strength of Ozi (and similar) GPS based navigation - they provide a good map, and also your exact location on that map.

There are more very useful features available once you have taken the step into using Moving Map.

You may choose to 'Log Track to Memory/Map' and 'Show Tracks' to display the track while it builds as you travel. This will not be saved automatically, though you can preserve a permanent record automatically using 'Log Track to File'. All data is appended to this file no matter how many times you stop and start OziExplorer. This is a very simple way of recording your detailed movements on even the longest of trips. This log can be manually cleared, or edited easily.



A particularly useful feature is the ability to display **range rings** (the number and radius are user configurable) from your current position. This can be a very simple way of being able to quite accurately predict such things as the distance to the next intersection or to distinguishable features.

While using Moving Map, Ozi can be set so that when you travel beyond the edge of the current map, it will find the next one and display it automatically. This may be confined to the same set of maps, or Ozi may search for the best possible resolution map available - powerful stuff. Alternatively, you may configure Ozi so that when you drive off the edge of a map it will simply provide a list of all available maps covering that location.

## Working with Tracks

Tracks are the life blood of OziExplorer - they can represent a detailed path you have planned to follow (if created manually) or the path you actually followed (either recorded from GPS data inputs to OziExplorer or downloaded from a GPS). OziExplorer can maintain and display up to 75 tracks simultaneously. Interfacing with

the GPS unit always uses Track 1; uploads and downloads always use Track 1 and new data are appended to Track 1 as you drive. Tracks may be appended to other tracks to build a composite, or broken into new tracks each covering part of a journey

OziExplorer includes a track replay feature that can be an effective way of supporting a trip report, and it can display a track profile based upon either elevation or speed.

## Route Planning

To assist in planning a trip, waypoints can be designated at appropriate turning points, places of interest, planned stops, intersections etc. Relevant waypoints can then be linked to form a route that is displayed as a series of straight lines joining the selected waypoints. Both the waypoints and the route can be saved to separate files to be loaded for future reference and/or transferred to other users or computers.

Once a route has been established, the details can be displayed to the user including such things as 'leg' lengths (distances between waypoints) and directions, and accumulated distances. Routes can be refined by adding or deleting waypoints as required.



**Planning Routes.** When establishing the necessary waypoints to define a route it is best to use a map covering the entire area through which you will be travelling – having to cross map boundaries makes route planning more complicated. A good map for planning long trips is the NATMAP 1:250K Mosaic map covering the entire country with substantial detail on one map. If your primary purpose in developing the route is to use it for navigation (see below), don't go overboard in the number of waypoints included on the route. During the navigation process, details displayed will only relate to the current leg so you do not want a massive number of very short legs.

If on the other hand, your route is to be used primarily to determine distances and travelling time, you will need to have more waypoints to more accurately follow the roads. Even so an error factor of between 10% and 25% will need to be allowed to cover deviations from your straight line route legs.

These requirements can be met using a single set of waypoints, as a rough route can be created using only key waypoints while more waypoints can be added to improve accuracy.

## Navigation

Once a waypoint or a route has been created, it can be used for 'Navigation' by OziExplorer. Navigation can be undertaken to any particular waypoint or to a series of waypoints along a route. The user has the choice of displaying the length and direction of each leg on the map or simply a line indicating the route.

Navigation will highlight the current 'leg' of the route as well as, among other things, the direction, remaining distance and estimated time of arrival at the next waypoint. Approaching the end of the leg, an alert can be displayed – perhaps a reminder that it's time to make a turn, or maybe stop for

lunch!

## Projects

A carefully planned trip can potentially comprise a significant number of Waypoint, Route and Track files. Loading them manually each time OziExplorer is started can be a burden. To overcome this problem, all such files can be combined with a single Map file into a 'Project'. Loading a Project automatically on startup will result in the chosen Map and all associated Waypoint, Route and Track files being loaded automatically. This can save a lot of time each day on a long trip.

## Useful tips

In no particular order, here are some tips to assist in getting the best out of OziExplorer.

**Directory Structures.** If you are using OziExplorer on more than one computer (e.g. Laptop and Car Computer) there are many benefits in using an identical directory structure covering all maps and related data (Waypoints, Tracks, Routes and Projects) files. This will allow planning on one computer, and all the files to work when transferred to another computer.

**Don't Move Maps.** Once you have installed maps into the 'Maps' directory structure, try to avoid moving them. All Map Image files have an associated '.MAP' file which contains calibration and other essential data, including the full path to the image file. If OziExplorer cannot find the image file at the designated location it will look in the directory where it found the '.MAP' file, so it is best to ensure that the '.MAP' file and its Image file are located together.

**Save your data.** At the top right corner of the map display there is a series of buttons labelled 'Map', 'Waypoint', 'Event', 'Track' and 'Route'. The relevant labels change from

black to red if you have unsaved data. Unsaved data may be saved by clicking the button. Hovering the mouse over the relevant button will indicate the name of the currently loaded file. In the case of Tracks, the file identified will be Track 1.

**Use Projects.** Projects save a lot of time and effort. Begin your planning by creating the Project file and attach Waypoint, Route and Track files as they are created. Once these files have been attached, they can still be modified without changing the Project file. During your trip, setting the Project to load automatically will save a lot of hassles and you can include the Moving Map Log but if doing so this should always be listed as the first track file so that it will load into Track 1.

**Synchronise clocks.** If you are using a digital camera, synchronise the clock in the camera with the time in the OziExplorer computer. The time recorded with a picture can be compared with the recorded track file to tell exactly where a particular picture was taken.

**Map Accuracy.** Do not assume maps are accurate. You may find that while driving along a road, the Moving Map display shows that you are not actually following the road. This can occur for a number of reasons:

- ✦ The wrong coordinate system may be set in OziExplorer so that it does not match the map. The best mode of operation (which is the default) is to have OziExplorer use the coordinate system of the displayed map.

- ✦ The map may not be accurately 'calibrated' – in other words OziExplorer believes the Latitude and Longitude coordinates of a point to be one thing when they are actually slightly different. You can check and adjust map calibration, but this must be undertaken with care or the map could become unusable. The map may contain an error, may not have been updated to



reflect recent road works, or any number of reasons why the map itself is not an accurate representation of reality.

## ***And finally***

OziExplorer and other moving map systems are very powerful navigation tools. They are especially valuable as travelling companions in very remote areas, but even at the level of finding a secluded camp for the night can be very handy. (If you venture into an unfamiliar forest for the night, it is comforting to know that Ozi will guide you out again.)

OziExplorer is Australian software, widely used, and has become something of a standard for moving map navigation within the Club. There is a lot of support available for anyone getting started.

There is a comprehensive comparative revue of OziExplorer and a similar package, Memory Map, at <http://>

[www.gpspassion.com/en/software/mmoz/mmoz.html#\\_Toc47256720](http://www.gpspassion.com/en/software/mmoz/mmoz.html#_Toc47256720)

The reviewer finds both very good. Not mentioned is the fact that the Memory Map maps are encrypted, so are only useful in Memory Map.

It is also worth noting that OziExplorer is currently being rewritten and it can be expected that any shortcomings mentioned in the article will be dealt with.



## **Travel Biscuits**

### *Combine*

½ cup olive oil

½ cup sugar

2 eggs

### *then mix in*

½ cup sunflower seeds

1 cup dried pineapple, chopped small

1 cup pitted dates, coarsely chopped

½ rind of an orange or equivalent fresh citrus rind, chopped small

### *then mix in*

3 cups SR flour

Mixture should be just moist enough to hold together when squeezed.

Add flour or oil to achieve this consistency.

Mould into 4cm diameter balls, flatten to about 1 cm on baking tray

Cook for about 20 minutes at 160 degC. Best when just starting to brown.

### *Extras*

add ½ cup pumpkin seeds and/or ½ cup sesame seeds for a tasty crunch.

Diced dried pawpaw, currents, sultanas are also good, but don't add too many different flavours - less is more.

The key to the basic dates/pineapple/citrus mix is the sharpness of the pineapple and bitterness of the peel contrasting with the sweetness from sugar, pineapple and dates.





# Sand and Water Course

27 – 28<sup>th</sup> October

Robert Knight (Water Crossing), Rod Baker (Sand Driving)

First convoy left Bungendore at 0830  
Leon Pietsch - Mazda  
Ian Flanigan - Prado  
Robert Knight - GU Patrol  
Trainers: Peter Reynolds  
Rod Baker - Prado  
Thommo & Julie  
Damian Power - Prado  
Peter Watson  
Lindsay Jones - 100 series  
Plod  
Mick Hines - Prado  
Second convoy left Queanbeyan 0900

Ethan Eastman - GU Patrol  
Rob Eljsek - 80 series  
Richard Arranz - Prado  
Trainers: Peter Butterfield  
Martin Ebdon - Pajero  
Mark Adamson

Michael & Michelle  
Phil Henderson - Prado  
Trainee: Barry Woodyatt  
Brian Fleming - Hilux

## Water Crossing

The group gathered at Bungen-dore then went through Braid-wood to Araluen down to Dry Creek. At the campsite we put bras and snatch straps onto the vehicles. Peter gave a brief talk about what to do on the river course.

We went down to the river and waded in to see how deep it was and to work out the best course to take. We then drove our 4WDs into the water, doing 3 circuits in the same direction. Every time Peter would urge us to go deeper. After that, we turned around and I said to Peter, "I thought we were going to get water over the bonnet." Peter said, "Just get in the water!" Then, as I drove towards him, he said to turn left just before reaching him. Well, I found myself and the Patrol floating. There was just enough traction (at 28 psi) to get a grip with my front tyres on some gravel. With Peter encouraging me to "Rev it up!" the vehicle slid slowly into deeper water. Then, to my disgust, the vehicle started filling up with water. It came in not from the door but from holes next to where the seat bolts in.

All the Prados and the Mazda leaked, the 100 series Landcruiser was dry. Back on dry land we had a debriefing. Some were saying they thought they had bought a

4WD not a boat!

What did we learn?

**Prepare, prepare, prepare,** especially for water.

After the debriefing we went back to Braidwood, - where we discovered more casualties. The

in the "on" position as we headed to the river for the sand course on Sunday. When we arrived at the campsite, nearly everyone had tents to erect. That done, we lit the fire, cooked our meals, then



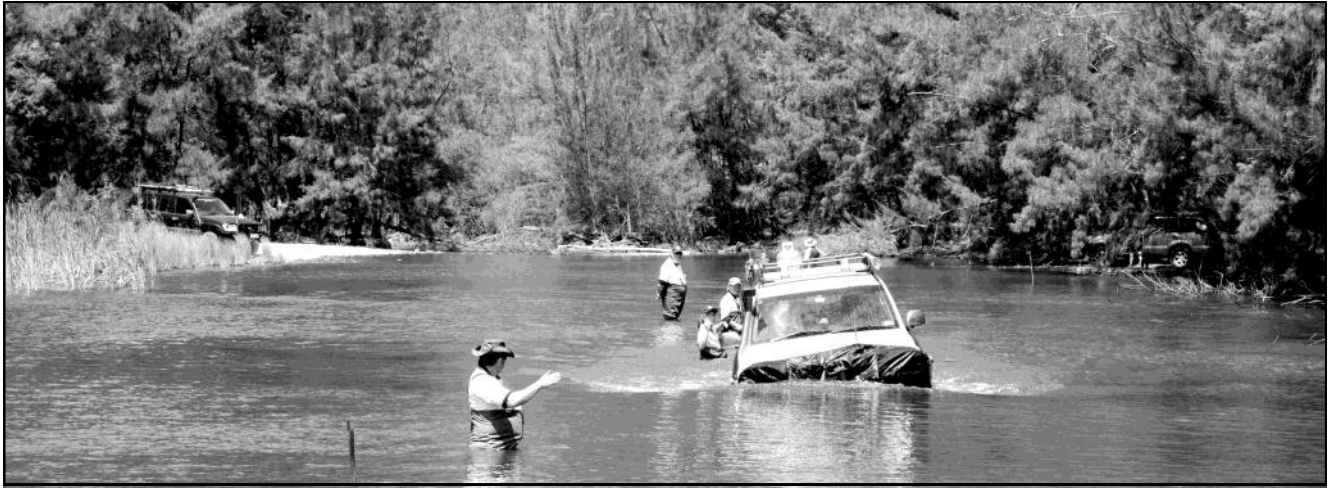
Mazda ute had got water in the fuel tank and it had to be drained a few times. I got a stake in my tyre, but as I didn't notice on the sandy road, it wrecked the tyre. The Prados ABS lights got stuck

sat around, relaxed and Let Loose!

## Sand Driving

After being foolish enough to be last to arrive for the morning briefing, I "volunteered" to write





this report for the sand driving segment of the course.

The day commenced with a graphic demonstration of the advantages of low tyre pressures. Robert very effectively bogged his Patrol using normal road pressures and then demonstrated how a "normal" (unprepared) member of the public would dig out the vehicle using his bare hands. After clearing the wheels and progressively deflating tyres down to 10 psi Robert then easily drove out of his predicament.

Another similar demonstration by Lindsay developed into something different when Peter Reynolds directed him to turn right instead of left. The result: Lindsay bogged in the Shoalhaven River instead of on the dry sand. All was not lost however as this presented a great opportunity to demonstrate the Maxtrax deboggers and they worked a treat.



Sand driving control was practiced by all course participants driving a slalom through a line of bollards. Drivers were gradually eliminated as they touched the bollards, the winner being Richard in his Prado who took the steady-as-she-goes approach.

Later snatchstrap recoveries went well except for one unintended deep bogging which required a team effort to finally recover. **Overall a very successful day and one which saw everyone better prepared for sand driving adventures.**





# Outback NSW and Coongie Lake

22<sup>nd</sup> September – 14 October

Everyone

## Leaders

Graeme & Barbara Traynor (trip leader), (Dino) GQ Patrol & tent  
David, Margaret & Helen Whight, (trip co-leader) (Redback) 80 Series  
& Redback trailer

## Participants

Harry & Michael Engeman & Jenny, (Emu) GQ Patrol & tent  
Ian & Jeanette Flanagan, (Icarus) Prado & Kimberley trailer  
Robin & Laurie Westcott, (U2) Prado & Ultimate trailer  
Peter & Sue Watson, (Roller) 100 Series & tent  
Don Wiltshire & Howard Staples, (Jack) Jackaroo & tent  
Neil & Sandra Telfer, (Jackaroo) Jackaroo & tent

DAY 1 – 22 September. A very chilly Day One dawned and five vehicles of the group met at the ACT/NSW border on the Barton Highway, scheduled to depart at 8.30am. Departure was delayed while an electric brake problem with the Redback trailer was resolved. Then an excited group moved on to Yass where we met Harry, Michael and Jenny and the Flanagans.

After traveling through green and gold canola fields we stopped at Harden for morning tea. As we traveled through Temora to Ardlethan the countryside became increasingly desolate. Many farmers have turned their crops in due to severe drought. We stopped at Ardlethan Park for lunch and chatted with some locals and visitors. We gleaned a picture of the extreme hardships that these small towns are going through, with most grain silos empty and crops failing.

Then we travelled on to Griffith where we stopped to stock up on fruit and vegetables at the local Woolworths and Coles. Crossing the border and the fruitfly exclusion zone had to be factored into the trip.

Hay was our destination on the first day and after traveling across the barren Hay Plains, we pulled

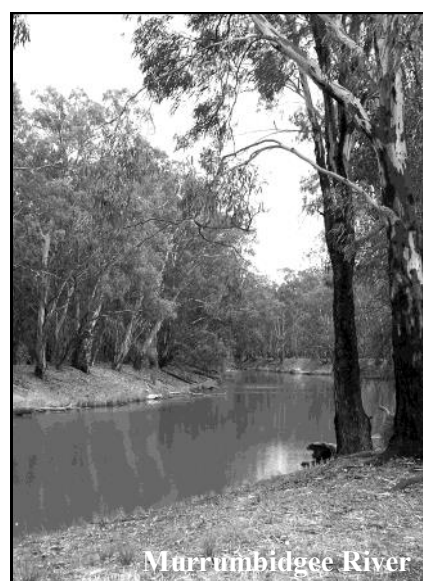
into the Hay Plains Holiday Park. Some set up camp and others opted for cabins on this first night. Two buses of scouts arrived with great exuberance to keep us company, and some of us wondered if we would get any sleep that night! We gathered in the camp kitchen for happy hour and discussion followed as to who would produce the report. It was agreed that the diary would be passed on to all participants so that everyone got to record the trip as viewed through their eyes.

DAY 2 – 23 September. The convoy was fuelled up and ready to depart at 9.30am when the Traynors discovered that their UHF Radio had bitten the dust. As they were the trip leaders at that stage, this could have proved disastrous. Don and Howard provided the solution with a handheld radio.

Some scouting around before-

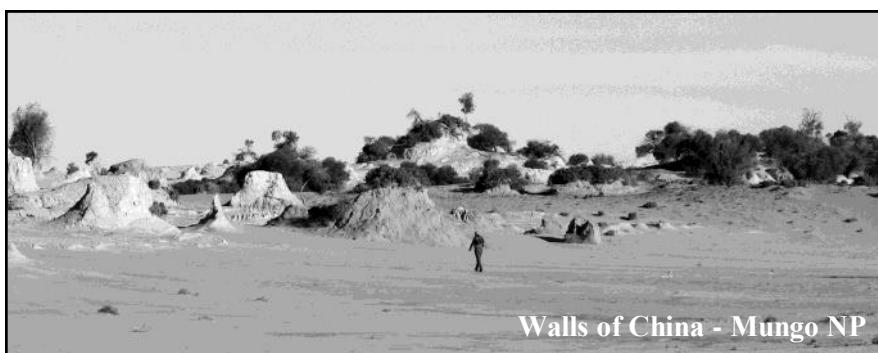
hand had led to the discovery of Sandy Point, a picnic area/cum overnight stay with toilets and picnic tables on the banks of the Murrumbidgee.

Along the way to Balranald there are a number of “River” signs pointing to rest areas/camping areas on the banks of the river. We stocked up on some firewood at Balranald. There was good bi-



tumen north to Box Creek Bridge and then good dirt all the way to Mungo National Park.

The convoy stopped for lunch at a lookout with great views over Lake Mungo to the “China Walls”. Following a stop at the Visitors Centre, everyone settled into sites around Main Camp which was quite busy. The campsite provides long drop toilets and gas barbecues. However,







if you wanted a shower you had to travel to the Visitors Centre. A campfire was started and was used for cooking by some. Following the meal there was lots of discussion with the evolution of some rather quaint “call signs” to help identify callers on the radio.

DAY 3 – 24 September. The weather at Lake Mungo was fine and hot during the day and quite cool at night. Today was set aside for everyone to do their own thing. There were walks to investigate and the 70 kilometre circuit across Lake Mungo to the China Walls, over the lunettes to Vigars Wells (water still evident in one) past the Zanci Homestead ruins and back to the Visitors’ Centre.

All found the walk to the top of the China Walls interesting. We saw a variety of animal tracks, some aboriginal cutting tools, broken shell fragments, fossilised wood and animal bones. One of the group dug into the sand where some tracks disappeared and discovered a large green grub. Some birds were also digging for these grubs. A shingle back blue tongue lizard posed for photos near a walkway and a long thin snake was beside the road. Numerous emus and chicks were spotted along the way.

During lunch while doing the 70 km track, the Traynors discovered that their HF aerial had disappeared from its mounting while travelling along part of the one way section. Not to be defeated, Graeme power walked a couple of kilometres back up the one way section looking for the aerial. He eventually appeared back up the

road with an aerial, but not his own.

The evening turned into happy hour with dinner and yarning around the campfire. Call signs were allocated to members of the convoy: Dino (Traynors), Redback (Whights), Roller (Watsons), Emu (Harry & Jenny), U2 (Westcotts), Icarus (Flanagans), Jack (Don & Howard) and Jackaroo (Telfers).

DAY 4 – 25 September. After a mild night the day dawned bright and clear, to the sound of tents coming down, vehicles being packed and an air of excitement for the run to Broken Hill.

The day was long, the roads dusty with some corrugations. A stop for morning tea was made at Pooncarie near the old wharf site. We were greeted by a very friendly and well looked after local dog (quite obviously used to greeting visitors). Across the river we noticed a huge herd of goats of all colours and sizes.

The run to Kinchega on the western side of the Darling River showed how desperate the drought situation is. We visited Kinchega Woolshed and drove the River Drive past many bush campsites. After our early start the convoy was happy to arrive at Broken Hill City Caravan Park where we joined up with the Telfers. There was a very limited happy hour followed by an early night for most. Sleep was interrupted when the wind came up and howled through the

caravan park for several hours but no damage was reported.

DAYS 5 & 6 – 26/27 September. The first stop at Broken Hill should be the Visitors Centre to see the wealth of things to see and do there. There are Galleries, Desert Sculptures and Desert Conservation Park, Silverton, Railway Museum, a museum dedicated to the Afghan cameleers, geological museums, mining sites, a restaurant and an amazing monument which is situated on a slag heap overlooking Broken Hill and dedicated to the miners who have died in the mines.

Two days and three nights were allocated for everyone to do their own thing in Broken Hill. Redback and his crew wandered through the main business/shopping district and visited the Desert Sculptures and the Living Desert Park. The sculptures were created in 1993 by 12 different sculptors as part of a limited time assignment. Icarus drove out to Silverton and visited the school where Dame Mary Gilmore taught prior to her marriage. There was an informative display in the school and Ian and Jeanette reminisced about their days at single teacher schools. Various Galleries were visited and drinks were had at the Silverton Pub. At Pro Hart’s Gallery the art, sculpture and 3 Rolls Royces and a Bentley were enjoyable and Jack Absolom’s Gallery had an excellent opal collection as well as his collection of outback art.

Some very energetic members of the convoy managed to rise at 5.00am to be at the Living Desert Sculptures at sunrise. They were five minutes too late to see a full moon set, but got some great shots of sunrise on the sculptures.

The last day at Broken Hill was dedicated to more sightseeing, washing, refueling and restocking supplies. The last night was set aside for THE BIG NIGHT OUT. A bus from the Musicians’ Club picked us up so that we could rage



the night away. Some of the raggers had to bolt their dessert to make the 9.00pm bus back to camp. So much for the BIG NIGHT Out!

DAY 7 - Friday 28<sup>th</sup> September. We had an easy start to the morning, meeting at Woolies car park by 11.00 am after final sightseeing and stocking up. About an hour from Broken Hill, Emu had a catastrophic blowout. They decided to return to Broken Hill for a new spare tyre and Jackaroo accompanied them. The rest of the convoy continued to Mutawintji. The country was very flat with few worthwhile trees for collecting firewood. Following a short excursion into the scrub for some wood Icarus found he had a slow tyre leak caused by a short piece of metal. A couple of tyre plugs were applied and he was away again. It proved to be a very windy day and the convoy stopped in a creek bed for lunch. We arrived at Mutawintji at about 3.00pm. The campsite has full facilities with hot showers and flushing toilets. The ground was very dry and carpeted with prickles. It was difficult to put up tents in the high wind. At around 4.30pm Emu and Jackaroo re-joined the group.

DAY 8 - Saturday 29<sup>th</sup>. This was a leisure day. Participants in the trip could do their own thing until 11.00am when a guided tour of the Mutawintji Historic Site commenced. The tour was run by a member of the local Mutawintji Land Council and focused on the cultural significance of the area to the indigenous inhabitants, past and present. The tour group was led to various examples of aboriginal art where the meaning and significance of each painting, stencil or etching was explained in detail. Mutawintji, which means place of green grass, was a major meeting ground for the three local tribal groups, the attraction being permanent water located in large rockholes in the various gorges across the range. This guided tour was excellent

and is a "must see" for anyone traveling in this area.

DAY 9 - Sunday 30<sup>th</sup>. We left Mutawintji and travelled north-west to meet the Silver City



Highway about 100 kms south of Tibooburra. The road was excellent. Emus, kangaroos and horses were spotted at various stages. The convoy called in for a beer and a lunch break at Milparinka Pub. The old restored buildings are worth a look. We then visited Poole's grave, Sturt's Cairn on top of Mt Poole, and Depot Glen. A few energetic members climbed to the top of Mt Poole to see the cairn. It was amazing to see the beautiful setting of Depot Glen – shady trees and plenty of water. Sturt camped at Depot Glen for six months and from there did trips to the north, west and east.

Late in the afternoon with the weather getting steadily warmer, we arrived at Tibooburra campground. It was crowded with 17 motorcycle riders, a bus group (in cabins) and many tourists like us. There were also some left overs from the Gymkhana which had taken place over the weekend.

DAY 10 - Monday 1<sup>st</sup> October. This was a free day so the laundry and clotheslines were busy. Redback suggested a drive around the Gorge Loop Road. We visited the outdoor pastoral museum displaying a range of historic agricultural equipment

and noticed flocks of budgerigars and other birds. We moved on to the old shearing shed and shearers' quarters (available to stay). The walk around Mount Wood homestead helped us appreciate the difficulties faced when this was a working property. The Mount Wood campground was basic but provided a good lunch spot with a great gas barbecue and "Windyloo". The road continued over stony country still showing some green growth. Twelve Mile gorge gave a great view of the countryside. The 110km drive was very enjoyable.

Dino discovered he had a flat rear tyre, but with help and advice from the group, the tyre was off, plugged and back on in no time.

Tibooburra has some very interesting places to see. The Family Hotel has amazing murals on the walls by Clifton Pugh, Russell Drysdale and others. There is a replica of Sturt's boat at the end of the main street. The group enjoyed a great meal and company at the Tibooburra Hotel.

DAY 11 Tuesday 2<sup>nd</sup> saw the group up early, packing up ready to depart for Innamincka via Cameron Corner. The road was relatively good with a few rough spots so speed was kept at around 80 kph.

The country consisted of flat salt-bush downs and gibber plains with lovely tree lined dry creek beds. There were hills in the distance, cattle and horses about, all unfenced. We travelled into red sand dune country and the road became sandy and corrugated with numerous ups and downs and beautiful dunes. We crossed a claypan and went past Frome Swamp, which looked dry.

We stopped for morning tea at Fort Grey Campground opposite Fort Grey Homestead, which is a park ranger headquarters. The campground offered a little shade, good gas barbecue and dry toilets but was very dusty and dry. Then on towards Cameron Corner past healthy cattle at water holes. The





road continued to be corrugated and behaved in places like a Big Dipper. There were some lovely wild flowers around this area.

The Dog Proof Fence was sighted. We struck quite a bit of traffic coming out of Cameron Corner – a convoy of 16 Queensland 4X4s and two buses of the Melbourne scouts we'd met at Hay doing their 'outback experience'. When we arrived at Cameron Corner at 11.20am (ST) it was extremely hot. We battled the flies at the store and had cold drinks and ice creams. The store is now for sale \$850,000 – any takers? I believe it includes the golf course, which takes in three states.

We headed off to more rough, corrugated road and stopped at a bore for lunch. Shade was provided by an abandoned derelict yellow double decker bus, which offered a good photo opportunity. We left the bus and turned right into the New Strezlecki Track to see the Santos Moomba gas setup (our Canberra gas comes from here). It was a long drive, across country that was very flat with little vegetation. The road had been improved for truck use, but still had some rough bits. We stopped at the Moomba Geofield look-over, a very impressive setup even from a distance. A couple of guys working on the gas fields pulled up and gave us a running commentary. Good job they said:

two weeks on, two weeks off then they are flown back to Adelaide. There are all the mod cons on site; gym, swimming pool, movie theatre, and good money to be made if you keep off the grog! These workers said that it could get up to 70degrees Celsius down in the middle of the complex!

We arrived at Innamincka at 4.30pm after a long day's drive contending with road works after the gas fields, and road



trains. We headed for the Town Common beside the Cooper Creek and found it rather crowded, and eventually settled into 3 different areas. By this stage two of the party had contracted a very nasty virus. The Flying Doctor had been contacted by phone and antibiotics dispensed from the Flying Doctor medical chest at the pub.

DAY 12. Wednesday 3<sup>rd</sup> October was a 'do your own thing'

day to see the sights. Some had been here before and just went out to sites that they knew. There are numerous waterholes up and down the Cooper Creek with pretty campsites and toilet facilities. These extensive waterholes have not been dry since discovery by Sturt in 1845. There was lots of bird life – pelicans, corellas, budgies and finches. Others checked out the historic sights – the Burke and Wills Dig Tree and gravesites.

It was very hot and the water in Cooper Creek, even though extremely muddy, proved very tempting. The township has a Trading Store and Pub and now a nice looking motel. Toilet/showering/washing facilities were located away from the camping area opposite the Trading Store - \$2 for four minutes of hot water and the water was very brown!

DAY 13. Thursday 4<sup>th</sup> October dawned as a beautiful clear day, but the wind came up just before 7.00am. We were to meet at the Innamincka 'township' at 9.00am but some arrived on NSW time whilst others arrived on SA time. Once we were all gathered we had a refresher talk from Peter on convoy procedure. Jack took over as trip leader for the day (Graeme having now contracted the virus) and Icarus took up position as Charlie. The convoy today numbered seven vehicles as Redback and his crew were not joining us at Coongie Lake due to ill health.

We were on the road by 9.45 am NSW time. The road was a meandering clay road with patches of sand. We came across a stockyard with a 'mobile' loading ramp. Roller expressed a need – but towing home would be a problem! We crossed the Santos gas pipeline. On entering the Coongie Lakes National Park we turned onto the Lakeside Track that follows the southern edge of the lake over several sand dunes. Over the first red dune and "WOW" what a great view of the lake!

Jack found a good camping spot –



prime real estate with water on three sides. The day had certainly warmed up and the occasional breeze through camp was a welcome relief. Everyone set up, then the “real” set up began as this was the first place we had to set up our own toilet. This was achieved by some efficient digging by some of the men – a room with the most spectacular view on top of a sand dune!

Michael was first in the water, followed quickly by Neil and Peter. As the afternoon wore on it became hotter and most of the group refreshed with either a swim or a paddle. The sunset over the water was spectacular with the pinkish red hues reflected in the water. The night sky was a blaze of stars as there was no artificial light and the moon was not due to rise until 3.00am. A peaceful end to another great day in the out-back!

DAY 14. Friday 5<sup>th</sup> October, some rose early and watched the sunrise; it had been a pleasantly cool night after the heat of the day. This was a day of relaxation. Exploration of the area by walking and short drives was the order of the day. There were numerous “ginger” rabbits which the ranger informed us had evolved to match the colour of the dunes. The area is strewn with large shell middens, evidence of an extensive aboriginal population in the past. There was lots of bird life. A medium size monitor with spectacu-

lar markings walked through the camp, probably used to campers feeding him.

Emu and crew walked across the

further down the track. On Dino’s birthday at 3.00pm it was 39 degrees so there was a late afternoon celebration with everyone bringing a plate and drinks. Emu provided a very innovative birthday



lake early in the day before the heat really took hold.

As the temperature climbed various methods of cooling off were adopted – relaxing in the shade, paddling and having a float in the lake. Redback came to join us for lunch on a day trip.

present in the form of a witch’s hat (gathered along the way) signed by everyone, with balloons attached!

We spent another pleasant evening at the lake’s edge. By now the temperature had dropped, but it was still warm. There were lots of mice running along the sand – and they don’t look like the marsupial type!!



Jackaroo decided that they had to return to Innamincka to have the bash plate welded back on prior to the trip down the Strezlecki. Sandra had contracted the dreaded virus by this stage. Discussion ensued regarding the length of the stay at Coongie. Some of the convoy plan to pull out tomorrow and travel ahead to spend more time

DAY 15. Saturday 6<sup>th</sup> October half the convoy arose at 6.30am to pack up to head back to Innamincka for Jackaroo’s repairs and then on to Montecollina Bore. Before Emu headed off, they had a chat with the rest of the convoy who were leaving later or staying on (Graeme was too sick to drive). Jeannette told them about her skinny dipping the night before and Ian told us about his adventure filled night with a mouse running across his bum! Speaking of mice, Roller’s car was being pulled to bits trying to find a mouse that had got into their car overnight and eaten their bread.

Arriving back at Innamincka and taking the rubbish to the dump, Emu discovered that Jackaroo and Jack, who had left after them, had arrived at the showers before them. After a refreshing shower (despite the brown water) they caught up with Redback who was







going to stay on in Innamincka and meet up with the second part of the convoy. They also caught up with club members Trish and Nigel Moth. Eventually Roller arrived while everyone was having coffee at the pub. After her shower she still kept her shower cap on to protect her perm from the dust storm.

Party No.2 remained at Coongie lakes to deal with Flu viruses and mice!!!! Poor Dino! Suffering in silence, succumbing to hourly VB-Shots & Panadol.

Emu, Jackaroo, Jack and Roller left Innamincka at midday and traveled down the Old Strezlecki Track. They thought it should be renamed "Brewery Drive" due to the quantity of beer bottles on the sides of the road. The dirt road was excellent but when they stopped for lunch at Loolarchie Water Hole it was so hot everyone got back into their cars.

They passed a few road trains, which left them seeing nothing but dust. There was a Kodak moment to take pictures of Bustard Birds. So far – hot, windy and dusty but all in all, a good day. Camp overnight was at Montecollina Bore.

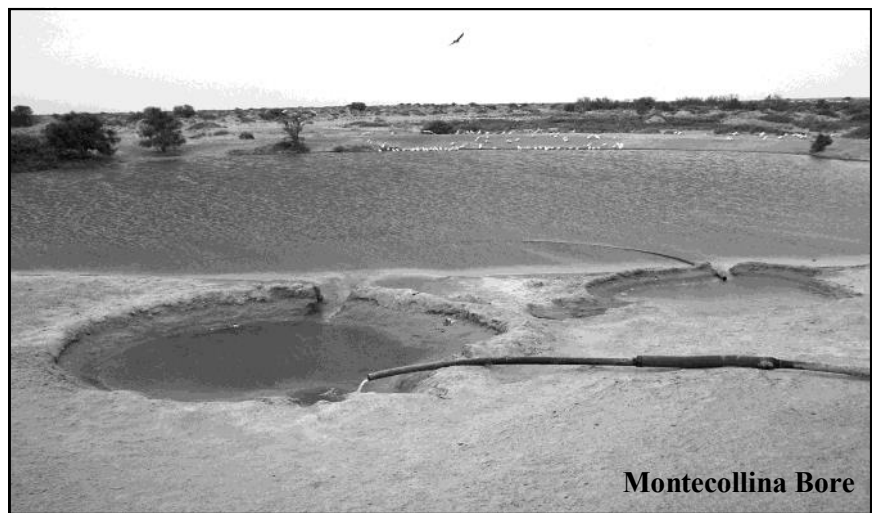
Roller was great cleaning the toilet. Dinner was followed by a

campfire – Neil with his Muscat, Sandra with her Panadol and drink, the rest with their wine.

DAY 16. Sunday 7<sup>th</sup> Party No.1 packed up, enjoyed breakfast between 10 drops of rain. Then off to Arkaroola, 180kms away, with many Kodak moments on the way. Howard and Don were

day's report, mention must be made of the noble efforts made by members in our convoy aimed at feral mouse eradication from Coongie Lakes.

Removing mice as passengers in vehicles didn't prove successful; following vehicles observed the small rodents leaping from their mobile cages. One cheeky rodent had the effrontery to emerge from under the bonnet of Icarus's Prado, ascended the windscreen as Ian drove along, only to disappear over the roof. Dino may not have followed the guidelines of the Geneva Convention; his prisoners were so thirsty they chewed through 2 x 10 litre water bladders resulting in substantial flooding in the rear of the vehicle. Icarus carelessly let several more prisoners escape at Montecollina Bore along with another lurking in a porta-loo in Dino's vehicle. These prisoners, deprived of food had nibbled through the canvas soft-top of the Kimberly. Others of the rodent regiment were trapped in Icarus's larder, where they feasted on Deb Potato and dried peas be-



**Montecollina Bore**

excellent trip leaders and made the trip worthwhile, issuing altitude and temperature reports. Saw many roos, emus and shingle backs before arriving at Ulkathunma-Gammon National Park. Departing Park Headquarters they arrived just after noon at Arkaroola.

Before proceeding with the

fore being accidentally released. It seems possible that Icarus may be in league with the mice having let all his prisoners escape! From now on Icarus will be known as "ICKYMOUSE".

DAY 17. Monday 8<sup>th</sup> Party No.1 awoke to a cool morning after a great previous night just sitting around the campfire. Today everybody was doing their own thing with many interesting trails and



historical areas to visit, waiting for the arrival of party No.2 this afternoon.

DAY 18. Tuesday 9<sup>th</sup>. All parties up at crow call to a still, fine morning on the Arkaroola heights with a beaut view of the surrounding peaks catching the early morning light. U2 with the Icarus crew aboard made an early start on the trip to Nooldoonooldoona Waterhole, hot on Jacks trail and closely followed by Redback and Dino.

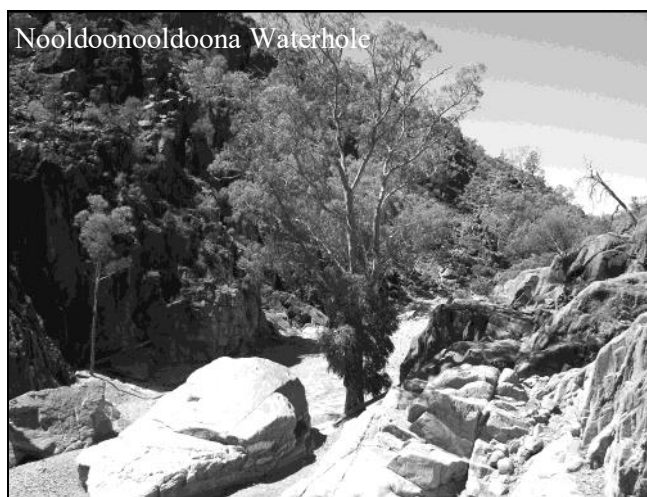
At the Pinnacles we were greeted by a perky little red, black and white mistletoe bird. The autumn tones of the mistletoe contrasted with the grey /green of the host plant, the soft lemon of wattle blossom, and with reds and browns of the rocky terrain. The Bollalollara Spring provided several small pools for an emu and several wallabies that were loath to leave despite our intrusion. At one pool we removed the body of a little joey. The watercourse was lined with lovely old gums, signs of much better climatic conditions than are current.

Nearby the Bolla Bollana smelters were established around 1870 because the springs were the region's only permanent water supply. Originally on the site was a small village with mud & slate buildings roofed with native pine logs and brush, a manager's residence, store and Post Office. The most prominent remaining building, the roundhouse, was apparently used to bake the fire bricks used to construct the main furnace and flue. Smelting operations ceased in 1874.

Back at Arkaroola Dino described a further chapter in the mouse saga. Having crushed one of his prisoners to death, the body lay concealed behind the roller drawer in his vehicle. Heat and the passage of time finally revealed the crime. That evening during our

fire side chat, it was resolved that Dino would not be charged with mouseicide as the rodent had contributed to his own demise, being drunk and disorderly after breaking into a wine cask in a desperate desire for drink!!

DAY 19. Wednesday 10<sup>th</sup>. Just before arriving at Arkaroola, Emu struck a large dip in a corrugated section of road, sending himself and Navigator into the roof lining; two dents marked the impact. Dino struck the same obstacle, snapping the stabilizer release mechanism, resulting in full extension of the rear coil spring, and destroying the rear shock absorber. Repairs were carried out at Arkaroola workshop. It was decided that Dino would leave ahead of the main



party at a sedate pace as we headed towards Blinman. Neil and Sandra (Jackaroo), having met up with their daughter and family, were invited to travel with them to Chambers Gorge to view some special aboriginal art. So ... at 9:00am on an overcast day a reduced convoy set out for Wilpena Pound via Blinman.

The countryside we have been traveling through has been very dry and dusty so there was rejoicing when raindrops spattered onto our windscreen.... Not for long though. From Balcanoona we were treated to a grand vista of the distant Flinders. From Tea Tree Creek a large sandy ridge to the right of the road was identified as an aboriginal dreaming

site where the goanna had laid its eggs. A side trip into Chambers Gorge for morning tea identified a spot well worth returning to visit. A lightning display accompanied by a short shower of rain changed the colours of the countryside yet again. A side trip to Stokes lookout gave spectacular 360 degrees view of surrounding ranges.

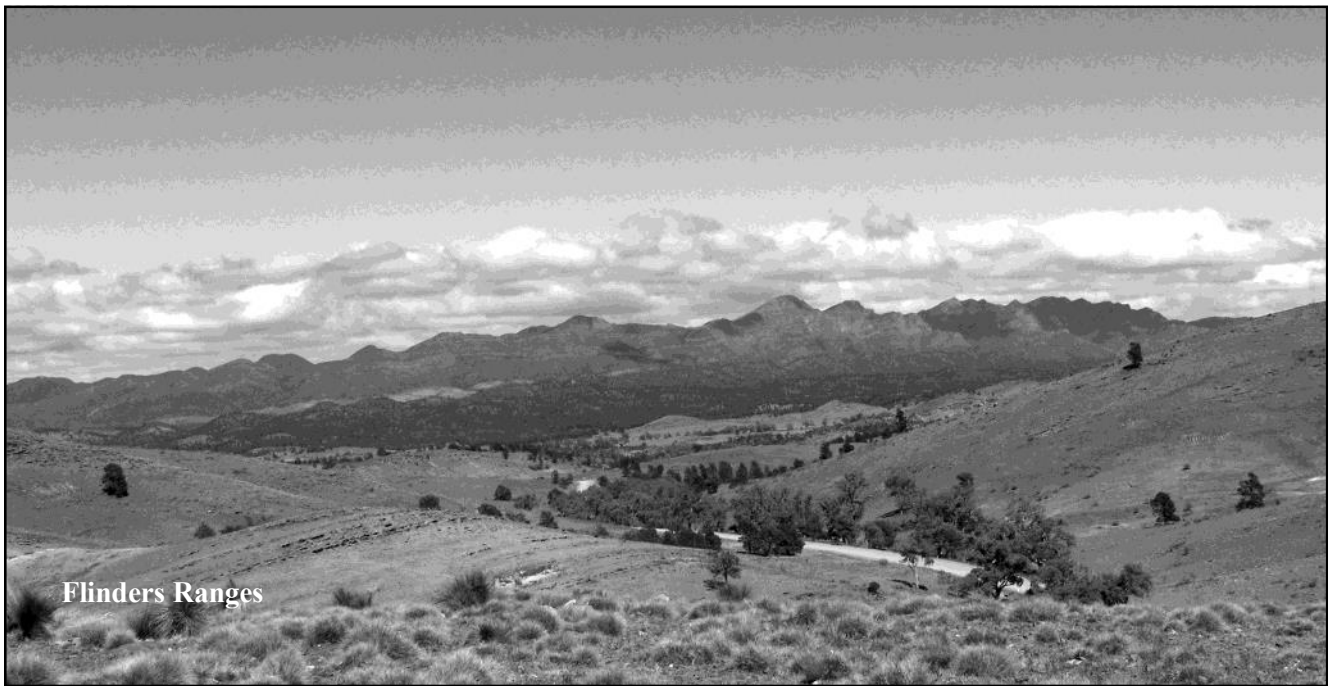
Dino decided to stay at the Blinman hotel overnight in an attempt to drown the germs (Barbara had the dreaded virus as well). The rest of the convoy moved off to Wilpena Pound after feasting at the local pub and viewing local artwork in the town hall. Dino returned to Broken Hill to replace rear shock absorbers and give further attention to the sway bar mechanism. The rest of the group traveled south to Mildura and home.

DAY 20. Thursday 11<sup>th</sup>. A do your own thing day, Emu and his flock took a flight over the Pound. Jack and Icarus opted for wheels rather than wings for sight-seeing. Redback and U2 hotfooted it to several different vantage points to look out over the Pound. Roller had risen before dawn to dash to Wangara lookout before leaving for home.

DAY 21 – Friday 12<sup>th</sup> October. Wilpena Pound. During the night we experienced

high winds – although some slept through it. Harry lost a pole, tents gulped in sand, Helen's tent flattened her nose a couple of times and she woke to a tent full of grit. Redback's camper rocked and very little sleep was had. It had started out such a calm, peaceful evening with everyone enjoying our last roaring fire. These strong winds had made camping very taxing, so it was agreed that the reduced convoy of 5 vehicles would continue south. We left Wilpena heading south for last leg of our trip. The Watsons departed camp to head home early. Morning tea was taken at Carrieton, where we sheltered from more wind. Lunch was had in lovely Burra, a quaint town with lots to see





Flinders Ranges

– worth a return visit. Onward to Morgan where we booked into a cabin on the banks of the not now so mighty Murray and enjoyed clear showers after the brown water of Wilpena Pound. We dined at the Terminus Hotel Restaurant for our last meal together.

DAY 22 Saturday 13<sup>th</sup> October.  
Don and Howard left early on their way to Canberra, Harry and Jenny at 6am heading for Hay but continued home to Yass, and David, Marg and Helen left at the civilised hour of 7am on their way home on Sunday via Hay with U2 and Icarus traveling onto Deniliquin to visit friends.

May I say on behalf of Redback and myself (Dino) many thanks to everyone who came along and contributed in a most generous and friendly fashion making this a memorable trip. Next time I visit this area it will definitely be in early May / June when the weather is much kinder to us southerners. And no bloody mice to deal with!!





# Trip Report - Dubbo Zoo

10-11 November, 2007

Karen Dalli

**Leader:** Rosemary Orr Suzuki

**Participants:**

Jim & Ros Hannigam  
Jackaroo  
Charlie & Frances Dalli  
Toyota  
Karen & Tim Driscoll  
Toyota Passengers

Recently my parents invited my partner, Tim, and me to join them on a Southern Tablelands 4 Wheel Drive Club trip to Western Plains Zoo in Dubbo. Immediately I envisioned taking the roof off my little Feroza and bouncing around on the back tyre through light trails. But they had another idea. We accompanied my parents, Charlie and Frances, in their Toyota, while Rosemary led our trip and Jim & Ros tail ended.

Rosemary proved to be a knowledgeable guide, highlighting points-of-interest along the route. You could easily see her pride and love of the country. I learnt more about the land and farming during that 4 hour drive then in the last 10 years playing around on my parents "hobby farm" in Callington. We were lucky enough to pull up at the entrance to the Wellington Caves that boasts an amazing town mosaic sculpture. Next time I'll be going in the caves, torch in hand.

The drive up took us to Murrumbateman (aka The Meeting Ground), Cowra, Canowindra, Cudal, Molong, Wellington and Dubbo but returning through Parkes, Eugowra, Cowra, Murrumbateman, then home.

The accommodation, Dubbo Cabin & Caravan Parklands, was a minute's walk from the zoo and very comfortable, boasting a small swimming pool and barbeque areas. The zoo itself is worth seeing. The animals are all well taken care of and, excluding the



horse type breeds due to Equine Influenza, all on display.

The Lions were magnetic, the Maned Wolf impressive, the Meerkats cute and the Siamang Ape vocal. I could easily see new members and young families taking an easy drive to Dubbo with the club, and bike riding around the trails. This was a great family weekend away. Unfortunately there was no 4-wheel-driving, but a perfect opportunity for newer members to meet and mingle within the club.

Some of the group walked the zoo, but we drove from exhibition to exhibition. Walking, riding or driving, you are sure to get easy exercise while seeing some amazing creatures. The next morning we all woke up early and attended the "morning

walk," an experience not to be forgotten. Our guide took us on a slow walk around the park imparting information and knowledge on all the creatures we saw.

This was an easy-going relaxing weekend away. It was something that I've wanted to do for years and will take family and friends along just so I can do it all again - but the next time I'll be biking it.





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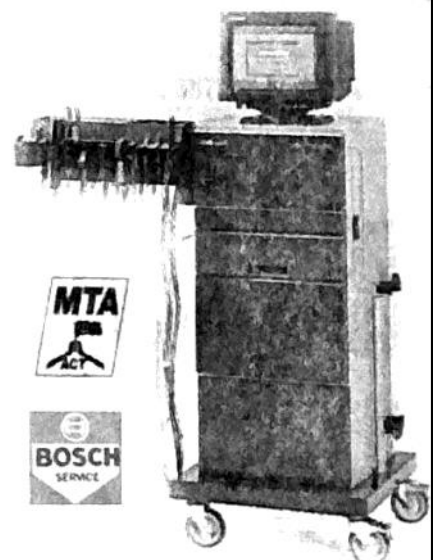
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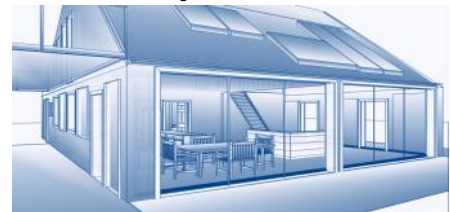
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# NEW MEMBER APPLICATION

SOUTHERN TABLELANDS 4WD CLUB INC.

PO BOX 661 FYSHWICK ACT 2609

[www.st4wdc.org](http://www.st4wdc.org)



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

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

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

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

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

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

**Member 1:** (Preferred first name, last name)

**Member 2:** (Preferred first name, last name)

Address: .....

Suburb: ..... State: ..... Postcode: .....

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

E-mail: .....

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

**(Optional) Personal Details: Member 1**

**Member 2**

**(Occupation)**

**(Relevant skills / additional info)**

**How did you find out about the ST4WDC ?**

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

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

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

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

Membership database updated: ..... Membership package despatched: .....

Membership Card: ..... Receipt Number: .....

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

Other comments: .....