



# SOUTHERN TRAILS

## ISSUE 345 February 2008



### C O N T E N T S

Directory	2	Trip Report—Christmas at Talooge	41
President's Ponderings	4	Trip Report—Ben Boyd NP	42
Membership Murmurs	5	Trip Report—Blue Waterholes	44
Events & Trips	6	Trip Report—Envirofund seeding	46
Talooge Topics	8	Safe One 4WD Course	49
About Trips	12	Driver Training	50
Trips and Events Calendar	13	AGM and call for nominations	54
Women at the Wheel	22	Members ads	58
GOING PLACES	24	New Member application form	60
Trip Report—Wee Jasper	40		

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

### **Next General Meeting— 12th February.**

**The deadline for material to be included in the next issue of *Southern Trails* is  
Friday 15th February**

#### **Like our new format?**

This month we have included a number of colour pages for the first time. Many great colour photos are submitted to illustrate the many great trips, but often these lose much of their appeal when converted to black and white for publication. Colour costs, but we hope to use a colour cover routinely in future, and occasionally some colour pages too.

Thanks to the many, and especially Peter Watson, Mick Hines, and Plod and Doreen McEncroe, who contributed the photos used this month. Also to the patient and helpful folk at Instant Colour Press.

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

**Also enclosed is a nomination form.**

**Please consider nominating to join the committee.**

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All magazine correspondence should be directed to the Publications Coordinator.

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

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

# SOUTHERN TABLELANDS FOUR WHEEL DRIVE CLUB INC.



## Directory



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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



Welcome to 2008; it's gonna be great!

I don't think our editor took January off as this looks like a bumper issue. It certainly indicates just how vitally active our club is.

2008 holds a number of exciting opportunities and a few challenges for us. One is to continue the very effective sub-committee operation introduced with the revision of the club constitution and articles in 2007.

Another is the remediation of the flood damage to Talooge Park after the flooding in the recent storms. I look forward to working with you all to repair the fences, improve tracks and develop more camping facilities. The good news is the storms caused no damage to our main facilities and we have full water tanks.

Our Envirofund work of controlling noxious weeds and planting natives is nearly complete. The team has worked wonders and made it possible to apply for another grant if we wish.

Our competitive streak is alive and well. Our teams won Willow Glen for the third consecutive year along with trophies from J7,

Nissan Trials, and the Woodpecker Challenge. The emphasis is on driver and team skills and provides a great spectacle as either a club or family outing.

At state level ST4WDC is very active in 4WD NSW & ACT.

Our Driver Trainers are key contributors to the State Driver Training Unit (DTU) and participate regularly in assessing and training instructors from across the state. Two state assessment events were held at Talooge in the past year. This involvement maintains our own high standard of training.

I currently chair the local regional sub council of 4WD NSW & ACT, one of four in the state. Regional councils focus on local issues under the state umbrella of Memoranda of Understanding with NSW National Parks and Wildlife Service and NSW State Forests. This provides some opportunities for projects of mutual interest such as wreck recovery, track rehabilitation and clean-ups. It also provides us improved access. A similar agreement is being drafted with the ACT Department of Environment and Recreation.

4WD NSW & ACT meets quarterly and governs our operation and public policies on matters such as access, political lobbying, insurance and inter club cooperation. Voting rights are based on club member numbers.

Our club has much to offer; almost 700 hectares of natural bushland; excellent driver training; club discounts; an amazing trip calendar; an informative newsletter and the chance to explore Australia while making great friendships. Is it time you looked at becoming an organiser rather than a participant? Your opportunity comes at the March AGM. Please consider nominating.

As always, I look forward to talking to you, at the Show, club meeting, Talooge or on the road as we are *going places*.  
Peter Fenwick

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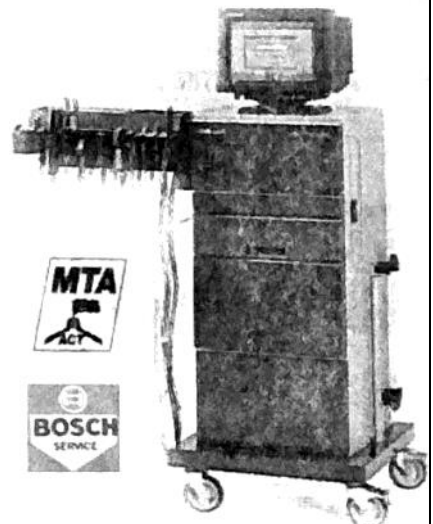


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# MEMBERSHIP MURMURS

Jim Hanigan



There are seven new memberships to welcome this month

Rainer and Sabine Stoecker

Greg and Julia Divall

Vincent Marchal

Robert Donaldson

Ivan Dean

Richard Cotterill

Bradley Smith

Yarralumla

Kambah

Hughes

Prado

GQ Patrol

Disco

Queanbeyan

Associate Member (Competition)

I will include membership details in future editions of Southern Trails. At the moment numbers prove rather meaningless as the joining and renewal rates are changing daily.

Membership renewals became due on 1 January 2008 with the fee remaining at \$100. Payments can be made at any time by direct debit – the bank account details are shown under “membership” on the club’s website. Please, if you make your payment by direct debit, include your name in the payment details so that the Treasurer and I can figure out from where the money has come. Also please notify the membership secretary by email as soon as possible so that your payment and membership card can be prepared and dispatched. Payment can also be made at monthly meetings via cheque or cash or by cheque and mail to the club’s PO Box in Fyshwick. Your completion of a Membership Renewal Form is appreciated so that our database can be kept up to date.

David Whiteside has expressed interest in taking on the Membership Secretary position at the AGM in March and also at the Promo Weekend in February. Please give David every assistance to coordinate the

membership documentation on that weekend. Volunteers will be required in the club tent to advise on all aspects of club activities and to sign up new members.

The Promo Weekend is a great opportunity to boost our membership by demonstrating to prospective members what our club has to offer. Don’t forget the Membership Drive – details are shown below.

Some basic facts about your club are in a revised brochure which will be available in the club tent at Promo.

As advised in my last column, I will not be attending Promo due to family commitments interstate. I hope you have an enjoyable and productive weekend and I will see you at the General Meeting on 12 February.

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.

# EVENTS AND TRIPS

Richard Brand



## Keeping us on track

### Christmas Party

One of the hardest jobs for a trip leader is deciding when the risks of proceeding are too great, and it is time to turn back. It is even harder when you are already camped, you are expecting scores of club members to join you, and the event is as much fun as our Christmas parties!

That was the situation at 6:00am on the first morning of our two-day party at Talooge Park. The guys on the spot realized the rivers were rising rapidly, and the danger of being stranded at Talooge Park was very real, especially where the driver training facilities are. Within an hour, many members had been phoned, or emailed and the website updated. Duck arranged for Terry to put a cancellation sign out just before Williamsdale and hopefully not too many members were too inconvenienced.

It turned out this was the start of the worst flooding in the Talooge Park area in living memory. Following a later storm, the river, which had been dry, rose several metres. There is a photo on page 19 in the May 2004 issue of *Southern Trails* showing our valued neighbour, Richie Southwell and his little Suzuki looking at us

covering concrete pipes in a small creek bed with rock. He said they would go with the first big rain, and he was right. Not just the rocks, the pipes too!

The cancellation did get us thinking about better ways to communicate in an emergency, the obvious candidates being email and SMS text messages to the mobile phones most of us have. (Properly set up, email can also be delivered as SMS at a cost of about 10 cents per message).

### Email

So we have tried a couple of mass e-mailings. I've had an overwhelmingly positive response to the initiative of emailing when short notice trips and emergencies or magazine-free months come up. You also seem to appreciate getting electronic copies of the full Trip Calendar by email. If you are not receiving these emails, it could be because we have got your email address wrong, or you have not supplied an email address, or your mailbox was full. If you are missing out and want to get these emails, please drop me a line at [trips@st4wdc.org](mailto:trips@st4wdc.org). Similarly, please drop me an email if you

want to be removed from the list.

### Statistics

Just before Christmas I had the pleasure of bumping into former members Geoff and Narelle Hore a few minutes before they had to fly home to sunny Queensland. Actually they were really worried that they were flying into tropical storms with very wet weather forecast. Geoff was a superb trip coordinator for a couple of years, and he remarked that the club was not apparently the same as it used to be. From a trips point of view, he is probably right, but hopefully not for much longer.

Now that the Club Calendar is generated from a dataset, I have been slowly back-capturing data from old club magazines. The following table summarises club activity over the last decade, with a few anomalies I will describe later.

## 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>
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Dennis Collins	6292 7423	0418 969 452	<a href="mailto:margden1@actewagl.net.au">margden1@actewagl.net.au</a>
Chris Nicholls			<a href="mailto:calypsol@gmail.com">calypsol@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>

Year	Events	Services	Social Activities	Training	Trips	Working Bees	Grand Total
1998	1	3	2	15	37		58
1999	3	4	8	13	37	1	66
2000	2	1	4	15	38	3	63
2001	5	3	5	14	45		72
2002	5	3	3	14	54	1	80
2003	6	9	5	17	34		71
2004	4	4		7	25	7	47
2005	6			13	21	7	47
2006	2	1	1	15	25	2	46
2007	5	3	4	13	33	7	65
2008	8		1	11	9	2	31

The first anomaly is that I am missing all 2004 magazine issues from June to October 2004, so more activity happened in 2004 than is shown above. The second anomaly is that there were a lot of trip cancellations when there were a lot of trips. The table above does include cancelled trips! The third anomaly shows up between 2004 and 2006 where we were putting in a huge effort to get our club property, Taloo Park, properly set up. There are also some data glitches.

I think that by-and-large the table shows that from a trips perspective we were getting back into the old balance last year, and that we already have a very strong calendar going into 2008.

What the data does not show is how well subscribed activities are.

Ironically, the best patronized club events I can remember are the 4WD Spectaculars, and the first Blockbuster weekend at Taloo Park. Closely behind them in terms of numbers attending are our General Meetings which typically see 80 to 100 members there. We do seem to enjoy socializing and hearing about other people's trips at least as much as we enjoy doing them!

### Canberra Balloon Fiesta

For me one of the highlights of the club year, going back almost as far as I can remember, has been our involvement in the Canberra Balloon Fiesta or similar event usually held in the March timeframe. These events have never got much financial

backing from the ACT Government, and this year the event looks unlikely to go ahead. When you think about the publicity put out for Canberra tourism, and how often it features massed hot air balloons, this seems very short-sighted.

I am including public holidays in the trip calendar to encourage you to plan and nominate some three or four day trips in 2008. Lets keep up the momentum

Richard Brand  
(acting) Events and Trips Coordinator

## MAPS

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

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

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

# TALOOGIE Topics

Jim Raleigh



## TALOOGIE PARK An overview

Talooge Park is the club's 696 hectare (1720 acre) property near Bredbo. It was purchased in November 2003. The property comprises rugged hills with deep valleys and frontage to the Strike-a-Light River. Only around 5% is open grassland with the remainder lightly to heavily wooded. There are stands of Ribbon Gum and Black Sallee along the watercourses with Candlebark, Peppermint, Brittle Gum and some Snow Gum on the higher slopes. The land was first taken up in the 1880s, and while the original use of the club's portions is uncertain, adjoining land has been used for agriculture and as an orchard, and the wider district has a long history of mining, including for gold.

The name Talooge derives from the acronym – **To Always Look Over Our Great Environment** proposed by the daughter of a club member in a naming competition.

The property is used for Driver Training but is also available to members for recreational use. A network of over 30km of private tracks have been established by the club to provide a range of challenges for trainee drivers under the guidance of the club's highly regarded driver training team.

Recreational use can cover anything from remote bush camping opportunities, a range of bush walking activities from easy to challenging, bush navigation skill refinement, and follow-up driver practice on the track network.

The property is also occasionally made available to other organisations with similar training requirements and is used extensively by the Australian Federal Police for bush skills training. Talooge has also been the venue for training by other clubs that are invariably very impressed by the quality of our establishment.

### Development of Facilities

To support both driver training and recreational activities, the club has established limited facilities including shelters, toilets and water storage. All of these have been constructed using volunteer labour from within the club membership. Many working bees have been held with much of the work centring on the construction and fit out the training and equipment sheds, and the construction of the 30 km of driving trails and training areas.

At the main area, the sheds are fitted out with power supplied by a generator. There is a kitchen, pit toilets,

a reliable supply of tank water, a picnic shelter and fire pit and children's playground.

The tracks and training areas include offset mounds and nursery slopes, as well as tracks presenting more challenging driving. Most winters bring snow and wind at Talooge, requiring work to clear trails of fallen timber. Creek flooding also means that crossings have to be maintained.

The working bees are a lot of fun as well as being a learning opportunity. When many members participate, as is often the case, there is a great sense of shared achievement. There is generally work available to suit all levels of skill and experience, but es-



ablishing a facility in a rugged and remote area and on a limited budget has required enormous effort and ingenuity. Whether the work has involved building sheds, installing tanks or cutting fallen timber there is satisfaction in the achievement. At the end of a hard day's work relaxation around the campfire provides a social opportunity that has done much to build and strengthen club spirit. The club is indebted to those numerous members who have generously provided skills, equipment and specialist services that have contributed so much to the development of the property.

### Land Management

The club takes its landowner responsibilities very seriously. It maintains a fire fighting truck and liaises with adjoining landowners about matters of common concern such as fire control and weed and pest animal management.

### Colour Photos - Talooge skyline

(all of the timbered country shown is part of Talooge)  
**Training and recreation.**







A vegetation management plan has been prepared to guide future revegetation efforts, and there is an on-going process to identify and record the many species of native plants that occur on the property. There has been no fire on the property for over 30 years, enabling a wide range of plant communities to develop. Springtime brings a wonderful show of wildflowers, including many yellow peas, boronias, daisies, trigger plants and even ground orchids.

To ensure that the property's natural assets are protected Talooge has been declared a Wildlife Refuge. Hunting, shooting and firewood collection (other than for club use) are not permitted.

Weeds, particularly serrated tussock, were a very visible issue when the property was purchased and in response the club has embarked upon an extensive weed control program. In addition to Serrated Tussock other pest plants also require control, a process that will extend years into the future. A Landcare group has formed and some members have completed a Chemical Users course so that they can use appropriate weed control chemicals and equipment effectively and safely. Considerable success in reducing infestations has already been achieved, although constant follow-up will be critical.

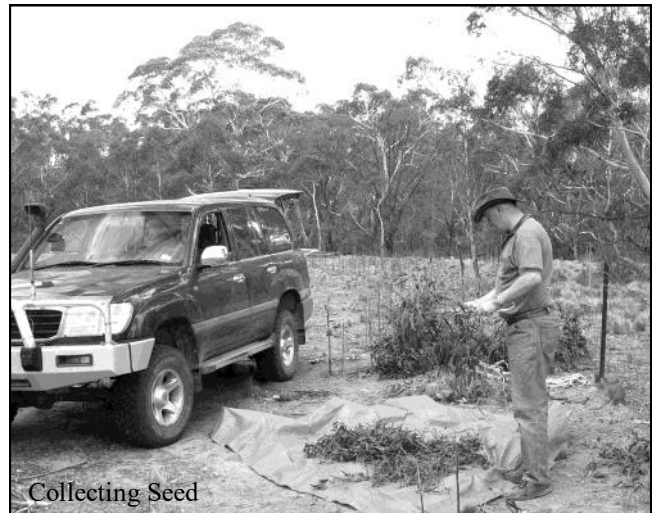
### **Envirofund Grant**

In further recognition of our environmental credentials, the club was awarded an Australian Government Envirofund grant in September 2006 to pursue the revegetation of some areas of the property which had been heavily infested with serrated tussock. In cooperation with Greening Australia, this grant has permitted direct seeding of significant areas on which the tussock has been dramatically reduced, in the expectation that the development of tree and groundcover will serve to limit reinfestation.

A requirement of the funding was that the club would contribute a significant amount of volunteer time as an in-kind contribution. Some initial doubt about the ability to comply with this requirement was soon dispelled as the on-ground working bees got under way.. Much of the spraying had already been done, but many fallen trees had to be cleared from the site to allow access for the direct seeding machine (fittingly towed behind a 4WD Toyota 78 series tray top).

Before the seeding could happen a quantity of seed

was collected from the local eucalypt and wattle trees - only native species that occur in the local area have been used in the revegetation work. The gentle art of seedling propagation was also learnt by some members, building a supply of seedlings that will be planted out when conditions are favourable. The dried off serrated tussock was burnt off in an exciting operation, ably assisted by members of the local bushfire brigade. Tussocks of native grasses, particularly Kangaroo Grass, were dug up from sites



Collecting Seed

where they were abundant, split up and transplanted. Grass seed was also collected for subsequent growing on to establish nucleus sites from where it is hoped seed will be able to spread out over time.

This flurry of activity has generated a considerable amount of interest within the club, and has built a range of skills and interests not usually associated by the mass media with a 4WD club. These interests add depth to the experiences gained on club trips, as members practice plant identification and seed collection skills while further afield.

Thanks must go to the dedicated team who have worked so hard and diligently to pursue this revegetation project.

**Colour Photos**  
**Walking on Talooge -**  
**the rough and the smooth.**

**Springtime on Talooge**



# 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



## **27 Jan Brindabella Classic - Flea Creek, McIntyres Hut and Mount Corree**

Trip Leader: Greg and Vickie Taylor  
Email: [taylors1@netspeed.com.au](mailto:taylors1@netspeed.com.au)  
Phone: 6241 3547 (h)  
Vehicles: 8  
Grade: 3  
Start: 8:30 AM  
Departure: Uriarra Homestead  
Fuel: Full tank  
Maps: ACT Region 1:100,000  
Requirements: Basic driver training, basic recovery gear, UHF radio, good tyres, well maintained and reliable vehicle, morning tea and lunch. Camera and binoculars are also a good idea.  
Description: This day trip is a great way for new members to explore Canberra's back yard or more experienced members to also enjoy a day in the Brindabella Mountains. We will air down at Uriarra Homestead and then head up to Picadilly Circus, down Brindabella (or Tumut) Road and take Gentle Annie Fire Trail to Flea Creek on the Goodradigbee River. Time for morning tea then we will head up the Webbs Ridge climb to approximately 1150 metres and then on past the Powerlines to Waterfall Fire Trail. Lunch will be at McIntyres Hut. Retracing our steps we will take the Powerline Fire Trail across the valley to Mt Corree. A final cuppa and photos at the summit (some 1400 metres) and then down Pabral Rd, Blundells Flat and Brindabella Rd to air up and head for home.

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

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**

Vehicles: Unlimited  
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**

# TRIPS AND EVENTS



Start: 7:30 PM Deakin Sports and Social Club

## **23 - 24 Feb Brindabella Ranges 4WD Club Invitation**

Trip Leader: Chris Nash  
Email: [brindiranges@gmail.com](mailto:brindiranges@gmail.com)  
Phone: 6230 2227 (h); 0438 418 011 (m)  
Trip Leader: Jason Brown  
Email: [jason.brown@cardno.com.au](mailto:jason.brown@cardno.com.au)  
Departure: The Rock Farm, Monaro Highway 20km North of Cooma  
Requirements: Winches; safety equipment will be required: helmets, window nets, fire extinguishers, with harnesses and roll cages preferred.  
Vehicles must be registered with at least public risk insurance (proof must be provided)  
No pets or firearms.  
Description: The invitational weekend will consist of a chance to have a friendly joust with other clubs over extreme terrain. For competitors, the terrain is challenging and is only suited to highly modified 4WD's. Rock crawling gears and high ground clearance will be an advantage. Non-competitive members of the club are also welcome as spectators for the weekend. There will be opportunities to explore the Rock Farm with tracks to challenge any real 4WD.  
Comments: Competitors should express interest as soon as possible, and by February 5th 2008 at the latest

## **23 - 24 Feb Misty Mountain Run**

Trip Leader: Gordon Stone & Val Holbrook  
Email: [valandgordon@netspeed.com.au](mailto: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 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

## **23 - 24 Feb "Safe One" Basic Driver Training at Talooge Park**

Trip Leader: Peter Reynolds

# TRIPS AND EVENTS



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

## **26 Feb Menopause The Musical**

Trip Leader: Catherine Panich  
 Email: capan@homemail.com.au  
 Phone: 6281 5175 (h)  
 Start: 8:00 PM  
 Departure: The Playhouse  
 Description: Created by Florida woman Jeanie Linders after a bottle of wine and a hot flush, Menopause The Musical breaks open the myths and realities of menopause. It is a hilarious celebration of women who are on the brink of, in the middle of, or who have survived The Change.  
 Comments: Tickets: \$40.50. Bookings have closed for this event.

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

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.  
 Description: Enthusiasm, good cheer, food, water, camping equipment and the very important stuff for 'happy hour'  
 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 in-roads into suppressing 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.

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

Description: This is day three of the basic driver education course starting on the 23rd and 24th February and MUST be attended before participating on any Club trips where the proposed route is expected to be at Grade 2 or above.

## **8 - 9 Mar Bushranger Off Road 4x4 Clubkhana**

Email: clubkhana@offroad4x4club.com.au  
 Phone: (02) 9607 3592 (h) 0418 411 958 (m)

# TRIPS AND EVENTS



Vehicles:	Unlimited
Departure:	Willowglen, near Goulburn
Requirements:	For competitors, completed application and indemnity forms
Description:	Many of us love 4WDing and possess competitive spirits! We go along to the Nissan Trials or the Willowglen Challenge and think "I reckon I could do that" or "my vehicle could have got through that" but at the same time think "not with my car though". This event will give you a chance to compete without damaging your vehicle and is the next level above a funkhana. The events will be designed to be technically challenging but vehicle friendly. There will be four classes - Standard for unmodified vehicles, max 1 CD and 4 speakers; Touring allows 2" body lift, 2" spring lift, 10 stack CD with six speakers and sub; Open max 3" body lift, 3" spring lift and anything else goes; and Ladies only. A hot food stand will be operating on both days selling hot food & hot & cold drinks at very reasonable prices. Happy hour will be provided on Saturday evening – BYOG. Gates open from Friday 12.00 midday until midnight and from 6.00am Saturday morning. Competition will commence at 8.00am Saturday and Sunday. See <a href="http://www.offroad4x4club.com.au/events/Clubkhana1.htm">http://www.offroad4x4club.com.au/events/Clubkhana1.htm</a> for more details and booking form
Comments:	Costs – Entry (vehicle + 2 adults) \$100, extra adult \$30. \$10 discount per adult if paid before 31st January. Funkhana entry \$20, optional Hill Climb \$20, Charity Night Event \$5. (Entry only for a single vehicle day \$50)

## **8 - 10 Mar      Canberra Day Weekend - Trailer Trip to Bendethra**

Trip Leader:	Greg and Vickie Taylor
Email:	taylors1@netspeed.com.au
Phone:	6241 3547 (h)
Vehicles:	8
Start:	8:30 AM
Departure:	Gibraltar Street, Bungendore
Fuel:	Full tank (fuel available at Bungendore and Braidwood)
Maps:	South Coast Forest Map 1:150,000 Araluen, Snowball, Bendethra, Michalego, Colinton, Tinderry, Jerangle, Whinstone, Burrumbela 1:25,000
Requirements:	Basic driver training, basic recovery gear, UHF radio, good tyres, well maintained and reliable vehicle, camping gear including gas stove for cooking (in case of fire ban), food and water, happy hour and pot luck dinner supplies.  A blind/tarp may be necessary for water crossing.
Description:	We plan to travel via Araluen and cross the Deua River at Dry Creek. A tarp or blind may be necessary depending on the depth of the river (this is usually low but can rise with recent rain). We will then head up the Mericumbene Fire Trail to Bendethra Mountain, collect firewood and descend to the valley and camp. A pot luck dinner for Saturday night - Sunday will be free to explore, swim or just laze around. There is an old Homestead and the Bendethra Caves to explore. Monday can be a slow start with return home via Dampier Fire Trail, Minuma Fire Trail, Pikes Saddle, Slap Up Fire Trail, Anembo Road and then back on to Monaro Highway at Michalego. Off road camper trailers are welcome and should have good all terrain or off road tyres. There is a large camp ground in the valley with pit toilets.

## **11 Mar      Annual General Meeting & Election of Committee**

Start:	7:30 PM    Deakin Sports and Social Club
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## **12 Mar      SES Chainsaw Training - Briefing Evening**

Trip Leader:	Jim Raleigh
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# TRIPS AND EVENTS



Email: j.raleigh@netspeed.com.au  
Phone: 6281 3102 (h); 0413 612 305 (m)  
Vehicles: 12 persons

**Please consider nominating for a committee position.**

**Details of committee members' functions are on p54.**

The committee consists of  
President  
Secretary  
Treasurer  
Past President  
Membership Secretary  
Publications Coordinator  
Education Coordinator  
Events and Trips Coordinator  
Property Coordinator  
Public Relations Coordinator.  
Four General Members  
A number of the present committee

members are not offering themselves for re-election.

**Written nominations should reach the Secretary by 1st March 2008**

Start: 7:00 PM

Departure: Queanbeyan SES, 34 Erin Street, Queanbeyan

Description: The Club has a reciprocal arrangement with the State Emergency Services, Southern Region, which provides the club with chainsaw training leading to certification. This is the first of two mandatory evening sessions prior to the practical instruction and assessment (see below), and will be conducted by Mark Pritchard from the Queanbeyan SES Unit. The second evening will be at Taloo Park on 15 February. The evening sessions will cover required personal protective equipment, the theory behind where to cut and why, and the care and maintenance of the chainsaw

Comments: Tea, coffee and biscuits provided.

## **14 - 16 Mar      SES Chainsaw Training and Assessment**

Trip Leader: Jim Raleigh

Email: j.raleigh@netspeed.com.au

Phone: 6281 3102 (h); 0413 612 305 (m)

Vehicles: 12 persons

Start: 6:30 PM

Departure: Taloo Park driver training shed

Requirements: Must have attended the evening theory session on 12 March (see above)

Class chainsaws and protective equipment will be provided.

Bring your own catering and camping supplies.

Description: This is a great opportunity to learn at no cost how to safely handle a chainsaw, and achieve accreditation after being assessed. Conducted at Taloo Park, this course will complete the classroom training and allow two days of practical experience followed by assessment. We expect a maximum of three students per instructor. We will use fallen timber only - no trees will be felled.

## **16 Mar      Senior First Aid Training and Assessment**

Trip Leader: Richard Brand

Email: trips@st4wdc.org

Phone: 0418 568 358 (m)

Start: 8:30 AM

Departure: Tba

# TRIPS AND EVENTS



- Requirements:** Bookings are required by 16 February.  
Pre-training materials will be issued three weeks ahead of the course.  
Trainees must be at least 14 years old.
- Description:** The ACT 4WD Club has extended an invitation to first aid training provided by St. John Ambulance Australia. This course includes practical and multiple-choice competency assessment leading to a Statement of Attainment for successful trainees. The course will cover DRABCD action plan; CPR; head, neck and spinal injuries; shock, bleeding and burns; fractures and dislocations, chest and abdominal injuries; poisoning, bites and stings; medical emergencies; and practical first aid skills.
- Comments:** There is a cost of \$166 per student for this course. Certification is valid for three years. Dates and cost are to be confirmed.

## **15 - 16 Mar**      **Blue Waterholes**

- Trip Leader:** Michael Patrick  
**Email:** michael.patrick2@bigpond.com  
**Phone:** 0412 377 941 (m)  
**Vehicles:** 8  
**Grade:** 2  
**Start:** 8:00 AM  
**Departure:** Point Hut Crossing  
**Fuel:** Full Tank  
**Maps:** Southern NSW
- Requirements:** Basic driver training, basic recovery gear, UHF radio, good tyres, Aeroguard (the horse flies are big), food and drink
- Description:** Blue Waterholes is located in the Kosciuszko National Park and has excellent camping facilities. The plan is to depart Point Hut crossing and head to the southern side of Namadgi National Park and whilst passing through this area we will check out Bobyan hut. We will then transit through Yaouk valley to Adaminaby. From there we will head up the Snowy Mountain Highway and turn onto Long Plain Hut. This area has lots of old homesteads so will view these and then proceed to Blue Waterholes and set up camp. This area has a lot to see from the Waterholes to the Caves that are abundant in the area. We will depart Sunday after lunch and proceed along Long Plains road to Broken Cart Track and follow this out to Barnetts Road. This is a very easy trip and off-road camper trailers are welcome.

## **21 - 24 Mar**      **Easter**

## **29 - 30 Mar**      **Remote Area First Aid Training and Assessment**

- Trip Leader:** Richard Brand  
**Email:** trips@st4wdc.org  
**Phone:** 0418 568 358 (m)  
**Start:** 8:30 AM  
**Departure:** Tba  
**Requirements:** Bookings are required by 16 February.



# TRIPS AND EVENTS



Trainees must hold a current Senior First Aid Certificate - see previous first aid course.

- Description: The ACT 4WD Club has extended an invitation to first aid training provided by St. John Ambulance Australia. This course includes competency assessment leading to a Statement of Attainment for successful trainees. We will cover DRABCD action plan; hygiene, infection control and communicable diseases; communications; longer term care of a casualty; practical outdoors scenarios; stretchers and lifting skills; planning and preparation; and practical first aid skills.
- Comments: There is a cost of \$177 per student for this course. Certification is valid for three years. Training manual will be provided.

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

- 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 Google but turn down the volume). UHF radio. Happy hour snacks. Pot luck main course for dinner. Table decorations. Black tie. Lunch for two days plus breakfast.
- Off-Road Trailers welcome if tyres match towing vehicle, and trailer has working brakes. Canoe if you have one
- 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

## **19 - 20 Apr**      **Pigeon House Mountain**

- Trip Leader: Phil and Julie Henderson
- Email: [pjhendos@optusnet.com.au](mailto:pjhendos@optusnet.com.au)
- Phone: 6255 9385 (h); 0401 299 089 (m)
- Vehicles: 6
- Grade: 3
- Start: 8:00 AM
- Departure: Bungendore
- Fuel: Full tank

# TRIPS AND EVENTS



- Maps: Auslig 1:250,000 Wollongong  
State Forest South Coast Forest Map
- Requirements: Basic recovery gear, UHF radio, good tyres, drinking water, happy hour supplies.  
Fishing gear if there is time to fish for bass in the Clyde River at the camp site. Fishing license is required.  
Walking boots for those who wish to walk the mountain. Off-road camping trailers allowed.
- Description: Drive to Tabourie Lake, then scenic drive to Pigeon House, bush camping at Yabboro Flat. Then scenic drive through the bush along Western Distributor, Long Gully Road, Cattleman's Fire Trail (Weather permitting) then along River Road through Shallow Crossing.

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

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

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

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

- Trip Leader: Greg and Vickie Taylor  
Email: [taylors1@netspeed.com.au](mailto:taylors1@netspeed.com.au)  
Phone: 6241 3547 (h)  
Vehicles: 8  
Grade: 3  
Start: 8:30 AM  
Departure: Uriarra Homestead  
Fuel: Full tank  
Maps: ACT Region (1:100,000)  
Wee Jasper (1:25000), Couragago (1:25000), Bobbys Plains (1:25000) Taemas Bridge (1:25000) Umburra (1:25000) and Cotter Dam (1:25000)
- Requirements: Basic driver training, basic recovery gear, UHF radio, good tyres, well maintained and reliable vehicle, food, water and camping gear. Camera and binoculars are also a good idea.
- Description: This trip is a weekend in the mountains hopefully before the permafrost of winter sets in. The destination is Micalong Creek camping area south of Wee Jasper. The route is yet to be confirmed but Fire Trails and roads will include: Brindabella / Tumut Rd, Gentle Annie FT, Webbs Ridge, Folly FT, Doctors Flat Rd and Nottingham Rd to name a few. We will climb to almost 1300 metres and enjoy the spectacular scenery. Off road trailers are welcome and there is a small camping fee collected by the Ranger.
- Comments: Further details will be supplied regarding fees, firewood availability and pets.

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

# TRIPS AND EVENTS



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

## **7 - 9 Jun      Queen's Birthday long weekend**

## **12 Jul      Christmas in July at Laurel Hill Forest Lodge**

Trip Leader: Marj Jones

Phone: 6284 3456

Vehicles: unlimited

Grade: 1

Start: 8:15 AM

Departure: Uriarra Homestead

Fuel: Full tank

Requirements: Bring your own bedding for the supplied bunks

Description: 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>.

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!

## **30 - 31 Aug      "Safe One" Basic Driver Training at Talooge Park**

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

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

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

## **4 - 6 Oct      Labour Day long weekend**

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

## **4 Nov      Family and Community Day**

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

# Women at the Wheel

Val. Wiseman

To the uninitiated, four wheel driving may have a macho, toys-for-boys image. That's the image generally conveyed by the glossy 4WD magazines. But hold on – many 4WDs are family vehicles, often used as “mum's taxi” during the week. Does mum get to drive them off the bitumen? Certainly when traveling off the beaten track it's not too unusual to see women behind the wheel, but the majority of drivers tend to be male.

Most of the Club's members are families and of these a fair proportion of members doing training are women – wives, partners and sometimes daughters. Do they get to consolidate their training and build their experience by sharing the driving on real trips?

What do women really think about real 4W driving and training? It is not unusual to hear women say something like “Jack/Bob/.... loves 4w driving so much, so I tend to leave it to him”. This may cover a genuine reluctance to take control of a vehicle that fully laden may weigh 2 or 3 tonnes. Or it may be that we women are sometimes just a bit too quick to relinquish the wheel.

Assuming that male support and encouragement is forthcoming (right fellas?) the training offered by our club is a great way to get women drivers started on the 4WD adventure. Our club is fortunate in having 3 intrepid women among its dedicated team of trainers. We marvel at their calm, their patience and their skill that make training an exciting, exhilarating, challenging, and above all, a rewarding and satisfying experience.

Some women (if they have a choice) prefer to do their training alone and unaccompanied, perhaps avoiding immediate discus-

sion of possible scratches, bumps and dents. Others prefer to have a partner around to provide moral and practical support during what can be a pretty full-on weekend.

Women who have completed the basic training speak of the trepidation beforehand, followed by absolute elation at successfully completing the course. Some concede that it's best not to look too closely at the tracks before actually having to drive them. They speak of confidence that grows with their awareness of what our vehicles are capable of, and what we as drivers are competent to tackle.

Other benefits of women doing training come from additional skills learnt. This gives couples the capacity to work as a team, saving time, double checking, adding a margin of safety even in routine tasks like adjusting tyre pressures, or in more exacting situations such as doing recoveries. Some women continue to build their skills, learning how to change wheels, do routine maintenance and mechanical and safety checks. Additional skills to be learnt include driving on sand, snow and mud, crossing through water and towing a trailer, boat or caravan.

Motivations for wanting to develop 4w driving skills are varied, as is the extent to which women want to drive. Some just want to learn enough to feel confident on formed gravel roads while others want to develop the skills that allow them to drive in difficult and rugged terrain, to compete in competitions or learn advanced recovery techniques. Even those who simply want to travel as passengers will benefit from training. The confidence that comes from

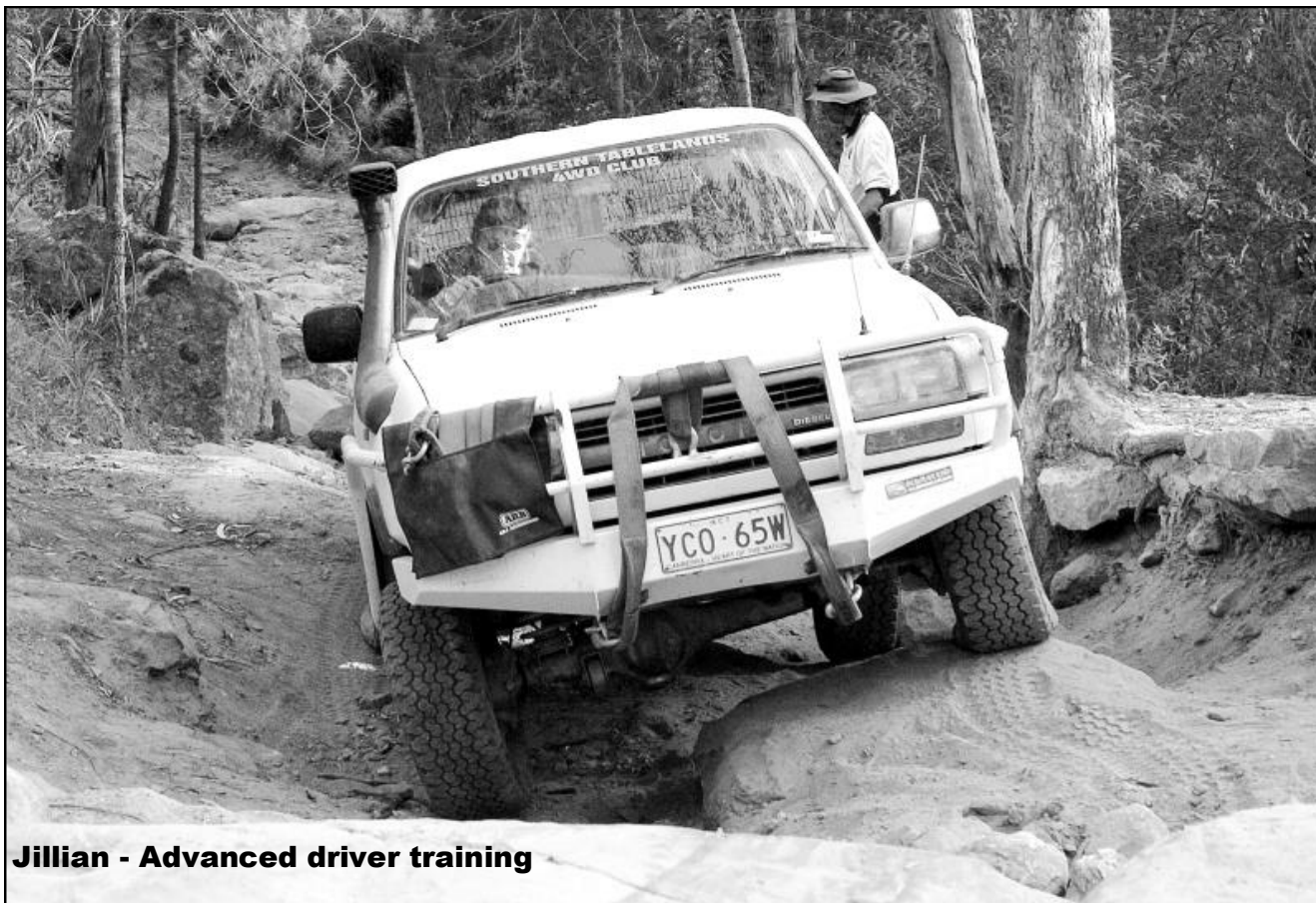
understanding what is happening and what the vehicle can do and withstand can make for more relaxed and happy passengers.

Driving in rough conditions, for example over sand dunes, or on steep forestry tracks generally requires passengers to hang on to something. Hanging on to the steering wheel (i.e. driving) can be more comfortable, more satisfying, and less tiring than just clutching the grab handle for dear life. Having control of and responsibility for the vehicle brings a sense of security that often eludes the passenger.

Adventurous souls, from young couples to grey nomads who venture into more out-of-the-way areas recognize the additional safety that comes with having more than one competent driver. This is especially true if traveling in a single vehicle convoy. More mature members also recognize that as the years roll by their ability to continue traveling can depend on both of them being able to share the driving. And shared driving contributes to a shared experience of the whole trip - the highs and lows of the whole adventure.

Even in a convoy mishaps will happen and its reassuring to know that if the male driver for some reason is not able to drive then SWMBO can take over and drive out safely. One couple who are club members were leading a convoy (not on a club trip) in a remote area when an inexperienced driver ran off the road, damaging both his vehicle and his confidence. After the recovery our capable lady drove the damaged vehicle and its shaken driver, restoring confidence to the convoy.

Other advantages of having a confident co-driver come when energetic members of a touring group



**Jillian - Advanced driver training**

want to hike, paddle or cycle a part of a route. Having additional competent drivers means that vehicles can be moved forward to a camp or a pick-up point, avoiding the need for backtracking to retrieve vehicles.

On trips, some couples have a fairly firm pattern of travel where they rotate drivers every 2 or 3 hours (good practice anyway to avoid fatigue) regardless of track or road conditions. Others have a set time each day when the lady drives, again regardless of conditions. This way each gets to experience the highs and lows of 4w driving, while the other partner gets experience with navigation and communication. And lady drivers get to build their skills and experience, so if they do have to drive in an emergency, they are likely to be confident of their ability to respond safely.

Another way for women to build their confidence is to organize a "ladies only" trip, usually a short day or weekend trip. This has

been done in the past by the Club. Such a trip allows experienced women drivers to mentor women who are less experienced. If the trip is for more than one day then not only are driving skills enhanced, but camping skills are learned as well. Nothing builds confidence as much as having to actually do things – and we might all occasionally rely on significant others to do things we don't feel like tackling!

Some men find that encouraging their women to drive and share the fun means that they (the ladies that is) are then more enthusiastic about and supportive of proposed trips. If women have a genuine stake in the vehicle, and get to drive it on a regular basis, vehicle upgrades may be easier to justify.

Finally, self esteem . Mums of teenage sons – and grandmothers and aunts - find that they really go up in a young man's estimation if they can drive the

4WD where it really counts.

There is no compliment quite like the one from a 16 year old car fancier who reckons that you are one pretty cool female 4W driver!

So ladies, whatever your experience and skill level, your 4WD carriage awaits you. If you have not attempted the club's basic training course, give it a go. If you have done your training, get behind the wheel and go for it!



# GOING PLACES

## Club trips and activities in recent years

### A summary

Val. And John Wiseman

The Club aims to have at least 50 trips or events each year. Some are easy 1 day trips into picturesque local areas such as in the ranges to the east or west of Canberra, often using the fire trails. Others may involve traveling by fire trails to the coast or into the high country for a weekend or longer. Then there are the more major trips, into the deserts, to Queensland's Fraser Island, to the Cape or the Gulf, to Kakadu or the Kimberly or Pilbara or maybe following the iconic Canning Stock Route.

A 4WD is a great traveling companion if you wish to experience so much of Australia that is beyond the bitumen, or even the gravel. The places discussed here

have all been visited on Club trips in recent years.

There are two important features of Club travel. Enjoying the company of like-minded people, and enjoying the experience of unfamiliar country, country which is not readily accessible without 4WD capability.

Why travel with others? We all aim to stay within the limits of our own resources, but traveling with others provides a safety cushion should we unintentionally go outside them. The Club's training helps us to know the strengths and limitations of our vehicles and ourselves, and how

to recover from sticky situations if we overstep those limits. The company of others and their capable vehicles is especially welcome in remote areas – areas such as the deserts, where getting into difficulties can be more than merely inconvenient. Even the local fire trails can become unexpectedly challenging, especially after a shower of rain.

Here we summarise some of the recent trips and other activities which underpin the success of our Club. Behind all of these lies the Club's excellent and comprehensive driver training program.

## Electronic maps at substantial discounts through the Club

For details see the Club Web site under 'What's New'.

If you have any questions, or for an order form, please contact Jim Raleigh at [Property@st4wdc.org](mailto:Property@st4wdc.org) or on 0413 612 305

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



## GOING PLACES - Short(ish) Trips

### Short(ish) Trips

#### **Victorian High Country.** January, March 06

January long weekend: Neville Simpson led one of his renowned high country trips. Six vehicles lined up and traveled south from Canberra among constant reminders of the severity of the 2003 fires, both in Canberra region and around Thredbo. The convoy crossed the 100mm deep Murray at Tom Groggin's crossing, had lunch at Dogman's Hut then headed off to take in magnificent views from Mt Pinnibar. Some mechanical problems emerged requiring some emergency repairs and practical application of training procedures. Then onto Wheelers Hut and the first night's camp at Buenba Creek in a comfortable campsite. Next morning, amid reports of distant storms, the group set out along Buenba Track, up the Beloka Range and onto Deep Creek and Besford Tracks. Then down to Omeo for a cuppa and refueling, before heading down Cassilis Track, doing plenty of low range work. Camp that night was at Cam's Top Place, where Neville's big tarp finally saw duty protecting all from heavy rain. Day 3 was hot and more storms hit while traveling beside the Wonnangatta River, so the group opted for a motel at Dargo. Day 4 saw a reminder about how to change a wheel on sloping ground, before moving on to Mount Beauty where the group separated to take different ways home.

In mid March Chris and Julie Nichols took a group in 9 vehicles on another trip into the high country. This time the weather was colder, but the Murray River was still shallow at the crossing. Charlie Creek was the campsite for the first night and while there, members were able to check out work done by the club in 2002. The group followed Gregg's Misery, Wheat Paddock and Blue Gum tracks, clearing many fallen trees along the way. A huge log over a metre thick took ingenuity and effort before a way around it was found. Then on via Deep Creek and Turn Back tracks downhill towards the Gibbo River for the second night's camp. Next day the group traveling through

areas of forestry operations, up Wild Boar Range track to the Mt Sassafras trig point then on to Wheeler's Hut for lunch. Finally a challenging track up a loose, rocky surface and around hairpin bends for the 360 degree views from Mt Pinnibar.

Kevin Dawes led a trip to Davies High Plain in mid January 2006. There were 10 vehicles in the convoy, 2 towing off-road trailers. The route took in some steep country, making lunch at Davies Plain hut a welcome break. Camp that night was at Charlie Creek. The next day the convoy encountered oncoming vehicles on a steep narrow section of the road, requiring ingenuity to enable all to pass safely.

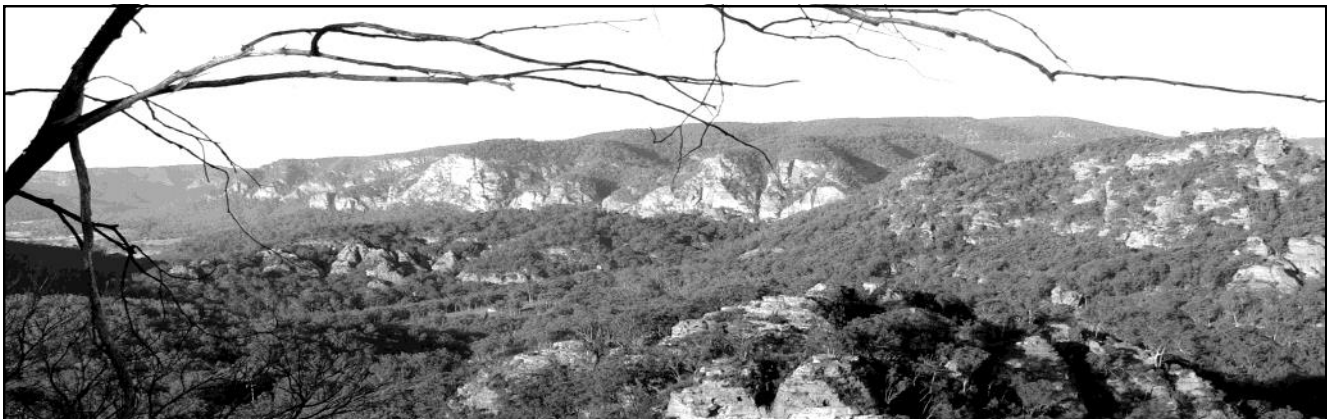
#### **Abercrombie National Park NSW– March 06, August 07.**

Peter Fenwick and Catherine led this overnight trip in early March 06. The 6 vehicle convoy traveled via Goulburn and Taralga before entering the park. A challenging climb up a boulder covered track got some adrenalin pumping before arriving at the Silent Creek campsite. A great happy hour, walks exploring the bush and creek, building a big fire, toasting marshmallows and telling funny stories kept everyone entertained.

In August 07 conditions were very different when Barry Woodyatt led 4 vehicles there. After cold weather the proposed track into the park was closed, and threatening black clouds promised rain. But Silent Creek campsite was well protected from the wind roaring through the treetops and the group enjoyed a great campfire before rain set in. The following morning the group did some 4w driving on steep and slippery tracks and crossed a fast flowing watercourse, before heading out of the park on a different track.

#### **McIntyre's Hut – May 06, February 07, June 07.**

A cold early May morning saw Rick Holland set off with 4 other vehicles. From Picadilly Circus they headed down to Flea Creek, then up Webbs Ridge Trail enjoying the views and new growth in the burnt sections. Then on to McIntyres, via Waterfall



## GOING PLACES - Short(ish) Trips

and McIntyres Trails. Returning after lunch, drizzle set in and cloud descended, making for slippery driving conditions. Changing a spiked tyre in the rain capped off the day.

Bruce and Jenny Collins led another group of 9 vehicles that followed a similar route in February 07, although this group took in a side trip to Mt Corree.

Turning the vehicles there required some tight maneuvering but the views made it all worth it. Conditions were different again in June when Neville Simpson



led 10 vehicles over the same route. Snow was turning to slush on the descent down to McIntyres Hut, and on the way home the convoy stopped for a snow fight.

This part of the Brindabellas is clearly popular with club members, combining interesting driving with great views and special places of interest.

### MIA Forestry Drive

This trip headed west through Tumut and Wagga to Narranderra and on to MIA Forest Drive 1. Markey's Beach provided a campsite with local entertainment. After some further exploration it was on to Griffith for wine tasting and lunch before heading for the MIA 2 track between Yanco and Leeton. This is a trip to see wildlife, big gum trees and offering the possibility of good fishing.

### Currowan State Forest

Phil Beanland led a group of 3 vehicles down the Clyde Mountain to the Western Distributor. That road was closed for a rally so the group explored other tracks – Misty Mtn Road, Corn Trail, No Name Mtn Road. After camping at Shallow Crossing they followed Backhouse Road then climbed to the top of Mt Mogoog for great views. Then down the other side, ending up in Budawang NP.

### Oallen Ford

This group of 6 vehicles led by Steve Angelo headed out through fog and frost to Bungendore, Tarago then on to the gravel Braidwood/Nerriga Road. Past the Edrick River, but no public road could be found to give access to the falls. Oallen Ford on the Shoalhaven was the venue for lunch and exploration. Then home through Nerriga and Tarago. A pleasant trip.

### Mystery Bay – February, October 07

Yvonne and Rob Dobson arranged this popular trip in mid February 07. It particularly catered for camper trailers, although a number in the group used tents for their two nights of camping. The group of 13 vehicles was split into two convoys that traveled via Michelago on gravel and across some creek crossings until they came to the Tuross River. This was a challenging crossing requiring a turn half way across, and the water had risen since Rob did his recce. All got across safely despite the slippery conditions. Mystery Bay campground covers a huge area underneath big gum trees, and has toilets and cold showers. There was an opportunity to compare notes about camper trailers and other toys, as well as plenty of time to explore and walk on the beach.

A smaller convoy of 6 vehicles, led by Greg and Vicki Taylor, did a similar trip on the October long weekend, taking a track across the Tinderry Mountains and past Belowra. It took a whole day to reach Mystery Bay, but then there was a whole day to explore, compare rigs and just relax. This group then took the easy way home, via Moruya and Araluen to Braidwood.

### McKillops Bridge and Deddick Fire Trail

In heavily overcast weather eight vehicles gathered in March for this trip. Despite heavy rain at the start the rest of the trip enjoyed fine weather, much to the relief of Dennis and Margaret Collins who were leading their first trip. Down to Jindabyne, then down the Barry Way towards the Snowy River which managed a small trickle of water. There was some great scenery, and a side trip to Little River Gorge and falls, then on to Little River Junction before heading to McKillop's Bridge and the first camp at Bulls Flat. Next morning the group explored the bridge and learned something of its history, how it was washed away just before it was due to be opened and had to be rebuilt 5 metres higher. Then onto the Deddick Fire Trail and the Staircase which was a challenging climb over many spoon drains. From there, with Dennis breathing more easily now, it was an easy run to Waratah Flats and the second camp. This is a beautiful spot, deserving a return visit when the abundant waratahs flower in November. The homeward run took travelers through some more tracks and another steep climb before stopping to look at the Delegate Tunnel and the old homestead. An excellent trip.

### Monga Fire Trail

This was a one day trip in April led by Bruce and Jenny Collins. Five vehicles left Bungendore and headed past Braidwood then turned south on gravel to the Mongarlowe River picnic area. They continued along River Forest Road and Milo Road then followed a number of 4WD tracks through forested





## GOING PLACES - Short(ish) Trips

and fern covered countryside to the Dasyurus picnic area. After lunch the group headed back to the coast road then onto the dusty Misty Mountain Road where some good 4WD tracks were found. There were 10 water crossings – but alas no water in them!

### **Hanging Mountain and Bendethra Valley**

For some members this was their first club trip, while others had been to Bendethra before. Steve and Sue Angelo led the convoy of 10 vehicles. From Bungendore down to the Bay and on to Moruya was familiar territory. Heading inland on easy gravel roads the group traveled to Hanging Mountain and lunch. It is necessary to collect firewood before heading into Bendethra and the loaded vehicles made an arresting sight. And so down into the valley and through several shallow river crossings to reach the camping spot. 4WD was only used on the descent into the valley, and exiting via the Dampier Fire Trail.

### **Postman's Knock – May 07**

This cleverly titled trip was led by John and Andrea Kjar who led an 8 vehicle convoy to the Postmans Track and Cattlemans Track near Candelo. En route the group stopped for a quick explore at Tuross falls, and camped at the Nunnock campground. Next morning, after meeting a local cattleman on horseback, the group traveled down Cattleman's Track to Alexander Robinson's Hut where displays showed facets of an earlier, harder life. Then down Postman's Track to a campsite and display of more historical material. From Candelo and Cobargo the group climbed up to Peak Alone to enjoy magnificent views. Descending down the fire trail required care and low range. Then through thick dust on Wandella Road to the Tuross River then home through the Wadbilliga NP.

### **Badja Fire Trail – May 07**

This was a one day trip from Michelago, across the Tinderries enjoying unburned bushland. Then on to Jerangle Road, Anembo Road, Slap-Up Fire Trail and Snowball Road. After lunch the group followed Badja fire trail, stopping to clear a fallen tree and repair a flat tyre. A walk up to Badja Trig and enjoying panoramic views rounded out an enjoyable day.

### **Tallaganda State Forest –August 07**

This was a delightful day drive through the varied landscape of the Tallaganda State Forest, right on our doorstep. Peter Fenwick led this convoy of 8 vehicles, on mainly good roads, though with some exploration into promising side tracks. Lowden Forest Park provided a great spot for a leisurely BBQ lunch and from there walking trails lead walkers to view machinery from an earlier era. A great spot for a return visit.

### **Mt Dowling and Carwoora Goldmine**

This trip started from Talooge, following a working bee there. The first departure from plan came when

leaders Marj. and Alan Jones learned that it was not possible to get to the top of Mt. Dowling. So guided by multiple navigators using an array of technology the convoy of 6 vehicles set out. Snow and wind had brought down trees. From Mt Dowling Fire Trail the convoy turned onto a smaller trail notable for hand built stone embankments, and the ruins of old huts. Finally the remains of the old mines were located and everyone had a good look around and enjoyed lunch. The track out was via the Chakola fire trail, Caperwidgee Road to Jerangle Road with a couple of easy river crossing for good measure.

### **Snowy Mountains Trout Festival – November 07**

Finding a campsite beside Tantangara Dam that was protected from the prevailing winds and accessible by 4WDs towing boats – and perhaps catching the odd fish - was the aim of this convoy of 3 intrepid fisherman led by Peter Reynolds. While the recce found a site that fitted the bill, when the time came to set up camp the wind had changed, leaving the camp exposed. Still a Reynolds style fire would do the trick; it was so good that even driving rain could not extinguish it. Shame it was only to be enjoyed from within the cabin of the vehicle. So a new camp was found, and some fish were caught, but not any worthy of the prizes on offer. A highlight was watching a group of brumbies, the stallions protecting their mares in spectacular fashion.

### **Dubbo Zoo – November 07**

Rosemary Orr led a small group on an enjoyable trip to one of her favourite places. No 4W driving, no camping, but nevertheless an enjoyable and informative drive capped off by seeing the animals in their open range setting.

## GOING PLACES - Other Activities

### Canberra Balloon Fiesta

ST4WDC has been associated with the Canberra Balloon Fiesta for many years. Club members volunteer their time, their vehicles and their local knowledge for the duration of the festival to support the balloon crews. In 2006 24 members and their families learnt about manhandling balloons and baskets on the ground both to inflate it and to pack it away. Then the vehicles, with trailer in tow follow the balloons as they float over the countryside, finally retrieving them from the landing spot. One of the compensations for the early mornings is the opportunity to take to the air, and to socialize with crews from around Australia and many other countries.

In 2007 the festival was shorter, with flying possible on 3 days, but with the added attraction of the "Balloon Glow" at Manuka Oval. Participating in the Balloon Fiesta is a great way for the club to show its involvement in community activities.

### New Members Picnic

30<sup>th</sup> April 2006 was the date chosen for the new member's picnic. Nigel and Tricia Moth lead a convoy of 12 vehicles containing 24 adults and 5 children. Leaving Uriarra Homestead, the convoy took an easy route as some drivers had not yet attended a training course. From Picadilly Circus and Brindabella Valley the group went on to Micalong Swamp for morning tea. Then on to Micalong Creek and Billy Grace Reserve for lunch, returning through Wee Jasper and Pig Hill. This trip was much appreciated as a good introduction to the club.

### Christmas in July

Christmas in July 2006 was a small occasion of 6 vehicles, but all had a great time. Getting to Laurel Hill was half the fun. After some navigational experimentation the convoy bumped down Tail Shaft, some remembering to lock their hubs. On to Flea Creek via the Powerline Track, then back to the Brindabella Road via Gentle Annie. Then via Tumut and Batlow to Laurel Hill where copious amounts of food were consumed.

Ten vehicles containing 17 happy trippers made the journey in 07. Revelers dressed for the occasion, ate hugely of Christmas fare and played festive games. They were rewarded with a heavy frost that looked like snow in the morning. Driving home via Cabramurra and Kiandra they encountered a heavy blanket of real glittering snow.

### Richard's Rite of Spring

An enjoyable investigation of some local wineries took a convoy of 6 vehicles from the Kamberra Winery, to the Mt Majura and Lambert's Wineries.

Lunch overlooking Lake George was followed by visits to two wineries in that area, before taking in the Collector architecture and heading home via Gundaroo and Murrumbateman. The 4WD may not have had a workout, but the plastic fantastic did!

### Scottsdale launch

Scottsdale is a property on the Murrumbidgee River not far from Talooge. It has been purchased by Bush Heritage Australia. It is about twice the size of Talooge and takes in some quite steep and rugged country. Our club was asked to assist with transport for the launch of this site, so that visitors could see some of what the property has to offer. 14 club members assisted with transport.

Highlights of the tour of Scottsdale were the higher sections providing fantastic views in all directions, the river and the old railway tunnel. And a great lunch.



## GOING PLACES - Other Activities

### Meet the Committee – Belowra June 07

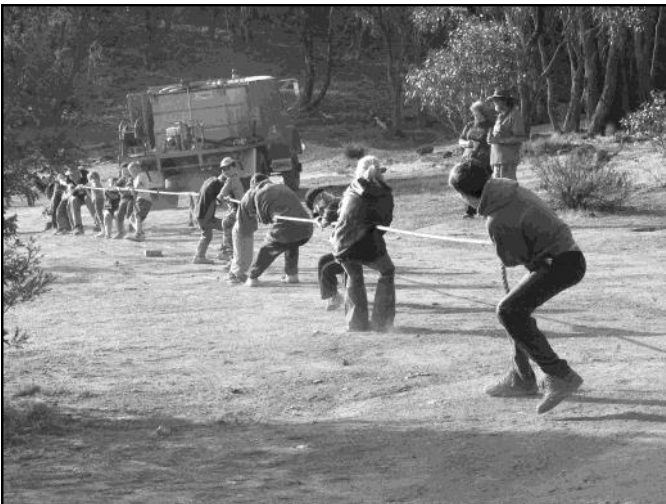
Sixteen vehicles converged on the excellent private campground at Belowra after following various routes either in convoy or alone. One convoy went via Cooma while another traveled through the Wadbilliga NP. Once the convoys arrived there was much to be done to convert the undercover area into a fine dining facility. Tables were elaborately decorated and a door was erected where the maitre'd could greet guests. The big fire in the "restaurant" was covered with cooking pots while guests donned formal attire, (well at least from the waist up!). Then it was time for the formal introduction of the committee, Peter Reynolds style. Who knows what an innocent onlooker would have made of this bizarre ritual! Patrons had a leisurely pack up in the morning and broke up into small groups to make their way home. This was a really enjoyable weekend and lots of fun.

### 30<sup>th</sup> Anniversary Dinner

In November 2006 our club celebrated a major milestone, its 30th anniversary.

In 1976 the Land Rover and Landcruiser Clubs of Australia had existed for some years, and there was a Suzuki 4WD Club of NSW and a Nissan Patrol Club of NSW & ACT. So the formation of a Southern Tablelands 4WD Club put us in good company.

30 years later there was a flurry of activity to celebrate the anniversary in grand style. Past members and past Presidents were located so that there was much reminiscing about old times, aided by photos and memorabilia gathered over the years. The occasion was marked by a grand dinner, music and dancing held at the Deakin Sports and Social Club and



attended by many past and present members. Congratulations to the members of the Organising Committee on a memorable occasion.

### Christmas at Talooge

This event has become an instant tradition! Each year a large number of vehicles and excited members and friends converge on the property on a weekend early in December. For some members this is their first visit to Talooge, and most set up camp for a one or two night stay.

As usual there is work to do before the fun begins. The Funkhana course has to be set up, the games for young and old prepared, the sweets and dampers mixed and baked, presents gathered, tables decorated. In 2005 early arrivals were able to test their skill in the use of a GPS by trying to locate a set of waypoints. After lunch there were games - tug-o-war, egg and spoon races, and an egg throwing competition (with some surprising results).

Then it was time for Father Christmas to arrive on the fire truck much to the delight of the many children - and grandchildren - present. Then the hilarity of the exchange of Christmas gifts, egged on by Richard Brand's unique MC-ing style.

Finally as the day cools off it is time for the food to be assembled so that everyone can share the wonderful array of hot and cold dishes and settle in to eat at tables decorated in creative ways. In 2005 the weather was mild enough to eat under the shelter near the fire pit, but in 06 cool conditions saw dinner moved into the training shed for a very cosy evening. There was a wine tasting competition to add zest to the evening, and much good cheer and good company.

The following morning its time for the Funkhana - a driving event devised by Peter Reynolds to be great fun as well as to sharpen driving skills. Points are awarded as contestants, driving in pairs work their way around 6 or 8 different tests. There is the course to be driven without breaking the tape while doing 3 point turns, and putting golf balls on top of posts. Later the same course is driven without dislodging a tennis ball sitting in a frisbee stuck to the vehicle's bonnet. There is potato spearing, vehicle "archery", and hilarious blind fold driving where one partner directs the blindfolded driver by radio. Its all good fun, provided one can laugh and drive simultaneously.

In 2007 an advance party of half a dozen vehicles arrived at Talooge on Friday afternoon, but heavy rain set in about dark. After a wet night and an early morning inspection of a rising creek a decision was that it was time to pull out. The convoy went out along the fire trail and negotiated the swiftly flowing flooded Cherry Tree Creek to conclude a different, possi-



## GOING PLACES - Longer Trips

### Fraser Island

Over 3 weeks in July 2005 a group of eight vehicles led by Thommo and Julie Buttriss ventured to Fraser Island. To add to the adventure to group traveled by many back roads en route to Fraser. Travelling in rain and drizzle through state forests there were many trees down across the track, each one having to be moved before the group could proceed. To compensate some time was found for fishing and shopping around Coffs Harbour and Woolgoolga. Some highway traveling took them through Brisbane to Inskip Point where they boarded the barge for the short trip across to southern tip of the island. Then the 80km beach run to Dundubara campground where camp was set up after some confusion over site bookings.

Once on Fraser Island the group started exploring. Indian head was a good place for whale watching (and learning how the tides affect beach travel!). Lookouts, bush tracks, freshwater lakes and sandblows were all explored. Some vehicles ventured up to Sandy Cape, the northernmost part of the island. The views from the lighthouse were stunning, but the visit was kept short due to travel restrictions imposed by the tides. A trip to Lake Mackenzie also had to be fitted around the tides, but by using some inland tracks some of the limitations could be got around. And a visit to the Valley of the Giants fitted in – these are huge trees, truly giants. Eli Creek, the Maheno wreck, Eurong and the beach airstrip, and Central Station were other points of interest enjoyed by the group. Also encountered was a rolled Troopie and more trees across tracks. Fishing, more rain and plentiful sandflies and mozzies completed an eventful stay on the Island. Finally the group boarded the Inskip Point barge, then had a beach run from Rainbow Beach to Tewantin. From there the group went their separate ways, most coming home through bracing frosty conditions in inland SE Queensland and the New England area of NSW.

### Hay River Run

Able led by Dave and Helen Sutton, a large group set out in early June for a 2 week trip to the Hay River in the NE Simpson Desert. When all the group was assembled there were 12 vehicles, a large number for this type of trip. The convoy traveled via Nyngan and Bourke, where the bitumen finished. Hungerford on the border provided a great camp and pub meal. Then on through Thargomindah and the Bulloo Development Road to the Dig Tree on Cooper Creek. Heading for Haddon Corner the stony desert gave way to red sand, allowing some dune driving practice getting in to windy Haddon Corner where Dave led a tyre repair clinic. Another days driving through dry country saw the convoy arrive in Birdsville after 5 days on the road. A rest day followed, so the laundry got a good workout. There is plenty to see in Birdsville, and most

of the group had a practice on Big Red, providing a valuable lesson about tyre pressures and desert driving.

Then the real trip began. Before Little Red tyre pressures were reduced, 4WD was engaged (by most!) and snatch straps were kept handy. Despite a few teething incidents progress was good across very dry country. Strong winds made conditions outside unpleasant. From the first morning the ladies set a pattern of walking out ahead of the convoy, a chance for a little exercise and an opportunity to see some of the detail in the desert, particularly tracks of small animals and the occasional wildflower. Many photographs were taken at Poeppel's Corner, then the group turned north towards two abandoned oil wells. A slow and bumpy section over a shot line, another turn to the north and then a camp among gidgee trees completed the second day in the desert. On the third day progress was much slower as all signs of a track had disappeared under blown sand and Dave had to scout ahead to find potential dune crossing points. This was beautiful but very dry country, with rows of big dunes out to the horizon and very sparse vegetation. Morning tea brought excitement and a sense of achievement as the convoy arrived at a claypan marked by a star picket – the start of the Hay River. Apart from a couple of very stunted coolibah gums there was no sign of a watercourse. Past the claypan the going was easier on a more clearly defined track. North past the eagle's nest towards Madigans Tree and Camp 16, the scenery changed as there were more and bigger trees along the occasionally visible watercourse. At Madigan's camp 15 the convoy spread out in preparation for a 2 night layover, and a chance to explore and do some washing.

Travelling north the group found the country still changing, and at times the convoy was dodging between trees. Dave found some camels and had a go at rounding them up. The river, although dry and sandy was now wide and lined with big red gums. The debris up in their branches indicated the level that the water could reach. Crossing the dry riverbed the group turned towards Lake Caroline for the next camp, with the scenery changing yet again. A trek across the dry lakebed by foot or a drive around the perimeter started the next day, and a lone dingo saw the convoy off from the lake. Back across the river then it was on to the track to Batten Hill where the group was welcomed by Lindsay Bookie. The camp area boasts a magnificent camp kitchen, hot showers and flushing toilets – luxury indeed. The following day most people went on a Bush Tucker tour traveling in a loop east of the track traveled the previous day. Due to the very dry conditions only a small amount of tucker was found. In this more hilly area the country was spectacular. Around the fire that







## GOING PLACES - Longer Trips

night Lindsay entertained with stories of the area and answered lots of questions. The final morning was cold as group photos were taken and farewells said to Lindsay and members of his family. Then it was across the Hay River for the last time and on to the road to Jervois Station for fuel. Some of the group turned east towards Queensland, others headed west on the corrugated Plenty Highway. Most of these then headed down Cattlewater Pass to Arltunga and on into Ruby Gap, before finishing up a couple of nights later in Alice Springs. This was a memorable trip. Thank you Dave and Helen.

### Simpson Desert

The lure of the desert drew a group of 6 vehicles led by Peter and Gwen Henderson in August 2006. The group followed the blacktop via Mildura, Renmark, Morgan, Burra to Hawker, then north past the Flinders Ranges, Leigh Creek and Maree and the start of the Oodnadatta Track. A brief stop at Lake Eyre South, and the Bubbler mound springs before stopping for the night at Coward Springs, an excellent camp. Next day on through William Creek, detours to Peake Telegraph Station and the Algebuckina railway bridge, then into Oodnadatta for food and fuel. Pressing on over corrugations and sharp rocks the group reached Dalhousie Springs after dark but soon had camp set up and the fire going. The next day everyone went to Mt Dare to refuel for the Simpson crossing and enjoyed a dip or two in the amazing pool at Dalhousie. After a final swim the next morning the group set out east for Purnie Bore along a track of variable quality. A camp on the French Line, then onto the Rig Road and up the Erabena Track for lunch at the lone gum tree. Along the K1 Line, left at Knolls track, finally to camp about 20km south of the French Line. As the convoy progressed east the sand dunes became more challenging causing the vehicles to pitch and roll. At Poepel's Corner 3 states were celebrated before heading north beside salt lakes and turning east on the QAA Line. Camp that night was 100km west of Big Red, where the grand final of the Boule Desert Challenge was played. A final group dinner in the desert was celebrated in style. Traveling to Big Red the sand hills got even bigger, until Eyre Creek provided relief with wide flats and coolibah trees. Everyone managed to get over Big Red, although some required a few attempts. Then into Birdsville for a shower and a few beers before dinner in the famous pub. The homeward leg initially followed the Birdsville Track and the Walkers Crossing Track to Innaminka, with a camp beside the beautiful Cullyamurra Waterhole. The group explored many historical sites associated with the Burke and Wills expedition, and tried fishing in Cooper Creek. Then it was down the Old Strezlecki Track, an excellent highway, to Cameron Corner and home through Tibookurra and Broken Hill.

### Criss-Cross Australia – May to September 06

This was a huge trip undertaken by 10 vehicles, although not all vehicles participated in the whole trip, some joining in for shorter sections. Plod and Doreen McEncroe had done a mammoth amount of planning to make the trip possible. Despite the distances covered there were very few mechanical difficulties, the main problems being punctures, broken trailer springs, loose bolts and broken brackets and aerials. The group was well equipped with both spares and expertise, allowing for most problems to be dealt with.

## GOING PLACES - Longer Trips

The aim of the trip was to travel an X shaped track across the whole country. From Canberra to Alice Springs, then via the Tanami Track to the Kimberley and the Gibb River Road, south through the Pilbara and inland along part of the Canning Stock Route to Meekathara. From there they traveled to Perth and further south to the tall timber country in the SW corner of Western Australia, before turning north and east through Kalgoorlie and the Gunbarrel Highway to Alice Springs again. The intrepid travelers then headed out through Dalhousie and across the Simpson Desert to Birdsville, Innaminka before finally turning for HOME. What a trip!

This trip was far too large to adequately summarise here. On such a trip it is hard to pick out, let alone summarise, highlights. There is the constantly changing countryside, with wild animals and wildflowers, endless plains, forests, sandhills and rocky ranges. And the weather throws in unplanned variety and inevitable challenges, from scorching heat to soaking rain and choking dust. There is aboriginal culture, and European history along the old railways and in the goldrush sites, and the amazement at the capacity for survival of the pioneers.



Navigation by consensus ???

Club members will be tempted to visit even some of the amazing places visited by our adventurers: the Bungle Bungle, Mitchell Falls, Cape Leveque, the Ord River with massive Lake Argyle and the irrigated croplands. In the spectacular Pilbara there are delightful pools and majestic waterfalls and gorges, and the huge scale of mining operations. Further east is the remote Rudall River NP, Len Beadell country and the Canning Stock Route with its wells, its remoteness and history. The southwest provides sharp contrast to the arid interior. There were lighthouses to explore and tall, wet Karri forests to wonder at. Wave Rock saw our troupe heading back into drier country onto the Gunbarrel Highway before crossing the Simpson and heading home.

For some detail of the experiences and adventures, readers are encouraged to refer to the full trip report published in previous issues of *Southern Trails*.

**Photos—see inside back cover.**

### Geosurveys Hill July, August 07

The desert has a way of pulling people back, so many of those who did the Hay River run jumped at the chance to go into an even more remote part of the Simpson Desert. Dave and Helen Sutton spent years planning the “mother of all trips”, and so it



turned out to be. Dave led a group of 9 vehicles – no trailers this time - carrying enough fuel, water, spares and food for a trip that could last up to 2 weeks in remote and often trackless country. The route took them up the Stuart highway to Kulgera, then east to Finke (final top-up of fuel), Old Andado, out past the Mac Clarke Acacia peuce Reserve to Madigan’s Camp No.1. From there the tracks became less marked and the group had to rely on GPS plots, before reaching the Colson Track. From there it was a journey into the unknown heading for Geosurveys Hill, the object of the trip.

Having reached their destination, exactly where Dave predicted it would be, they turned south to the geographic centre of the Simpson, then down shot lines to the French Line, Knolls Track, Rig Road and Warburton Track to the Birdsville Track and Mungerrannie.

In the trackless areas the driving was very hard, only 25km being covered one day, with peak diesel con-

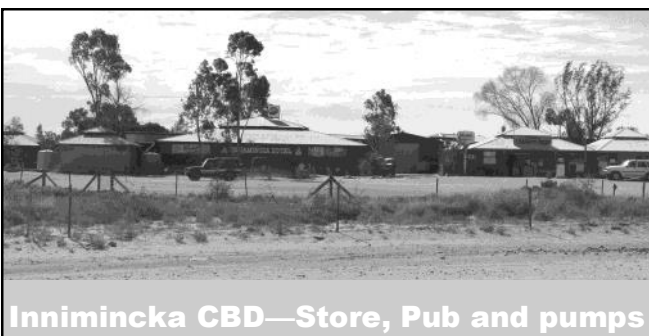
## GOING PLACES - Longer Trips

sumption as high as 1 litre per km. Many high, live sandhills were crossed, occasionally requiring multiple attempts. Spinifex seeds had to be constantly cleared from under the vehicles, and there were the inevitable tyre repairs to be done. There were some fairly significant mechanical issues that required attention, as well as a medical emergency. The meticulous planning paid dividends as the group was able to deal with everything the trip threw at them while still having a good time. And despite fuel consumption being as high as 60l/100kms for some vehicles the group reached their destination with fuel in reserve, a real tribute to careful planning.

The camps among the gidgee, the flocks of budgerigars, massages, chocolate pudding and paddy melon bowls – and no showers, will be remembered for a long time. And after many sub zero nights they certainly enjoyed a soak in the hot Mungerannie pool.

### Corner Country – July 07

Ian Brown kept his first trip as leader simple – just a 19 day, 5,500 round trip through Cameron Corner, Birdsville, down to the Flinders Ranges and home via Lake Mungo. What a great way to explore new (for Ian) country and show the kids some of what it has to offer. At Tibooburra they enjoyed the Clifton Pugh artworks at the hotel, and at Cameron Corner considered the merits of paying camp fees the local way. They wondered why a yellow bus came to rest beside the Strzelecki Track and camped on the banks of Cooper Creek at Innaminka before exploring all the historical sites around there. They marveled at the ranges, sandhills and gibbers as they went on to Haddon Corner before arriving at Birdsville, Big Red and a pub meal. Then the Birdsville Track, with flies, brolgas and wildflowers at Mungerannie. The vehicles – boats and trucks – of Tom Kruse, the legendary Birdsville mailman provided interest as did the Ghan locomotives at Maree. The magnificent scenery changed as they approached the Gammon Ranges and drove further south to Wilpena Pound and a trip around Sky Trek. In Peterborough there was more variety in the Federation quilt and 5 different railway gauges. Then on to Broken Hill visiting the sculptures and art galleries before heading east via Menindee to Lake Mungo NP and the opportunity to travel back in



Innaminka CBD—Store, Pub and pumps

time. Cold windy weather and ice covered tents did not deter these travelers.

### Outback NSW and Coongie Lakes – September, October 07

Some trips are more challenging than any planning could prepare for, and this was one of them. Even



before the trip started the signs were inauspicious when Dennis Collins who was to lead had a skiing accident and had to withdraw. Graeme Traynor and David Whight stepped in to be joint trip leaders of the 8 vehicle convoy. When the convoy got on the road there were some mechanical problems and a UHF radio died, but the group pressed on. West to Balranald, then off the bitumen to lake Mungo, where they explored the Walls of China and the loop road, where a HF aerial was lost. Then a long dusty run via Kinchega to Broken Hill where the group spent 2 days exploring and stocking up.

Leaving Broken Hill one vehicle suffered a major blowout, so a couple of vehicles returned to Broken Hill for repairs. There was another tyre problem on the way to Mutawintji NP where it was difficult to put the tents up in the strong wind. Fortunately the



tour around the Mutawintji historical site was excellent, allowing the travelers to see many aboriginal art sites. Then it was on to Tibooburra, with a stop off at Milparinka and Depot Glen. After some exploration the convoy headed west, through Cameron Corner, past the yellow bus and north on the Strzelecki Track to Innaminka. By now two of the

## GOING PLACES - Other Training

### HF Radio Workshop

Steve Angelo organized this day, held in May 06. Although advertised as primarily for women, half the attendees were men. However the women had a good share of the radio time, asking questions, having a go and even making some mistakes in order to become competent in using a HF radio while traveling.

### Introduction to Maps and GPS

Nigel Moth and Chris Nichols organized a Talooge based workshop. The July cold was kept a bay with a fire in the training room, as the first session tackled basic map and compass use. This was followed by a field exercise where each person entered coordinates into their GPS, then set out to locate these points. Most were successful even in wet conditions, though a canopy of wet leaves highlighted the limitations of some GPS units.

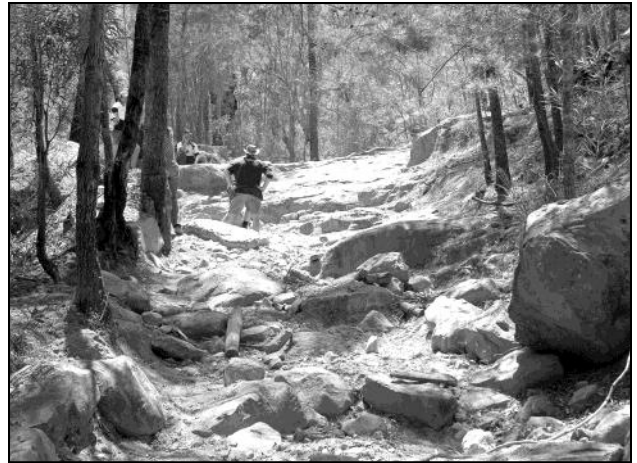
### Water Crossing and Sand Driving Weekend – October 06, 07.

Preparing for a water crossing involves checking for holes where water could come in, fitting diff breather extensions, rigging a water blind, carrying plenty of WD40. At the water crossing its wise to check out the water to decide whether to cross and if so where it is safe to do so. That means getting wet. Then check that windows are open, seat belts are off, essentials are ready for a quick unplanned watery exit. Remember to fit the recovery strap. Then for the plunge, with the training crew making sure that everyone got experience in deep(ish) water.

The sand driving course is held on a big beach on the Shoalhaven River. Optimising tyre pressures is the key. The main activity is to drive a slalom course in soft sand to experience the effect of different tyre pressures and momentum. The instructors must have nerves of steel to stand their ground among weaving vehicles. Finally vehicles are deliberately bogged in order to practice snatching with a partner. Large groups did this exciting training in October 2006 and again in 2007.

### Advanced 4WD and Recovery - November 2006

This course attracted eight drivers and their companions. The course was a test of traction, toys and teamwork, which in practice meant ascending seemingly insurmountable rock faces! First a refresher day was spent in the Brindies to check that skills and gear were up to the task ahead. The real training was near Yalwal in the Morton NP. The group worked in teams, building up rock ramps to assist getting the vehicles up metre+ high rock ledges. Winches were required; hand winches were hard work in 35 degree heat. It took six hours and 20 people to get nine vehicles up a ten metre section of a fire trail. Plod's dinner



was a welcome sight at the end of day one.

The next day was a repeat of day one except that vehicles were regarded as being disabled and teams were working against the clock. Amazingly all vehicles succeeded without damage, a testament to teamwork, planning and dedicated trainers.

### Trip Leaders Seminar – June 07

Richard Brand and the trips subcommittee put in a lot of work to organize this workshop and their efforts were well rewarded when 35 members attended. Some targeted questions led participants into spirited discussion which ultimately covered all aspects of trip planning. A revised trip leaders handbook was distributed and feedback sought.

### OziExplorer Workshop – September 07

What a hit this one was – a workshop planned for 10 expanded to 2 workshops for 24 people. Richard Brand and Jim Raleigh led the two workshops as they explored the background and basic use of the OziExplorer package and the hardware options required to run it. The excellent training facility of the PC Users Group was used, so that each participant had their own computer to practice putting in waypoints and planning a route. Jim followed up with detailed articles in *Southern Trails*, providing an excellent resource for those wanting to start using this versatile product.



# Competitive Driving

## Willowglen Challenge

On the October long weekend club members headed out to Tarago for 2 days of competition organized by the Toyota Landcruiser Club of Sydney at their club property, "Willowglen".

In 2006, 21 teams were entered, each team consisting of a driver and navigator, plus a team manager. ST4WDC fielded four teams and the Brindabella club had another four. ST4WDC members drove 2 Range Rovers, a Toyota Hilux and a Nissan Patrol. These teams have been regular competitors over the past 3 years, and hone their skills at Chris Nash's property, "The Rock farm".

Arriving on Friday night vehicles are checked by scrutineers and registered into their competition category, determined by tyre size, engine modifications, presence of lifts, roll cages, bead locks etc.

Competition starts at 7.00am on each of the 2 days, starting with a drivers meeting before the vehicles are sent out to their first event. There are 4 different events held each day: Carnage Cannon, Waterfall, Devil's Descent, Up the Creek on day one with Gul-

lied out, All Shook Up, Wombat Holes and finally Mud Holes on the second day.

Then for the presentations. ST4WDC was the winning team (in 2006 for the second year in a row), followed by the Brindabella Club in second place. Well done! The team also competed in the Nissan Trials and the Woodpecker Challenge in 2006.

2007 saw the 8 events staged over 3 days; there were 92 vehicles entered. **ST4WDC are proud of the team that made the club outright champions for the third year running. Team members were Ziggy Koek and Brian Kelly in Bruised Banana (outright winner); Peter O'Brien and Michael Gilliland in Wild Violet; Chris Nash and Bob Watling in a red Patrol traytop and Wayne Rumble and Bruce Collins in a Hilux traytop, and Manager, Peter Reynolds.**

Plod and Doreen McEncroe and their team contributed by preparing all meals for the crew.

## Talooge after the December cloudburst.



# Trip Report - Wee Jasper

Marj. Jones

## Leaders

Rick and Wendy Holland Pajero

## Participants

Lyn and Peter Pajero

Jo and Sue (James and Tyler) Patrol

Phil and Julie Prado

Mal and Mick Triton

Ian and Ben Hilux

Alan and Marj Prado

Plus hundreds of freeloading flies!

right off the rim. All hands on deck and soon the problem was righted. Doctor's Flat Fire Trail then onto Maginot Fire Trail where we were confronted with some very rocky and steep areas until we re-joined Doctor's Flat trail and headed into Wee Jasper. Here we ate lunch, relaxed and enjoyed the beautiful day. Back to Piccadilly Circus where we

"aired up", a quick debrief and farewells then we heading home. These day trips have many benefits and are very enjoyable, particularly with such a great group. A great way to spend a Saturday! Thank you Rick and Wendy.

What a first! Everyone was at Uriara by 8:20 and after a briefing the convoy was on the road at 8:30 on the dot. We travelled up through to Piccadilly Circus, deflated, and at 09:00 turned left onto Gentle Annie. (Rick had intended to go through Two Sticks, but that was closed for an upgrade for fire tenders.) General discussion ensued about the origins of the name "Gentle Annie". Some learnt the lesson about how "locked hubs" make a big difference to the bounce of the rear end.

We turned right into Webb's Ridge Trail, stopping to have morning tea and a short walk to the Lookout. Terrific view enhanced by magnificent wild flowers. On to Dingi Ridge Trail. Rick and Wendy had done a Recce the weekend before and although it was clear then, we were not sure we could go on as there were several signs indicating road works. However, as we continued we found that the grader had been working overtime. Travelling over newly graded dirt gives an interesting ride, particularly around sharp corners going up hill!

Left onto Baldy Range Trail which was a little rocky. Whoops A tyre had come

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# Christmas at Talooge

Marj. Jones

## *The cast*

Steve and Sue  
Plod and Doreen  
Barry and Kerrie  
Bev  
John and Val  
Alan and Marj  
Thommo and Julie

We were to lead a convoy to Talooge on Friday evening, but (fortunately as it turned out) no one joined us. As we travelled down the Monaro we could see "RAIN" teeming down and commented, "that has to be over Talooge!" Jerangle Road was slippery and it was evident that the area had had a reasonable amount of rain recently.

As we had a trailer and it was getting late we went in on Richie Southwell's road. Crossing the creek near his home we could see that the water had been racing through and that it was still up. The track in was quite slippery in places and very muddy! Water everywhere!

We were advised by those already at Talooge to use the horse paddock entrance as the other track was difficult. We greased our way up the home paddock hill. Some had set up under the shelter, and with rain setting in most opted to sleep in the shed. Thommo and Julie braved the weather to set up their tent.

By bedtime the sky was clear and the stars were out. Sleep came very quickly to all and who knows who was snoring. It didn't disturb anyone. However, the rain started again about 3 o'clock and just continued. Alan and Plod checked out the rising creek at about 6.30am and decided it was time to leave. Everyone moved quickly.



Plod and Alan managed to inform our president, and the word went out in town that the Christmas Party was cancelled. We left Talooge via the Strike-a-Light fire trail - we were concerned about the state of the creek crossing at Richie's house and the probable damage to his track by so much traffic. Strike-a-Light proved a good choice anyway, being firm and stony.

All went well until John, who was in the lead, came to Cherry Tree Creek. It was a creek no longer but a fast flowing torrent.

John waded it and found it knee deep. Thommo and Barry agreed it was crossable (navigable is probably the correct nautical term!). With Thommo as guide, we all negotiated the water, not only in the creek but the large amount of water rushing down the ruts on the track. By 8am we were back on the Jerangle road.



# Trip Report - Saltwater Creek, Ben Boyd National Park

November 9 – 11, 2007

Heather Leedman

Richard Brand (leader) & John Kjar (navigator) Toyota 80-series  
Jim & Heather Leedman, Pajero  
David & Viv Johnson, Toyota 80-series

shady camp sites. A bit pricey - \$54 per couple for two nights - but somebody has to prop up the collapsing NSW hospitals.

We knew that this trip was going to be different, because our intrepid trip leader, Richard Brand and his navigator John Kjar were actually waiting for us at Williamsdale when we arrived. Mind you Richard had the bonnet of his 80 Series propped up, which was an ominous sign.

He was worrying about possible

tion. So far so good, but the climb up the other side was awesome. Everybody out, and down came the tyres so that they looked like pizzas strapped to the rim. A stiff Scotch, close your eyes, full power, and pray. It seemed to work because we all made it to the top of the next mountain without using the winch.

The views from the firetower were breathtaking.

We arrived at the campsite at Saltwater Creek about 4.30pm. It is a real gem - right next to the ocean with a large number of

After a relaxed breakfast on Saturday, we agreed on a visit to the Eden Whale Museum (Richard, John, David & Viv) and a walk from Leatherjacket Creek northwards to Boyd Tower for Heather and Jim. The walks are a treat with a wide variety of seafront and coastal heath. We all met up at the Seahorse Inn at Boydtown for a delicious lunch.

After lunch, we dropped John & Richard at Leatherjacket Creek to walk back to the campsite, and then returned for a snooze followed by happy hour then dinner,



Not a good start! 8 am Williamsdale

water leakage, but it didn't. Nevertheless, when our fellow travellers, David and Viv arrived, we kept going - spurred on by the expectation of the obligatory stop for coffee and pastries at Nimmitabel Bakery.

Rather than follow NRMA maps and tourist brochures, Richard had decided that we would proceed more or less in a straight line from Nimmitabel to the coast.

We were soon heading for Tin Mine Road, and then after a few dodgy side trails found ourselves on the Chalk Hills West Fire Trail. On a good day this would have been difficult terrain, but it had been raining the night before so our trucks slid down to the bottom of the valley with no human interven-



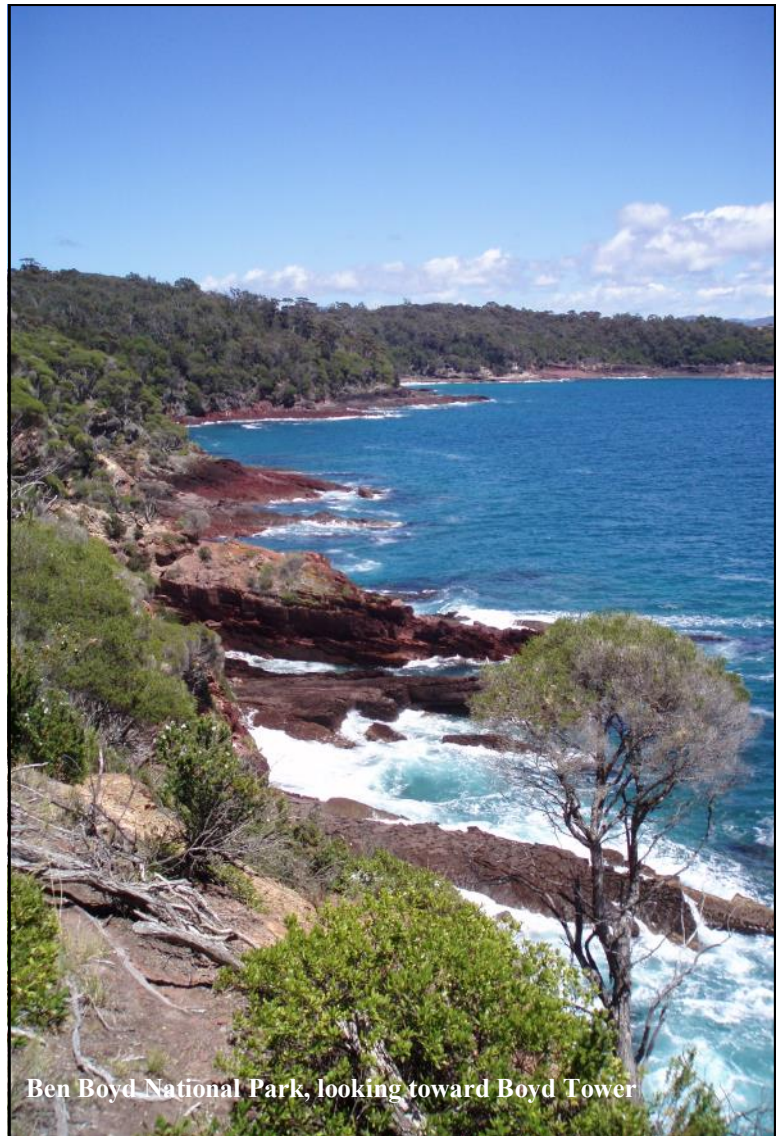


which was pot luck in which we all shared and compliments to the chef (which was all of us) were well deserved. On Sunday we had a lazy start and this time we walked southwards towards Bit-tangabee Bay - another interesting walk through coastal heathland and paperbark forest, with spectacular views of the ocean.

After an early lunch we headed back along the Snake trail and Towamba Road. Endless twist and turns- hence the name (we didn't see any snakes) and up and over the escarpment along Big Jack Mountain Road. I would like to have met Big Jack to ask him how the road was surveyed. It probably wasn't. The back roads to Cooma have many spectacular views, and are mostly navigable .

**A great trip, lots of laughs, most of the world's problems solved, and some of Australia's most fabulous mountain and seaside country.**

**Talk Richard into doing it again, and make sure that you don't miss out.!**



Ben Boyd National Park, looking toward Boyd Tower



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# Trip Report - Blue Waterholes

27 – 28<sup>th</sup> October

Bob and Sylvia Allen

## Leaders

Vivian Henderson and Allan Williams  
with

Graham and Pat - Nissan Patrol

## Participants

Jim and Jane Raleigh – 100 Series

Phil and Julie Henderson - Prado

Ian Goodacre and Ben – Hi-Lux

John and Val Wiseman - Troopy

Bob and Sylvia Allen – 100 Series

were soon driving through the very picturesque Yaouk Valley and on to morning tea at Bogong Creek. By now the sky was much clearer and my thoughts of teeming rain had almost disappeared. But I did notice the other vehicles either had a camper trailer attached, a roof-top tent or on-board sleeping facilities – all very convenient for wet weather camping.

I also noticed that everyone was very relaxed – cameras were clicking, people were chatting, drinking tea, looking at cows looking at us. Some of us

voir was another leisurely break – with people wandering off to take in the scenery, check out the Homestead and pick a few more mushrooms. Port Phillip Fire Trail, Long Plain Road came and went – but the wild flowers, the soft complimentary colours of grasses and trees, the tiny beginnings of the mighty Murrumbidgee and the broad sweep of the Long Plain valley, all were spectacular – already the trip was much more than I had expected. We were soon at our Magpie Flat campsite and within an hour or so everyone was settled. Sylvia and I had thrown our tent up in about

*Mountains Region Forecast issued at 5.30 am on Saturday 8 December 2007*

*For Saturday: Isolated showers and thunderstorms, mostly during the afternoon.*

*For Sunday: Scattered showers and thunderstorms, mostly during the afternoon.*

I couldn't believe this, we (Sylvia and Bob) setting out for our first trip with the club into what was certain to be wet weather, slippery roads and putting up our trusty tent – quickest time so far 20 minutes and 45 seconds – in pouring rain and probably thunder and lightning. But we were prepared, with Gore-tex jackets, Gore-tex pants, Gore-tex boots, Gore-tex toothbrushes and a pre-cooked casserole. We could deal with any amount of bad weather.

We met up with the Group at the Paddy's River rendezvous and after introductions, we were off along the Naas and Boboyan Roads on our way to Adaminaby. First stop was at Namadgi Lookout to air down and check out the weather over towards the Brindabellas Ranges – it definitely looked dodgy, with big cumulus clouds swirling about the peaks.

Despite the rain we had been seeing on the radar over the past week, the road was remarkably dry and we



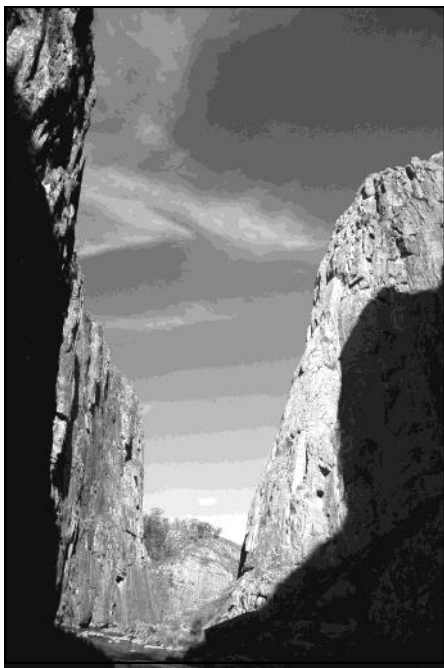
even stopped to gather mushrooms on the drive into Adaminaby – big beautiful fresh mushrooms, just crying out to be thrown on a hotplate. In addition, Vivian started up the in-flight entertainment and soon had everyone talking, laughing and sharing anecdotes. What were we talking about? Well, it was mainly trivia.

Lunch at Currango Homestead, adjacent to Tantangara Reser-

10 or was it 30 minutes – who cares? Amazingly the weather looked unthreatening, no sign of those afternoon thunderstorms, and there was plenty of firewood lying around the fireplaces.

The majority of the group then stretched their legs, knees, ankles etc for the walk down to the Blue Waterholes – this took the rest of the afternoon and put everyone in the mood for Happy hour. Happy hour was not so much the drinks and nibbles, but the campfire. Because of droughts and fire bans,





this was our first campfire in about 18 months, and it was a beauty. I should report here now for the record that there was no “magic” in the mushrooms. They were all of the very standard safe variety and the campfire talk was friendly, inclusive and no one hallucinated, dominated the conversation or appeared in anyway to be on a trip other than a Southern Tablelands 4 Wheel Driving Club trip.

What do you do on Sundays? Go caving of course to the Cooleman Cave and look for stalactites and stalagmites. And because the limestone Cave had been leached by waters over thousands of years, hope and pray it has not been raining 10 kilometres away. After breaking camp we drove to Coolamine Homestead for a quick look. Thanks to the conservation and restoration work of the NSW National Parks & Wildlife Service, the hut, homestead and associated buildings, provide a strong testament to the strength of people who first settled this remote region in the 1880s.

So far, the driving had been fairly relaxed – dirt roads surely, but navigable by the average family car. This was about to change. After lunch at another Hut (Cooinbil Hut) we doubled back

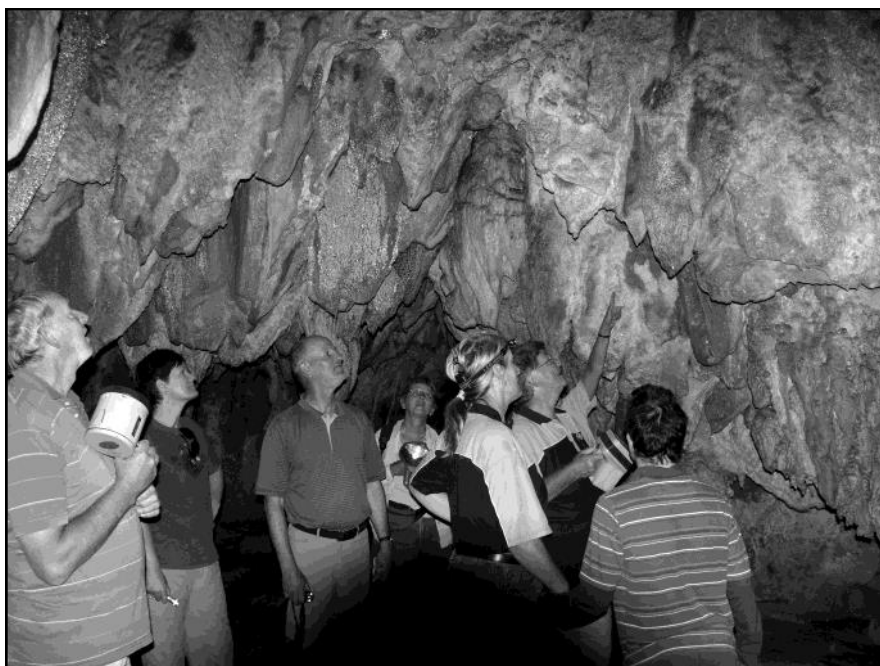
on to Long Plain Road and then after a few kilometres turned left on to Broken Cart Fire trail and began the climb up into the Brindabella Ranges.

And yes there was mud and it was slippery, and yes there was water and we drove through it – but no rain, and for the amount that had recently fallen, the tracks were relatively dry and in good shape. And despite the heightened concentration, it was not white knuckle driving. The relaxed radio banter and chit-chat continued – sphagnum bogs, brumby droppings, tuneless singing and the joys of the next mud spot. The sort of talk you hear when a group of people are enjoying themselves.

For most of the way up we saw no sign of the 2003 fires but only magnificent stands of alpine ash with plenty of healthy minor plants and smaller eucalypts – and in some particularly wet gullies, clumps of large tree ferns. Barnett’s Road, Bramima Road, Little Oaks Creek Road – why are we turning left instead of right, shouldn’t we be bearing right to Brindabella Road? Sylvia, would you like a GPS for Christmas? Because of his careful trip planning, GPS, and map reading skills, I am sure Alan was never in any doubt of our

exact position. After a long but uneventful climb we were soon coursing down Brindabella Road on our way to Uriarra Homestead – more air for the tyres and ultimately home to a hot shower.

This was our first and best trip with the Club, and thanks to the other participants for making us welcome, and sharing little bits of knowledge and encouragement. Special thanks to Vivian and Allan for their comprehensive planning, relaxed pacing and understated leadership.





# Envirofund Direct Seeding Day

October 18, 2007

Graeme Kruse

## Participants

Graeme Kruse – Leader  
Jim Raleigh  
Don Wiltshire  
John Kjar  
Ian Flanigan  
David Campbell  
Jed Bartlett  
Brian Cumberland  
(Greening Australia)

We all met on the Jerangle road at Bredbo just off the Monaro Highway at 9:30. After briefly introducing Brian Cumberland of Greening Australia to our members we headed off to Talooge Park. As soon as we arrived at Talooge a short morning tea was had. The general plan for the day was that I would be with Brian guiding him to the four areas scattered around Talooge to be direct seeded and the rest of the group was to be marking obstacles ahead of the seeding of the area. The first area to be seeded was the area adjacent to Hole-in-Wall



creek – upstream from the driver-training hill-start slopes – as there were only minor obstacles in this area. When we got there I pointed out the area to be seeded and the

obstacles – several old fallen tree trunks, no wombat holes. Brian loaded up the hoppers of the direct seeder and proceeded with direct seeding the area. Meanwhile, back in area 3, the others were knocking in tomato stakes, with attached lengths of fluorescent tape, to mark all of the wombat holes. This was not to protect their burrows but to



enable Brian to negotiate them. Tojo utes might be tough but the size of some of these holes would seriously damage his vehicle if not avoided – a Suzuki Jimny would never be seen again!

With the area around Hole-in-Wall creek looking a bit like the path on the board of a snakes and ladders game, Brian and I headed back to seed areas 2 and 3. When we arrived the last of the wombat holes were being marked out. I thought I was quite familiar with the area but on seeing all the tomato stakes scattered over this area, I was quietly thanking the rest of group for helping out today at such short notice – one week. There was no way I could have safely guided Brian around all the wombat holes if it had just been the two of us.

Brian loaded up the hoppers of the direct seeder again and then

began weaving around the area beginning by going around the perimeter and then running successive lines approximately three metres in until the whole of area 2 and 3 was seeded. This left two small areas (south of Horse Paddock and adjacent to Strike-a-Light river) for Brian to seed. It was about 1:10pm – everything was going smoothly, about 75% of the seeding had been complet-

ed, the weather was mild and sunny, no rain threatening – so lunchtime was called.

After lunch Brian and I headed to areas 6 and 7 to finish the seeding – Jim and Jed came along as well. Jim wanted to investigate the possibility of linking the two areas with a track so as to create a loop rather than having to return to Rayner's Fire trail, and enter 25m further along the fire trail to get to the adjacent area. Jed came down to see where the areas are – both turn-offs are very easily missed when concentrating on avoiding ruts and fallen branches driving along the fire trail. Meanwhile John, Don, Ian, and David were busy spreading some bags of Kangaroo Grass along a short length of the seeding path created by the direct seeder. This is a bit of a trial that Greening Australia and I had planned and if successful may be introduced at other sites that are to be revegetated by GA in the future.

By 3:00pm all the seeding was completed. I gave Don a call on the radio and they had finished, were packing up and will drive down to meet us – perfect timing! I helped Brian to remove the last of the seed from the hoppers then swing and secure the seeding ‘arm’ up into the transport position for the trip back to Aranda. Jed drove out with Brian while Jim and I looked around for a possible track path between the two adjacent areas waiting the arrival of the others. We were on our way home by about 3:30pm and I was very pleased with the day’s work.

This day was the culmination of all the preparatory work carried out by members who have volunteered their time for our Envirofund project. This time over the past 10 months has contributed towards a large part of the Club’s commitment contained in the Envirofund agreement. My sincere thanks to all those people who have helped to get the project to this point. An extra special thanks to those who helped out on this day at such short notice – today’s successful seeding would not have been possible without your help.

Since the day of the direct seeding rain has fallen in the Talooge area. Hopefully this will give the seed sufficient moisture to germinate. Now we need follow-up rain to keep the seedlings growing and survive the summer!



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- 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
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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.

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



# **“SAFE ONE” BASIC 4WD VEHICLE OPERATION COURSE**

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

## **Purpose:**

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

## **Meeting Time/Place:**

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

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

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

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

## **COURSES FOR 2008 WILL BE HELD ON**

**23<sup>RD</sup>, 24<sup>TH</sup> FEBRUARY  
17<sup>TH</sup>, 18<sup>TH</sup> MAY  
30<sup>TH</sup>, 31<sup>ST</sup> AUGUST**

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

**2<sup>ND</sup> MARCH  
25<sup>TH</sup> MAY  
6<sup>TH</sup> SEPTEMBER**

## **WHAT TO BRING**

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

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

**PLEASE DO NOT BRING PETS OR FIREARMS.**

# Driver Training

Peter Reynolds



4WD Training started some 25 years ago in the club. Back then it consisted of an experienced member simply taking one or two new members out into the Brindabellas for a tag along day. They said 'Follow me and if you get stuck let me know, I'll tow you out'. Of course in those days you also paid a de-bogging fine at the next club meeting, so everyone tried very hard not to get stuck, hence the learning began.

We have had a few training co-ordinators over the years but one person has been involved since the start; Peter Reynolds. Peter is the ex owner of Monaro Off Road Centre (M.O.R.C.) and is a 4WD Mechanic. These days he has moved on to do full time 4WD training, running 4WD Training Services P/L in Canberra. Peter and a couple of others started conducting night 4WD theory sessions and sometimes Saturday sessions at the M.O.R.C. workshop, followed by one day out driving in the Brindabellas which seemed to work a lot better.

As the years went by the membership grew and grew as people heard of the training provided by the club. Of course help was required, and experienced people wanting to help others joined the training team. Long time team member Mark Adamson was one who joined. Soon it became clear that we needed a training property, as access to various training areas was becoming increasingly difficult. We also ran theory sessions out of Blue Range Hut on Saturdays then driving on Sunday.

The Club took on a property at Murrumbateman where we stayed for 6 or 7 years, developing various tracks and obstacles. Our half day theory lessons were held in a marquee which we had to set up on Friday nights after work. As we were training 20 students per course, four times a year this was very hard work.

Our training team was growing and obviously we needed to make sure our instructors were up to scratch. We started our in-house train-the-trainers programme where everyone had to fulfill the head trainers strict guidelines set down by the club.

Unfortunately the property where our training took place was sold and we had to move on. Fortunately through a member a new 450 acre property 10km down the road was offered to us to use. So the relocation took place, and we set about building tracks once again as the main priority. With help from club members the tracks were soon being used. However we were still putting up a marquee on Friday nights to hold our theory sessions, still with 20 students per course. The pressure was building up.

Then in 1995 the Club decided, with the approval of the land owner, to erect a large training shed and toilet block to make life easier. That done we stayed there for 8 years before making the huge decision to purchase our own property near Jerangle.

By now the training team had grown to well over 12 trainers including some female instructors. This helped with the training of lady drivers who were becoming more and more involved in the club.

Of course as trainers we had to train at a very high level and to ensure this happened the club took on the National Training Standards that had been developed by the 4WD Clubs Association, our national body.

Under the guidance of Peter, who is the current head trainer, all our trainers are required to do a minimum of 2 years as Trainee Trainers. They complete competently Basic - Advanced Sand Driving - Water Crossings and then complete a very difficult Assessment Day with qualified train-







# Driver Training

ers before becoming qualified. This is a very tough course but it is rewarding for all concerned. As a result we now have a fantastic, highly trained group of instructors that other clubs can only dream of, and boasting 3 qualified female instructors.

We also have 4WD assessors in the group that attend training courses with the driver training unit of the Association to help get other club trainers up and running, and trained to the required standard.

Our new club property consists of some 1600 acres, now well set up for training. Much of the setting up was done by the training group, which initially established the 30km of tracks and built the training sheds. These sheds are fully set up with power from a generator to run the TV and DVD used in training. There is a kitchen, water supply and toilets so that trainees can camp comfortably over the weekend of their training course.

Many working bees with lots of help from club members who have worked very hard has made the Southern Tablelands 4WD Club the club that many envy and aspire to. The property is a work in progress and lots of members are using it as a great place to take the family camping.

Our training courses have come a long way since the early days. The Club now provides a number of driver training courses. The courses fall into two main categories, Qualifying Courses and Supplementary Courses. The Qualifying courses equip members with the skills to undertake Club Trips to the Grade levels described elsewhere in this magazine. Supplementary courses are designed to impart specific skills and techniques such as Water Crossings and Sand Driving.

The first of the Qualifying courses, and the one that new members undertake, is Basic Driver Training. This course is designed to equip members to undertake trips up to and including Grade 3 level which covers the majority of trips run by the Club. Basic Driver Training is provided in accordance with the National Training Standards developed by the National 4WD Clubs Association. The course is held over three days. Two days at the Club's property, Talooge, includes class room instruction and one-on-one practical training with a member of the training team. The chalk-n-talk sessions cover the essential elements of a 4WD vehicle, transmission, tyres, weight distribution etc, and how these are managed to optimise safety and traction. The practical training at Talooge includes wheel placement, stall out and hill starts, both ascending and descending, demonstration of the use of snatch straps and other recovery equipment and a

drive around the Club's training tracks. The third day is one of practical driving on more difficult terrain, usually in the Brindabellas, under the supervision of an instructor. Further information on Basic Driver Training and other courses can be found at the Club's web site [www.st4wdc.org](http://www.st4wdc.org). Basic Driver Training courses are held three to four times a year depending on demand.

The second of the Qualifying courses is the Very Difficult Terrain and Advanced Recovery course or "The Advanced" for short. This course is held about every two years and enables members to undertake trips up to and including Grade 5 level. This is a difficult course, available to members with a prescribed level of driving experience. In a friendly supportive environment, trainees extend their understanding of the capabilities of themselves and their vehicles, driving and recovering in difficult terrain.

Water Crossings and Sand Driving courses are held every year and allow members to acquire the necessary skills and techniques to competently and confidently approach these hazards. Other Supplementary Courses such as the use of GPS and map reading skills in route planning and navigation, Vehicle maintenance and Tyre changing are held as required.

Based on the quality of our training, Southern Tablelands 4WD Club is **going places** and our members have the confidence and knowledge to get "out there" responsibly and safely.

Happy Trails.

Peter Reynolds, Training Co-ordinator.



# Annual General Meeting

In accordance with By-Law 31, notice is hereby given that the 2008 Annual General Meeting of the ST4WDC Inc will take place at 7:30PM on Tuesday 11 March at the Deakin Sports Club. In accordance with By-Law 18, Owner Members, Family Members and Life Members are eligible to join the Committee, however only Owner Members and Life Members are eligible to vote at the Annual General Meeting.

Members are also reminded that in accordance with Rule 25(1)a of the ST4WDC Constitution, nominations for positions on the Committee "shall be made in writing signed by two members of the Club and accompanied by the written consent of the candidate (which may be endorsed on the form of nomination" and must be lodged with the Secretary by Saturday 1 March (10 days before the meeting).

The positions to be filled at the Annual General Meeting are:

President	Secretary
Treasurer	Membership Secretary
Education Coordinator	Events & Trips Coordinator
Publications Coordinator	Property Coordinator
Membership Secretary	Public Relations Coordinator
General Committee Members (four positions)	

For the information of members and particularly potential nominees, relevant extracts of the current Constitution and By-Laws are reproduced below.

## Extract from the Constitution of the ST4WDC Inc.

### 25 Election of Members of Committee

1.Nominations of candidates for election as committee member - (a) shall be made in writing signed by two members of the Club and accompanied by the written consent of the candidate (which may be endorsed on the form of nomination), and (b) shall be delivered to the Secretary of the Club at least ten days before the date fixed for the holding of the Annual General Meeting.

2. If there is only one nomination received for a committee position the person nominated shall be deemed to be elected.

3. If there is more than one nomination received for a committee position then a ballot shall be held

4. The ballot for the election of a committee member shall be conducted at the Annual General Meeting in such usual and proper manner as the committee may direct.

5.If insufficient nominations are received to fill all the vacancies on the committee then further nominations as per rule 25 (1)(a) shall be received at the Annual General Meeting.

## Extract from the ST4WDC By-Laws

### PLANNING AND MANAGEMENT

- **Structure**

3. For the purposes of the Committee's management functions the following teams shall be maintained -  
Driver and Trainer Education  
Events and Trips  
Publications  
Public Relations  
Club Property  
Membership
4. The **Driver and Trainer Education Team** shall be responsible for implementing an education program for club members so as to -  
improve driver skills with particular regard to safety and environmental issues;  
improve the standard of trainers;  
provide a training timetable to integrate into the Club Events and Trips calendar;  
train Club members wishing to participate in 4WD trips to a minimum driver skill standard, as defined by the committee from time to time;  
ensure that four wheel drivers operate their vehicles in a responsible fashion, regardless of terrain;  
promote awareness of the environment through appreciation of flora, fauna and landforms and their conservation; and  
Support the Property Coordinator in the management of the Club Driver Training facility.
5. The **Events and Trips Team** shall be responsible for an Events and Trips Program for members to enable members to participate in the sport of four-wheel driving, and must:  
provide a calendar of ongoing Driving trips to integrate into the Club Events and Trips calendar;  
publicise the established Club policy and procedures related to the running of Club events and trips;  
maintain a register of trip leaders and promote the clubs trainee trip leader program by fostering the interest of members in trip leadership;  
monitor Club trip activity to ensure Club trip leaders do not take members, or friends of members, on Club trips as drivers, unless they have met the Club's minimum driving standard, as published from time to time;  
seek endorsement of all events and trips by the Club Committee.
6. The **Publications Team** shall be responsible for:  
ensuring the publication and distribution to members and other nominated recipients, the Club magazine;  
ensuring the development and maintenance of the club website;  
encouraging articles from members and others on various topics aimed at promoting and encouraging the sport of four wheel driving for inclusion in the magazine and on the Website;  
soliciting and managing appropriate advertising for placement in the Club's magazine and on the website. Submit to the Club committee for ratification an annual schedule of advertising charges;  
overseeing the production of any promotional materials that depict club activities and which encourage and promote the sport of four wheel driving;  
submitting to the club committee for ratification proposed major changes to material displayed in the magazine and on the Web site.
7. The **Public Relations Team** shall be responsible for -  
all Club pronouncements of a public nature including -  
written submissions to statutory authorities, governments, and other organisations and individuals  
press releases  
liaison with State and National Four Wheel Drive organisations, National Parks, Forestry and Lands authorities, Emergency Services, and other similar authorities;  
ensuring that good relations are maintained between the Club and other organisations or individuals;  
oversighting design, production and sales of Club stickers, badges, logos, posters;  
providing a calendar of community based events to integrate into the Club Events calendar;  
organising Club participation in externally-organised community events, and other charitable and community service activities with a view to encouraging and promoting the sport of four wheel driving amongst the community;  
welcoming visitors and members to club meetings.
8. The **Club Property Team** shall be responsible for:  
management of the Club Property TALOOGE (meaning To Always Look Over Our Great Environment) commonly known and henceforth called Talooge Park, with the support of the Education Coordinator, including:  
preparing policies on management and use for approval by the Committee  
preparing and maintaining development plans  
promulgating the approved Talooge Park usage and development plans to the wider membership  
coordinating routine maintenance  
preparing budget proposals for any recurrent and/or capital expenditure on Talooge Park

managing the relationship, where related to Talooge Park, between the club, its neighbours, local council and authorities  
managing the Club's assets by:  
maintaining a register of assets  
maintaining the assets in good working order  
ensuring secure storage of all assets  
oversighting asset use by Club members  
developing budget proposals for any recurrent and/or capital expenditure on assets  
arranging for club members, the competitive bulk purchasing of goods relevant to the activities of the Club.

9. The **Membership Team** shall be responsible for:  
managing Club records, including , but not limited to, membership details, details of Club magazine advertisers, interested organisations lists (eg. other 4WD Clubs, 4WD Associations, Government Authorities and Instrumentalities);  
providing the Publications team with mailing labels for each issue of the Club magazine;  
publication of financial member lists from time to time as directed by the committee;  
authorising access rights to the Club Web site for all members upon membership approval by the committee;  
promoting the Club to prospective new members.

#### • Duties of the Committee

10. For the purposes of paragraph 24(1)(b) of the Club Constitution, the members of the Committee other than the Officers of the Club, and their titles and duties are defined as follows -  
**Education Coordinator** who shall chair the Driver and Trainer Education Team;  
**Events and Trips Coordinator** who shall chair the Club Events and Driving Trips Team;  
**Publications Coordinator** who shall chair the Publications Team;  
**Property Coordinator** who shall chair the Club Property Team;  
**Membership Secretary** who shall chair the Membership Team;  
**Public Relations Coordinator** who shall chair the Public Relations Team;  
**General Committee Member** (four positions) who may be responsible for one or more tasks as agreed with the President. Tasks may include, but are not limited to:  
organising venues for meetings  
organising the General Meeting such as, the physical venue, suppers, guest speakers, slide and video presentations, demonstrations of equipment  
assisting Public Relations team with welcoming of visitors and new members to Club meetings  
managing Club social functions and undertaking fund-raising activities  
assisting in the provision of a calendar of social activities to integrate into the Club Events and Trips calendar.

11. The duties of the Officers of the Club shall be defined as follows -

The **President** shall be responsible for the general coordination and management of the club including:  
chair of the Club Executive  
chair of the Club Committee  
chair of the general meeting  
chair of AGM.

The **Vice-President** shall deputise for the President in his/her absence and:  
nominate and brief delegates to national and regional association meetings with which the Club is affiliated  
oversight and assist, where appropriate, the activities of the Public Relations Team  
undertake duties as Club Insurance Officer  
undertake duties as Sergeant-at-Arms.

The **Treasurer** shall be responsible for:  
budget analysis and review  
correspondence relating to financial matters  
financial management including:  
investment of Club funds  
each cash float for Committee members  
each cash advance to a Club member  
overview of budgeted expenditure  
dispatch of accounts for the Club's debtors  
payment of accounts to the Club's creditors  
subscription fees and/or levies to Club affiliates  
all arrangements with the Club bankers



all arrangements with the Club auditor.

The **Secretary** shall be responsible for:

receipt of correspondence and its distribution for action as appropriate  
preparation of general correspondence consistent with Committee policy  
compilation of the agenda and papers, and preparation of minutes of General and Committee Meetings  
role of Returning Officer for Club elections, referenda and surveys; and any legal contracts.

The immediate **Past President**, shall be involved in tasks, as agreed with the President, including but

not limited to:  
special projects  
membership of function Groups.

# Club Clothing

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

Jackets	\$70.00
Shirts:	\$35:00
Vests:	\$45:00
Caps:	\$15:00
Hat:	\$15:00
Beanies:	\$15:00
Name Badges	\$10.00

Look for the sign on a table at Meetings. Payment is required at the time of ordering



## STOP PRESS!!

### FREE FIREWOOD

Large supply of firewood is available in Chapman. 50 mm to 1 metre diameter, carryable in trailer (lengths to 2 metres). Happy to assist loading trailer.

Anyone interested, please ring John Kjar on 6287 7574

# FOR SALE/WANTED/LOST/FOUND



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



**Toyota Landcruiser RV80 Series 4WD Wagon.** One Owner. Manual. Dual Fuel and loads of extras. ACT rego till March 2008. 310,000 kms.  
This is a very reliable 4WD and with LPG very economical - 90 lt (usable) LPG plus 90 lt petrol.

Air cond Tinted windows, Cruise Control. 6 stacker CD 3way radio/tape/CD. UHF scanning radio, Wired for both CB and UHF. Dual batteries. ARB steel bull bar, side rails and steps, Safari snorkel, Kaymar rear wheel carrier with rear bar and Haymen-Reece type towbar. 16" Sunraysia rims (265/75/16 tyres). 2-inch lift kit. Front Hubs Free Wheel., ARB Air locker on Rear and tyre inflation kit under bonnet.

Extras available include: Spare belts etc, Workshop manual, CB Side Band, Original Silver Split Rims with tyres. 8 seater, set up for family touring or the great escapes. The vehicle has always been garaged, serviced and maintained. Service history available, plus confirmation from workshop if requested.  
Vehicle is in excellent original condition with excellent interior.  
Rego March 2008 YXQ794 Phone Bob, 0411 271 656, home: 6258 6565, work: 6201 2260

**Toyota Landcruiser 1991 GXL Turbo Diesel.** In very good condition with extensive list of extra's. Current NSW registration is valid to August 2008. The vehicle has been well maintained and regularly serviced, with detailed history available, \$17500. Phone Steve (02) 6493 8188 or 0409 446 039

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

**Front passenger seat for 80 series Cruiser** - \$300 ONO for details contact Baz on 0428219158 or Hume Offroad Centre on 62602005

**For Sale: Mitsubishi Pajero, 7 seater wagon,** 93 NJ GLS, ACT reg YAZ61R till Sept 2008  
White, 5 speed manual, air con, cruise, electric windows/mirrors, 6 stacker Alpine CD, Uniden 40 ch UHF CB, new Yokohama Geolander Tyres, as new colour coded ARB bull bar and full tray ARB roof rack, tow bar, side steps, APF driving lights, Nokia hands free kit and cradle including handset

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

Selling as have just purchased a new Prado. Price \$8990 neg  
View car on carsales.com.au or contact Danny on 0400 867 989.

**Portable toilet.** Fiamma Bi-Pot 125. Has a 13 litre waste tank and is in as-new condition. Plus 5 litres Aqua-Kem Green waste treatment additive. \$120 o.n.o.

Phone Leon 6241 2993 or email [leonandkay@netspeed.com.au](mailto:leonandkay@netspeed.com.au)

## For Sale - ROOF RACK AIR DEFLECTOR + RIMS

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

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

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**Continued p57**

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**Daniel Swindley**

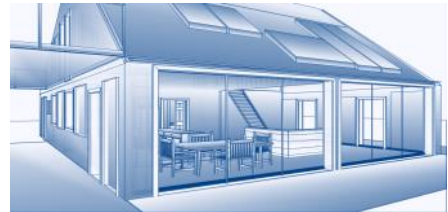
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# NEW MEMBER APPLICATION

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: .....