



SOUTHERN TRAILS

ISSUE 339 July 2007



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July Meeting Tuesday 10th July 2007 at 7:30pm

Deakin Sports Club

Mike Barton will discuss Beacons & EPIRBs

New trips added this month

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

**Closing date for inclusion of articles in the next issue of
SOUTHERN TRAILS is 13th July.**

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All magazine correspondence should be directed to the Publications Coordinator.

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

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

SOUTHERN TABLELANDS FOUR WHEEL DRIVE CLUB INC.



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

Southern Trails is the ST4WD Club monthly Magazine.

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

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

Talooge Park

Talooge is the Club's 600+ ha bush block in rugged country east of Bredbo. It is used for training and other club activities, and members are welcome there for private camping, recreation and the simple pleasure of enjoying the bush. Several areas have been set aside for basic bush camping. These 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 including how to obtain gate keys and other information.

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. The current courses include:

Basic Driver Training – A two day course with a follow-up day a week later. Students are assigned an instructor over the practical period of the course. The 1:1 instructor/student ratio ensures maximum transfer of skills and experience. On completion of this course members are eligible to participate in all but the most demanding club trips

Very Difficult Terrain and Advanced Recovery – completion of this course is required for participation in the most demanding (grade 4 and 5) trips.

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.

Training for Driver Training Instructors

Trainee Instructor,
Assistant Instructor,
Instructor, and
Chief Instructor

Visit the ST4CWC 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 will 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.

PRESIDENT'S PONDERINGS

Peter Fenwick



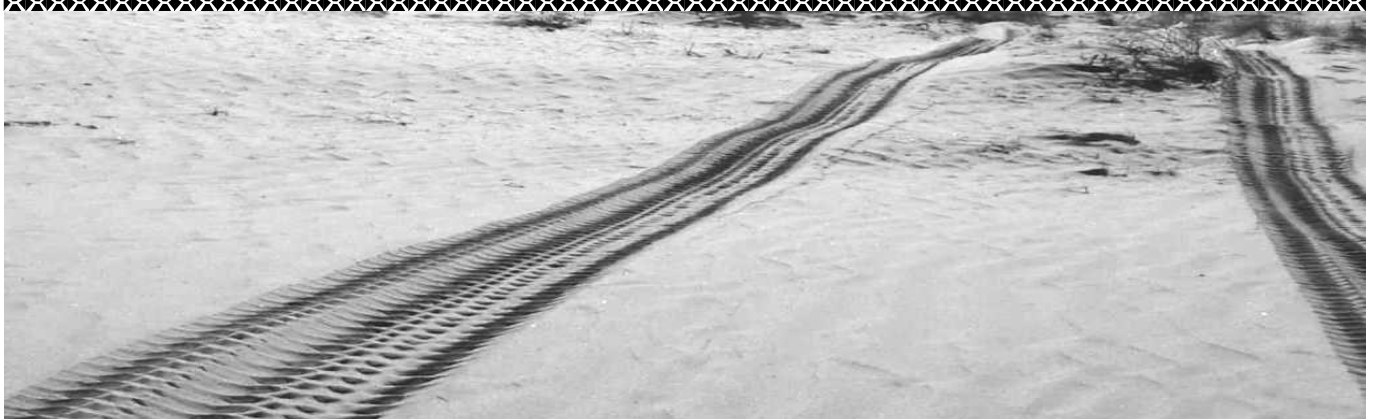
"4WD Spectacular"

DO YOU HAVE A WHEEL COVER ADVERTISEMENT FROM THE LAST SHOW?

The Dates on it can be changed so that it can be re-used.

If you have one, please return it to Rosemary Orr or a member of the committee.

Contact Rosemary on: 0414 568 358 or 6241 0464



Did you know – and can you help?

The National Library retains copies of almost all publications released in Australia, including our very own Southern Trails, including the first edition published in January 1977. As members of the public, we have access to these publications.

However, they are missing Issue numbers 3, 9, 12, 13, 15, 105, 185, 187, 219, and 326. They would really appreciate receiving any of these missing issues. If you are prepared to donate any of your back copies, or know of someone who may, please contact John Kjar on ph 6287 7574 or E-mail kjar@optusnet.com.au. Thank you in anticipation.

MEMBERSHIP MATTERS

Jim Hanigan



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EVENTS AND TRIPS

Richard Brand



ACT Off Road Advert

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"SAFE ONE" BASIC 4WD VEHICLE OPERATION COURSE

*The Southern Tablelands Four Wheel Drive Club will conduct **two-day Driver Training** exercises on 28th - 29th April, 30th June—1st July, and 8th—9th September 2007*

Follow-up Days** will be held on **Sundays, 1 week later.

Purpose:

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

Meeting Time/Place:

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

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

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

ONLY ONE DRIVER PER VEHICLE PER COURSE ALLOWED

WHAT TO BRING

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

- ♦ UHF Radio (optional – talk to Peter)
- ♦ Front and Rear Recovery Points preferred.

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

PLEASE DO NOT BRING PETS OR FIREARMS.

ARB

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TALOOGE Topics

Jim Raleigh



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 member/driver who is considered not to have the necessary level of skill in 4WD driving.

- *GRADE 1:** very easy with little, if any 4WD driving 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 travelling 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. You should advise the trip leader of your level of skill, and vehicle equipment when signing up for such a trip. New members must have attended the 'Safe-One' Basic Vehicle Operation Course before attending a Club trip above the Grade 1 level, unless you have satisfied the club's Education Coordinator that you have the necessary experience.

TRIP PLANNING

If you are planning a Trip or Social Event for the Club contact the Club Trips Co-ordinator 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. Club policy requires that a Club event shall be publicised in at least one copy of the Club magazine, and at least one General Meeting of the Club, 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 that you must confirm with the appropriate authorities, in advance, that access is permitted on the dates you choose. This includes National Parks, State Forests as well as private property.

CB RADIOS

Most club members have a UHF radio fitted to their vehicle, which allows convoy procedure to be carried out. The Club standard is UHF radio. The Club uses Channel 14 as the standard channel for trips.

FIREARMS & PETS

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

MEMBERSHIP PROCESSING

Membership applications are processed at the monthly committee meeting held on the third Tuesday of each month. Until applicants are formally accepted as a member and have met the skill requirements as set out above, they are not eligible to attend club trips involving 4WD driving.

TRIPS AND EVENTS



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Christmas in July

14th - 15th July

*Laurel Hill Forest Lodge
Tumbarumba*

Join us for a fun - filled weekend.

A leisurely drive through our beautiful countryside,

Enjoying a lunchbreak in a scenic spot

And arrive just in time for a delectable Afternoon Tea.

Time to choose and settle in to your accommodation then participate in some fun activity until Happy Hour and preparation for a mouth - watering Three Course Dinner.

To complete the evening, join everyone in some great activities.

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

What you need to bring

A great attitude and sense of humour

Red and green theme clothing for Saturday Dinner,

Morning Tea /Lunch for Saturday

and Sunday - (if you can fit it in)

*Please contact Marj Jones on 62843456 /0427284236
and book your place*

Cost will be \$ 65 per head.

Trip Report

Hanging Mountain and Bendethra Valley

10-11 March 2007

Kevin and Barb Rowe

Steve and Sue Angelo	Toyota '80 series
Michael Jones	Toyota Troopie
Wendi Johnson	
David & Sue Whiteside	Toyota 80 series
Jerry Nadurak	Toyota Hilux
Ivan Soldo	
David Whyte	Toyota 80 series
John Van Aalst	
Phil & Julie Henderson	Toyota Prado
Julie & Thommo Buttriss	Toyota 80 series (Diesel)
Kevin & Barb Rowe	Nissan Patrol
Alan & Marg Jones	Toyota Prado
Brian & Jenny Delroy	Nissan Patrol
Peter & Jill Jolly	Lexus LX470

On an early Saturday morning on the road side just outside of Bungendore Steve Angelo decides it's a good time to play marbles. No, this is not Steve regressing to his boyhood; rather it is his version of selecting an author for the trip report. No longer is it good enough to get to the departure point on time to avoid the job of writing the report, now you have to win a game of chance. You might have realised I lucked out.

Typical of Steve and Sue's trips there was a good number of club members attracted to this trip.

Some of us had been to Bendethra before and in fact on one of Steve's trips and for others it was their first weekend trip with the club.

We headed for Braidwood for a brief stop with no time for the bakery. Our convoy leader's instructions were very clear; morning tea would be at the Bay. We stopped beside the wharves in glorious morning sunshine for coffee, conversation and bakery goods.

From the Bay it was down to

Moruya and a right hand turn at the roundabout heading inland. We travelled along familiar gravel roads with very little traffic, heading for Hanging Mountain and our lunch stop. As we travelled these gravel roads the scenery changed from green farmland to eucalypt forest and some excellent scenery of the coastal ranges.

We reached Hanging Mountain car park with just one other car to share the limited space with. Last time the Sydney Landrover club filled the place leaving the ST4WDC with very limited opportunities to take over.

A leisurely lunch and a visit to the lookout to spy Montague Island. Jerry was overwhelmed by the view returning to his truck within seconds once he had established Montague Island was just where it was last time he checked. (Hint: Steve's trips are run at a very relaxing tourist pace and there is never a rush.)

After lunch it was short drive to the fire wood collection point. At this point it's everyone out, hand saws recovered from kits, gloves donned and firewood collected. Those with pack racks climbed to the top of their trucks to load the fire wood as it was passed to them by the army of wood gatherers. The trucks were now looking like they were carrying camouflage to avoid detection from above. (Hint: Do not continue down to Bendethra valley without fire wood. There is none at the camping spots, its having been used over the years.) We were now ready for the down hill run into Bendethra.

Some distance after the wood collection we came across a Cruiser with a number of people on board. They were lost; seeking directions



Asleep I Think!

and seemingly about to run out of fuel. Their main interest was how far to the next petrol station. This was a bit of a worry considering just how far they were out from Moruya and who knows where they had come from.

At the Merricumbene Track intersection we turned left, engaged 4WD and headed down into the valley. A slow and steady pace kept everyone comfortable and at ease with the gradient. The surface was excellent, nothing loose and no ruts. In the valley it was several river crossings until we reached 'our' camping spot. Shock horror, someone was already there! Not to worry plenty of space, them at one end, we at the other. Shortly after we arrived and set up our tents a number of convoys came through all looking at 'our' spot as though they might have thought it was to be their destination for the night.

As always, a pleasant evening starting with happy hour and then dinner. At this point those of us in possession of our marbles thought this would be a good opportunity to offload our responsibilities to either write a report or give verbal. No luck, none of our fellow club members felt the need to relieve us of our obligations. After diner some sat up and attended the fire. For the rest of us a great night's sleep under canvas was the conclusion of a good day.

The next day after a very leisurely breakfast (I told you Steve sets a ripping pace.) we set off for Dampier Trig and lunch. Just prior to



leaving many of us were puzzled by the strange sight of Thommo and Julie under their truck in close conversation. They tell us Thommo was instructing Julie on changing a flat tire. We weren't so sure and besides that explanation although credible was less interesting than what we were postulating.

River crossings, and back up Dampier Mountain Fire Trail. Lots of radio chatter as we stopped for on-coming traffic and as we each got around the two bends. The Trig station for lunch and then on to Snowball. At Krawarree Road we were debriefed, pumped up tires and then on to home. On the way home the convoy split between those going on into Braidwood and others who travelled home via the Flat.

In summary, the tracks were all in excellent condition. On the way in 4WD was engaged only after Hanging Mountain, immediately after the Merricumbene Track intersection.

The track surface down to the Deua River was excellent. We drove through a couple of river crossings, maybe 20 cm deep. On the way out we travelled the Dampier Mountain Fire Trail, the Currambene Creek Road and then on to Krawarree Road.

For those who have travelled into Bendethra you will be familiar with the two tight turns on Dampier Trig. We can now report that off road campers can be towed with relative ease around those two corners. For those who have not travelled into Bendethra it is not much different in gradient or conditions to what you might experience on the McIntyre's Hut track.

Thanks to Steve and Sue for a very pleasant and relaxing weekend.



Travel and change of place
impart new vigor to the
mind. ~Seneca

Trip Report - Postman's Knock (2007-026)

26-27 May

Gordon Stone

Participants:

Andrea & John Kjar (Leaders)	LC100
Margaret & Dennis Collins	Prado
Val Holbrook & Gordon Stone	Prado
Pam, Graeme & Leon Kruse	LC80
Jane and Jim Raleigh	LC100 + Ultimate
Julie & Phil Henderson	Prado
Yvonne & Rob Dobson	Patrol + Ultimate
Don Wiltshire (Charlie)	Jackaroo

We arrived at Williamsdale after a slowish run out due to fog patches, only to be greeted by our trip leader in his shirtsleeves. Shortly afterwards the last members arrived, we were handed our trip packages, given a quick briefing and were on our way.

The day was glorious; not a cloud in the sky and the air was crystal clear, at least until we reached the dirt at Tinderry Road. Spectacular views were on offer to the left and right as we climbed up over the Tinderry Mountains and out onto the rolling countryside beyond. Even the sunlight slanting down through the dust looked magical.

It is quite instructional traveling through the countryside with Graeme, Don and Jim. There was much debate about whether the spiky things by the side of the road were serrated tussock or not, a debate which was settled only when a confirmed serrated tussock was spotted. We also learned

that the leafy things in the paddocks with the livestock were cow turnips. Pam informed us that the runners at her school had to eat some cow turnip as part of the run and, to make matters worse, the run was won by a girl! However, the reason why some sheep were wearing coats was never properly resolved.

We stopped at Jerangle School for morning tea. John had cleverly arranged for us to use the school facilities which were much appreciated. It's a small school, having only four pupils, but it compensates for this with toilets (the boys found them by following the snake) and a covered area that's ideal for morning tea. After morning tea, we traveled to Tuross Falls by way of open farmland and, in the latter stag-

es, forest.

En route we passed a quad bike being ridden by a man and a dog. It was a bit difficult to tell whether the man or the dog was driving: they do have pretty smart dogs out this way. Charlie worked hard on this stretch; there are about seven gates on Polley's Gully Road.

Having reached the falls parking area, some of the group chose to walk the hour and a bit round trip to Tuross Falls, some chose to walk the twenty minute round trip to the Cascades, some chose both and some checked out the campground. The falls are well worth



Cascades at Tuross Falls

the walk and there are interesting rock formations on the way, but the cascades were more spectacular.

After lunch, it was off to parts south. On the way out from the falls, we passed several groups of Rogainers on the side of the road. We did our best not to frighten them and they did their best not to breathe our dust. It seemed a fair exchange.

Afternoon tea was taken at the Nimmitabel bakery. If you haven't sampled their coffee and cakes, you have missed a treat.

From Nimmitabel, it was a relatively short trip down the Monaro



Morning Tea at Jerangle

and Snowy Mountains Highways to reach the lovely Nunnock Campground. We had collected some firewood en route – enough for about 5 nights – and it seemed as though we had to burn the lot. It was certainly not cold near the fire, but a few metres away it was a different story.

On Sunday morning John had apparently arranged for a cattleman to come riding up to the campsite just as we were leaving. It was a perfect gesture because we drove down the Cattleman's Link Trail to Alexander Robinson's Hut. The hut itself gives some idea of how hard life was then, and the displays inside offer interesting historical context. The Robinsons used the hut while moving cattle up and down the Cattleman's Trail and while trapping rabbits to supply the government with rabbit skins to make felt army hats. They managed to trap about 60 rabbits per night, and at a pound a skin, made a considerable income during World War 2.

From Alexander's Hut, we drove down Cattleman's Track to the Postman's Track campsite, with a detour due to track closure. Although the tracks were wet, there were no problems. Postman's Track campsite is another interesting site, with displays about the history of the track and its mailmen in the 1800s. The mail run was let by tender each year, and if the mail delivery was late without a good reason, the mailman was fined 50 pounds! One fascinating insight is that the postman was one of a very few people who owned a watch, so the locals would stop him to ask the time. We elected not to linger at the campsite, but to press on to Candelo for morning tea, which was a little late due to an unplanned excursion. The excuse offered was that the navigator had been trained by Richard. There is a rather unprepossessing refreshment shop at Candelo that serves good coffee. Having obtained my coffee I joined the others in the park across the road.

From Candelo, it was quick trip out through farmland and a 55 kilometre loaf along the Snowy Mountains Highway to Cobargo. We turned left at Cobargo and drove up to Brassknocker Road which runs up Peak Alone. The ascent along Brassknocker to the top of Peak Alone required some care, but was fine for trailers. Some of us had intended to try the Peak Alone Fire Trail, which is somewhat tougher, but missed the turn and there was nowhere to turn around.

The view from the top was magnificent in all directions; it was well worth the climb. The descent on the other side using Peak Alone Fire Trail required caution, low range and generous application of brakes.

Once off the fire trail, it should have been a simple run up Wandella Road to the Tuross River, but the dust was so severe that everyone - apart from the leader - had serious visibility problems. It confirmed that the leader sees

thing that I was to regret when airing up and for about two days later. The road up through Wadbilliga National Park has some tight turns that required care, but apart from that was fine and the views across the valley were beautiful. We were soon at the junction of the Woila Fire Trail where we stopped for a discussion on the best route home. Having reached a decision to take Falcon Road, we were soon out of the National Park and onto the blacktop. We said our goodbyes while airing up and headed home, well satisfied with a scenic, interesting and, in parts, challenging trip.

Our thanks to Andrea and John for the research and planning that made a good trip into a great one! PS: Wildlife score: 1 lyre bird, 3 wedgetailed eagles, numerous foxes and rabbits, many cows, some sheep with coats, and a man and a dog on a quad bike.



Peak Alone

no dust and Charlie makes the best dust because nobody complains about it.

We had a late lunch at Tuross River. The river level was well down as expected, so after lunch the crossing was straightforward. Cows had been busy on Belowra Road, and unlike Dennis who reversed rapidly through a creek, I didn't remove the cow dung that had been thrown up underneath, some-

Some Suggestions for Preparing Trip Reports.

For trip leaders to give to report volunteers at the start of the trip.

Written report

Preparing your report- during the trip

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

List the participants, their vehicles and camping rigs. Identify Trip Leaders.

What is the route that you are going to take, and where is the destination. Can you provide a map or a track file?

What is the aim of the trip – eg testing driving skills and vehicle, sightseeing, social etc.

Writing your report

Please do not use formatting other than left justified and new paragraphs.

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

Include authors name, name of trip and list of participants.

Try to avoid a running commentary, or blow-by-blow description.

References to time and weather should be used sparingly.

Pick out the trip highlights eg

- ◆ fabulous views
- ◆ driving challenges,
- ◆ incidents eg where members learn about their vehicles or their capabilities,
- ◆ interesting stops, camp sites,
- ◆ variations to plan eg because of weather or track conditions,
- ◆ humorous or scary bits.

Avoid “in” jokes or overly personal references that in hindsight may offend.

Photos

Preferred size and resolution – at least 800x600 pixels, the higher the better.

Choose 3 or 4 good quality photos for a short trip, 6 to 8 for a long trip.

For interesting photos try to place the vehicles, the action or people in a wider scene.

Avoid photos that could be anywhere eg a group of people sitting around a fire, or a vehicle on a track.

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

Keep photos as separate JPG files – please do not embed in the text.

Provide captions in the text where the photos are required, with eg “insert Pic2.JPG here”

Finalising your Report

Before submitting you may wish to send it to the trip leader for their comment.

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

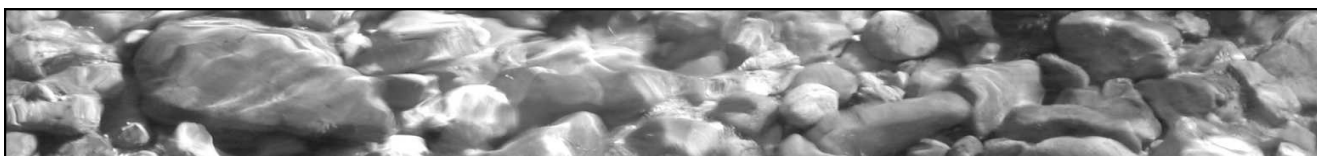
Sending your Report

Articles may be emailed to publications@st4wdc.org or to a member of the publications team who will liaise with you.

Title your email “XXX Trip Report for Southern Trails” so that it can be identified easily.

Attach the text file and separate JPG files if sending photos.

Closing date for trip reports is the Friday following the general meeting.



Trip Report - Meet the Committee Belowra -2-3 June 07

Kerry Blakston

Trip Leaders:

Richard Brand
Peter & Debbie Reynolds

Participants:

Plod & Doreen McEncroe
Phil & Julie Henderson
Barry Woodyatt, Kerry Blakston
David & Helen Sutton
Ethan Eastman, Alanna Gregory
& baby Cameron
Allan & Vivian Williams
David & Sue Whiteside
Gordon Stone & Val Holbrook
Garry & Pauline Lymberry
John & Val. Wiseman
Marj. & Tammy Jones
Jim & Jane Raleigh
Edward & Anne Patching
Peter Fenwick & Catherine
Panich

Well, what can I say this was a fantastic trip! I had been looking forward to this trip with excitement for weeks and certainly was not disappointed.

The participants who were going in convoy met at Williamsdale at 8.00am. on a brisk morning. Some of them chose to make their own way there in their own time.

We had a choice of convoys - Richard Brand heading off down the highway towards Cooma and across country or Pete Reynolds driving through Wadbilliga National Park.

We chose to join Peter's convoy along with Ethan, Alanna, John, Val, Gordon, Val, David & Sue. We left Williamsdale at 8.30am and arrived at Belowra campsite at 4pm traveling via Bodalla. On the way Peter tested our knowledge with a Trivia quiz that Richard had compiled.

The first convoy arrived about 2pm and had started setting up the undercover cooking area where our evening festivities were going to take place. After Barry had assisted me to set up our camp he was off to finish setting up the undercover area as we had all the gear in the trailer. The gear consisted of tarps and a door. A door you might ask, well a restaurant is not complete without a door for guests to enter and a maitre'd to greet his guests.

The undercover area was transformed into a fine dining facility with tables elaborately decorated with tablecloths and candles. And guests appropriately dressed in formal attire

The meal consisted of a Pot Luck dinner where club members supplied an assortment of tasty dishes. Thank you to Marj. and Catherine who supplied the delicious dessert of apple slice, pavlova, salad and icecream.

After dinner Richard awarded prizes to the winners of the Trivia quiz. The winners were determined on an honor system and

the best original answers given.

With the formalities out of the way it was now time to make our way down to the fire and meet the committee. Peter Reynolds has a unique way of doing this, with committee members praying for white cockatoos. Those that have witnessed this event will know what I mean.

Sunday was a fairly leisurely start for some. Barry and Marj did a great job of dismantling the fine dining area as we had to depart the campsite by 11.30am. We lead a convoy back to Canberra via Araluen and Captains Flat where we stopped for coffee at a fabulous little purple art and coffee shop.

For those who were not able to make the weekend I'm sorry but you really did miss out on a great fun couple of days.



Profile: Peter Reynolds

where members have a chance to explain how they came to be as they are



The ST4WDC started up in 1976. Peter joined up the following year so he has now been a member for 30 years. For most of those years he been part of the Club Committee, involved in running the Club, and the driver training program since its inception. This involvement has given him much satisfaction and enjoyment. This is Peter's story, how it all came about, while also revealing some of the history of our Club.

Peter grew up in Canberra after coming to Australia from England at the age of 7. He went to school at Ainslie Primary and Canberra High. He learned to drive when he was about 16 in a friend's Vanguard and a Ford Customline, driving around Civic and Bradon. His first car was an FJ Holden. He loved cars right from the beginning.

After leaving school, and aged about 19 he went to WA with a mate, driving across the Nullarbor, then an unsealed road, in an EJ Holden. He worked in a

sawmill at Dwellingup for about 12 months and while there began repairing cars and discovered that was something he really enjoyed. Coming back east was an adventure in itself. Driving a Vauxhall Vaux he and another mate hit a kangaroo (his first roo hit) and consequently had to deal with his first outback breakdown. The radiator came out and they got a tow behind a semi to a roadhouse where they stayed for a week or so cutting wood and doing odd jobs to earn their keep while they waited for parts to arrive.

He liked the vehicle work so much that on finally getting back to Canberra he embarked on an apprenticeship as a motor mechanic with the ACT government. This work gave him wide experience and he went on to work with Lennox Motors, the Canberra Sports Car centre and the Fiat dealership. At this time he was sponsored to drive the Fiat speedway car at Tralee, the start of a 16 year involvement in speedway driving. During that time he drove Holdens modified for speedway work and held lap records at tracks around NSW. He enjoyed that experience and found it very interesting. It was through speedway driving that he met up with fellow competitor Chris Nash.

To add more excitement, as the speedway work lost some of its challenge, Peter started riding motorbikes, doing enduros, short circuits, speedway and motocross, competing across NSW every second weekend. He would take 2 or 3 bikes on a trailer, including his favourite, a Hagon 500cc Slider speedway bike. Sidecars were also great fun.

It was during these motorbike years that Peter met Debbie and together they started exploring the mountains by trailbike, getting to know the cattleman's huts around Kosciusko. It soon became apparent that they needed more space to carry their gear and tow the bikes, so they became the owners of a SWB 2A Landrover with a 4cylinder petrol motor, soon to be replaced with a 6cylinder Holden engine for more power, closely followed by V8 Chev for even more power. It was rough as guts – the car that is – it was necessary to keep your feet on the air vent as the floor got so hot.

During this time he realised that there were no facilities in Canberra where people could buy parts or get specialised service for 4WDs. So he started up the Monaro 4WD Centre in 1975, the first 4wd business serving the ACT. Peter built this business up over 25 years, only selling up 7 years ago.

Peter's second 4WD was an XY Falcon ute and in that vehicle he, Debbie and their first son had adventures exploring the local area including Bendethera. In the early years of ST4WDC he and Debbie went on many Club trips around the local area and parts of Victoria. When their second child Amy arrived they needed more vehicle space, so they bought a new Hilux 2.2 diesel dual cab ute in which they did more Club trips.

Peter and Debbie's first big trip was in the Hilux in 1982 when Jason was 7. By this time Jason was riding mini bikes, and the family travelled around with the bikes, so the big trip was to Rockhampton for competition. Extended travel was not really possible with a business to run and a young family, so there weren't

many big trips at that time. But somehow he did find time to be the President of the Motorbike/ Dirt Bike Club for 10 years.

By now there were five children to fit in, so the next vehicle was a brand new 1986 HJO60 Land-cruiser wagon, which he still has today, having clocked up 400,000km in it. Then followed many and bigger trips to Kakadu, central Australia, the Simpson Desert, the Victorian Alps and countless Club trips.

A hair-raising experience occurred in 1987 on a Club trip in August. There was snow on the ground as they went to a Club BBQ at Blue Range. Half a dozen vehicles went on to Mt Franklin and Mt Ginini to play in the snow. The roads were very slippery and 3 cars slid off the road and turned back. Peter with the children and the 2 remaining vehicles continued on to the top of Mt Ginini where they played until after sun-down. As the first car came down from the mountain he radioed back a warning of slippery ice further down. Peter was the sec-



Hamming it up in waders at the Water Crossing Course

ond car – he was sitting on a saddle with the brake on when he noticed that the snow was moving alongside him. He applied more brake and the snow was still moving. He realised that he was already on ice and that there was another 80 metres of ice to come – and he was heading for a T intersection lined with big gum trees. Careering down the hill, trying to change gears and start the engine that had stalled, his life flashed before his eyes as the gums came rapidly closer. This was IT – he would be killed or Debbie would kill him for destroying the car. He was getting faster, there was no way to stop – except by using a speedway driver manoeuvre and throw the car sideways. There he was, going down sideways trying to get the tyres to grip and slow the vehicle. He went across the T intersection and hit a snow bank, tilting the vehicle over but it righted itself barely half a metre from the gum trees. Phew... scary!

By way of contrast Peter reckons that the best adventure he has had was last year on the Hay River/Simpson Desert club trip. Not much snow there.

Peter has watched the Club develop over the years, culminating in the purchase of Talooge, something he believes was necessary as a hedge against progressive track closures in National Park and forestry areas. He is particularly proud of the development and current high standard of the driver training team, which now has 14 members. The most challenging thing has been learning the people skills necessary to work in a club with such a diverse membership. His deft touch and elfish sense of humour bear out his success here.

The Club training system started in the early 1980s, and Peter started helping out. He and an ex police officer put together a

training system from scratch. Although self taught in the ways of 4 wheel driving, by this time he had a lot of experience to draw on. Peter has lost count of how many people he has trained – it would run to the hundreds or probably thousands. For 5 or 6 years the Club trained about 100 people each year. In those days membership was \$65. Many people joined, did the training and then left, creating a big turnover in membership without building up the Club. The subsequent increase in the membership fee actually increased the active membership as people realised that they were getting good value for their money.

Club training initially happened out of Blue Range Hut and also Peter's workshop. Then came the first lease at Murrumbateman that lasted for 6 or 7 years until the property was sold and the Club had to leave. It was then back to the Blue Range Hut, before the second Murrumbateman lease was offered by Reid McLachlan. The Club used that property for training for 10 years, initially erecting a large marquee on the Friday night before each training session, and pulling it down at the end of the session. Such hard work could not go on, so the training shed was built on the site. Since then the training has gone ahead in leaps and bounds, and now we have Talooge.

Peter sold the Monaro Off Road Centre in 2000 to club members Michael and Rodney Brewer. He then started his current business, 4WD Training Services, that provides training for most government departments in Canberra and surrounding areas of NSW. This business has grown so that it is now very much in demand, a source of much satisfaction.

Peter was one of a small group from the combined ACT 4WD clubs who started the 4WD Show in about 1986. Initially it was held at the Hall Showground but when it outgrew that venue it moved to the Queanbeyan Showground.

Peter has been closely involved with the construction of the test track for each show, ensuring that a high track standard is maintained. In 2006 he became the Exhibitor Manager for the 130 exhibitors. He believes the show will keep growing and that it provides a good way for all the 3 clubs to build their membership. Peter considers that the Club has been an important part of his life, and through it he has made count-

Tibooburra and Wilcannia. Peter and John were consistently placed in the top end of the competition.

One of his most satisfying times started the day after the 2003 bushfires came into Canberra. As Peter and Debbie went to check on a relative's house they saw the devastation caused by the fire and thought that they had to do something to help.



called and asked to email as many members as possible. By the next day the group consisted of about 30 members and day by day the group grew until over 100 hard working members had joined in. They worked for 8 or more days making a huge difference to the clean-up campaign, removing tonnes of fallen trees and bushes. Peter was extremely proud of all these people and believes they deserved more recognition than they got. Although he was the co-ordinator, they were the people who put in the hard yards for 8 or more hours each day, so once again he would like to thank everybody concerned.

*Peter was interviewed by
Val. Wiseman*

less friendships over the years. Becoming a Life Member, along with hardworking Jenny Collins, was something to be especially proud of. Other Club highlights have been the five and ten year reunions, a chance to meet up with old friends.

Another highlight was when he was approached by John Howarth to join him to compete in the International Outback Challenge in 2002 through to 2005. They competed in a purpose built Nissan Patrol against competitors from around the world. The Challenge was held over 7 days running out of Broken Hill and out as far as

Returning home he phoned Neil Craven and other members of the training group, realising that they had all the equipment –

which includes chains, chainsaws, and experience - required to help with the massive clean up across the affected suburbs. The next day a small but dedicated group met to start the huge task of helping residents clear their yards of fallen trees and debris. They walked the affected streets, asking people whether they required help. Realising that the job was bigger than expected the Club President was

**Selling your vehicle?
Don't forget to remove your ST4WDC
membership sticker.**

Vehicle snatch straps a potential killer

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Fair Trading Minister Margaret Keech today warned Queenslanders to take precautions this Easter when using snatch straps for bogged off-road vehicles.

Mrs Keech said the incorrect use of snatch straps could result in serious injury, even death.

"Snatch straps, or recovery straps, are designed to stretch and recoil when pulling vehicles out of a bogged situation, but they can be dangerous if used incorrectly or in unsafe conditions," she said.

"The deaths of two Queenslanders in 2003 and 2005 during attempts to recover bogged vehicles highlight the potential hazards of using elasticised snatch straps.

"In one case a snatch strap catapulted a dislodged towing hook, striking the victim in the stomach.

"The other death occurred when a tow ball was sheared off during the recovery process and struck a man in the head."

To ensure the safe usage of snatch straps, four-wheel drive enthusiasts should always consider the following:

- Make sure the loading capacity of the strap is suitable for the vehicle and its bogged situation.
- Always follow the manufacturer's instructions on strap usage and maintenance. Many 4WD vehicles have factory-fitted recovery hooks at the front and rear of

the vehicle. Users should locate these points before setting off. In all other cases only connect the strap securely to a properly-rated recovery hook that is properly bolted to the chassis of the vehicle.

- It is dangerous to attach a snatch strap to a vehicle's bumpers, bull bar, axles, suspension, steering rods, or a trailer hitch ball.
- NEVER connect a snatch strap to a conventional tow bar, tow ball or tie down points. They are not designed to withstand the severe forces created by snatch straps.
- Always use an 'air brake' to restrict rebound forces should the snatch strap break or towing components dislodge. A heavy blanket or bag draped over the strap will also act as an effective brake.
- Always ensure bystanders take cover behind a solid object that is far away from the recovery effort.
- Drive slowly away from the bogged vehicle to minimise damage to the strap, the vehicles and injuries to bystanders if something goes wrong. A snatch strap is not a towing device.
- Remember that the stretching properties of snatch straps are significantly reduced when

the strap is saturated with water or other fluid.

- When not in use, store and protect the snatch strap from sharp edges or abrasion. Dirt or sand in snatch straps can cause damage and reduce effectiveness. Soak in clean water until grit is removed and dry out thoroughly before storing or re-use.

"Take the proper safety precautions during your off-road adventure to make sure you and your family are safe this Easter," Mrs Keech said.

The Office of Fair Trading is working with industry and Standards Australia to develop performance and labelling standards for elasticised vehicle recovery straps.

To find out more about product safety issues call the Office of Fair Trading on 13 13 04 to or visit www.fairtrading.qld.gov.au.

Information on vehicle and road safety can be found at Queensland Transport's road safety site at www.roadsafety.qld.gov.au.



Preparing a snatch, Hay River

USEFUL LINKS

There is a wealth of information on the web useful to people with interests like ours. Here are a few. Please send any 4WD or travel oriented links you recommend to publication@st4wdc.org and we can build up a useful index. Here are a few to start with:

ExplorOz is a commercial operation which has an excellent website hosting a particularly good forum and a well maintained database giving access to informative material on everything 4WD, including trip reports, equipment selection, route planning, even current fuel prices.

<http://www.exploroz.com>

GPS Australia is also a commercial site for everything to do with GPS, maps and mapping. It has an active well run forum inhabited

by lots of knowledgeable people. The forum is very informative and offers access to many digital maps, file conversion utilities, etc, etc.

<http://www.gpsaustralia.net>

4WD Victoria is an umbrella organization with a very comprehensive website offering information and links regarding everything 4WD -

<http://www.fwdvictoria.org.au>

4WD NSW and ACT is the umbrella organization to which our club belongs.

<http://4wdnsw-act.asn.au>

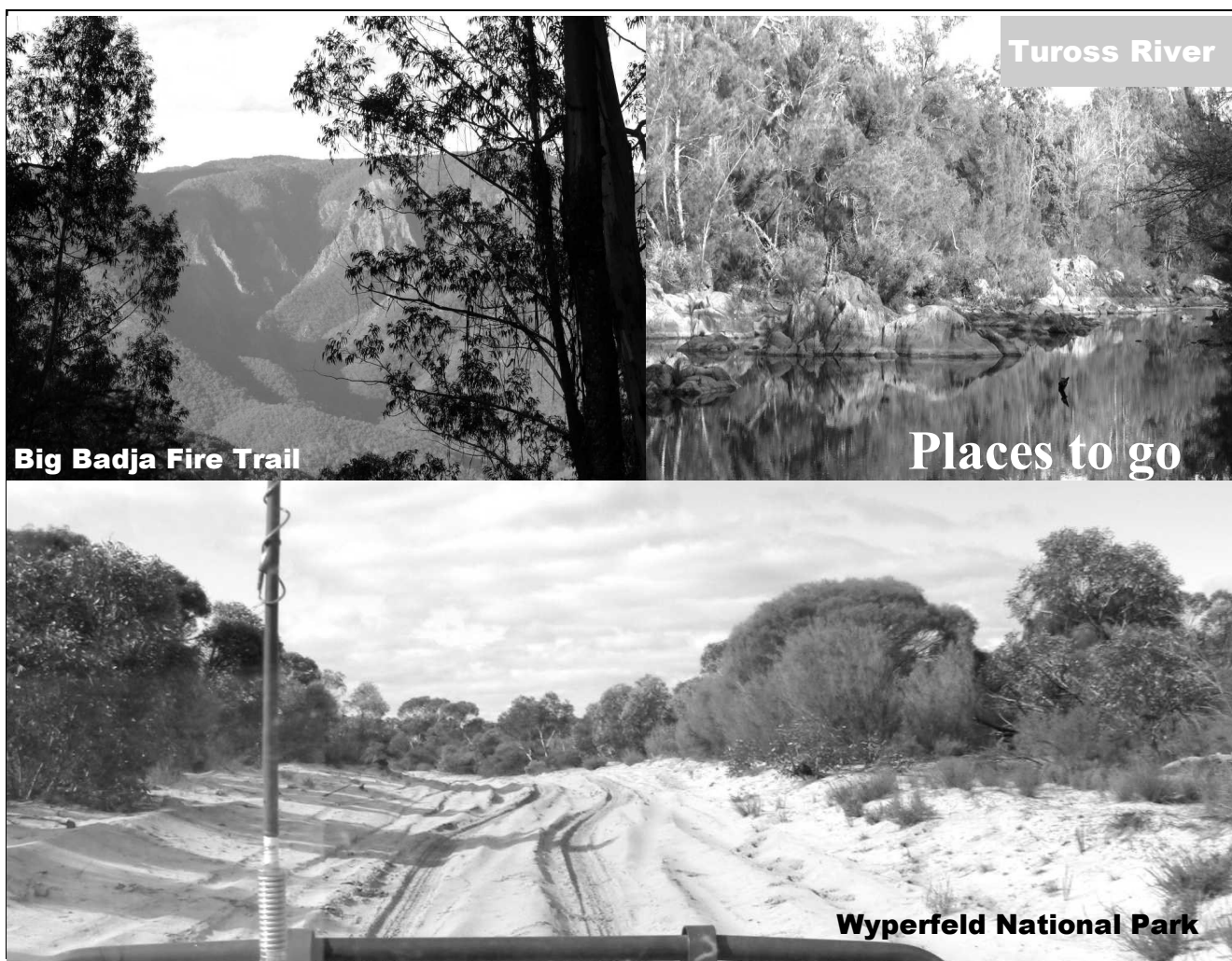
TCIS Insurance Brokers Pty Ltd have brokered specialised insurance for the National 4WD Council, with which 4WD clubs

(including ours) and their members, are associated. This site is well worth a visit before renewing your insurance, as it provides details of very comprehensive insurance appropriate for those who take their vehicles offroad.

<http://www.tcis.com.au>

Jol Fleming is a very experienced desert traveler operating an accredited 4WD training and tour business out of Alice Springs. His Direct 4WD site is a valuable information source for remote area travel.

<http://www.direct4wd.com.au/index.htm>



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I have found a multi-tool kit at Talooge Park – please contact me if you think its yours.

Ph 6287 7574, Email Kjar@optusnet.com.au . John Kjar

Club Clothing

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

Jackets	\$70.00
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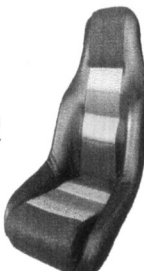


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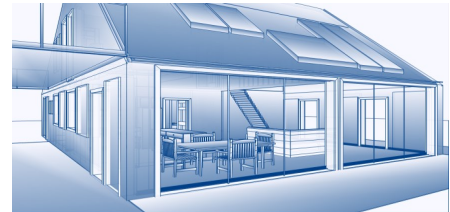
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PO BOX 661 FYSHWICK ACT 2609



First year membership \$330. Ongoing Years \$100

The Club membership year runs from 1 January to 31 December. (Rates effective 1st 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 & Advanced Recovery, River Crossings, Sand Driving, Mud & Snow Driving, and Navigation, Map Reading & GPS courses.

Full membership of the Club (and participation as a driver on Grade 2-5 trips) requires successful completion of the Club's Basic Driver Education course, 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 w.) 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:

E-mail:

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

Vehicle Make: Model: Registration No.

(Optional) Personal Details: Member 1

Member 2

(Occupation)

.....

(Relevant skills/additional info.)

.....

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: