



# SOUTHERN TRAILS

## ISSUE 337 May 2007



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**Closing date for inclusion of articles in the next issue of SOUTHERN TRAILS is May 11th.**

**May Meeting Tuesday 8th May 2007 at 7:30pm**

**Deakin Sports Club**

**This Month's Speaker - Greg Redfern—President 4WD NSW and ACT**

Greg will speak for 15 - 20 minutes on the benefits of affiliation with the Association and the direction the Association is taking in the next year or two. He will then answer questions and stay for the rest of the meeting.

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

SOUTHERN TRAILS - is the magazine of the ST4WDC Incorporated,  
PO Box 661, Fyshwick ACT 2609.  
Registered by Australia Post  
Print Post No. PP248831/00046  
National Library Catalogue No. ISSN 0314-0814  
Web Address <http://www.st4wdc.org>

The opinions expressed in the articles and letters in this magazine are not necessarily those of the The Southern Tablelands Four Wheel Drive Club.

This edition of Southern Trails was printed by: ELECT PRINTERS, 112 Wollongong Street, Fyshwick ACT 2609.

All magazine correspondence should be directed to the Publications Coordinator.

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

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

# SOUTHERN TABLELANDS FOUR WHEEL DRIVE CLUB INC.



## Directory



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

at 7.30pm on the second Tuesday of each month.

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

Ideas for guest speakers are welcome. Contact 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](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. 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. 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.

### **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



Following the constitutional amendments and changes to the club By-Laws approved at the Annual General Meeting in March (see website for copies) the new committee has been extremely busy. The renewed emphasis on sub-committees is producing positive outcomes; just look at the number of items in the Events and Trips calendar and the changes to the magazine. I am impressed and I hope you are too.

If I had not attended the Talooge Park working bee on the 14-15 April (great work everyone - see report next month; it is great), I would have been at the Canberra Balloon Fiesta which has been supported by our club for many years. However, there are alternatives I overlooked according to my Spam Filter Report. The email listed in this report tells me I could have spent the weekend losing weight and enjoying the experience, or I could have bought a Philippe' Patek personalised watch for only \$200 instead of \$3,500. I missed the opportunity to get free tickets to a Wolfmother concert, or to use somebody else's money at an online casino. I could have even met someone named Anastasia who is keen to get together with me but only speaks a little English, as she is Russian but very sincere. Alternatively, I could have bought lots of genuine software packages or pills to boost my virility for a fraction of normal retail prices. When I think of the potential trouble these many opportunities that were open to me last weekend offer, I thank goodness that I belong to such an interesting, diverse and active club which actually gets me out into the fresh air. My leg and back muscles may take a little more convincing.

I know the club is going through considerable change at present but

that is part of life. Without change, there is no life; so embrace these changes and contribute to the club's growth by joining a sub-committee or having your say to a committee member. If you don't tell us what you think; how will we know? These changes include working more closely with other organisations as I've mentioned in previous articles; see the report on the launch of Scottsdale elsewhere in this edition.

At the State Association Jamboree, J7, held over the Easter weekend at a great site on the Hawkesbury River north west of Cattai, NSW (where the Woodpecker Challenge is run) I was not surprised to learn that other clubs are concerned about a decline in membership. I was surprised at the extent in some clubs. The general opinion was

clubs I considered large were amazed when told our club was suffering a slight drop in membership and only had 181 financial members. They were plainly envious of our numbers and cited memberships of 120 and 150 in good years. Peter Reynolds, Catherine and I attended and although only entering two vehicles placed well, taking places in two events. Next time we should take a bigger contingent as it was great fun.

There was even a kids' gymkhana. Our club does not have the facilities or venue to hold a Jamboree yet but if enough of you are interested, anything is possible.

As it is after midnight, I will end for now and look forward to talking with you or seeing you at the next meeting, at Talooge Park or on the track as *we are going places.*



that workloads, retirement, the formation of newer, smaller clubs and family commitments were reducing numbers across the board for existing clubs. One club president related the experience of being asked, "Who died?" when he asked a lapsed member if he intended renewing. The club only has twelve financial members! A couple of

*Peter Fenwick*  
President

The Committee met on 17 April and discussed a range of items. Reports on Membership, Trips, Training, and Publications are included elsewhere in this magazine. Additional items covered at the meeting include:



## Around the Committee Table

### Finance

The budget for 2007 is being finalised. The Treasurer is looking to combine our accounts & mortgage to reduce interest. Accounts of Southern Trails advertisers have been reviewed.

### Property

Access to Talooge Park is progressing with approval being sought from 5 government agencies.

The Committee approved the purchase of two 22,800 litre water tanks.

The Property Team will finalise a development plan for Talooge Park.

The Equipment Officer is undertaking a stock-take of all Club equipment.

The committee moved a vote of thanks to Robert Knight for the work done by him.

Committee and club members are sourcing further building supplies and equipment.

### Public Relations

Work will commence on an update of the Club brochure.

The Committee moved a vote of thanks to Monaro Offroad for servicing the generator.

## And So Say All of Us...

At the April Committee meeting members moved **votes of thanks** to two members:

**Robert Knight** for the work done by him with his truck and digger at the Talooge working bee. (see photo page 15)

**Monaro Offroad Centre** for servicing the Talooge generator.



## Bouquets

### From the Canberra Balloon Fiesta

Southern Tablelands 4 Wheel Drive Club has been associated with the Canberra Balloon Fiesta for most of the fiesta's 23-year history, in the provision of volunteer crews, drivers, vehicles and trailers.

Without this valuable assistance, the fiesta would not be able to host the many visiting balloons and pilots, both national and international who come to Canberra regularly to fly.

In recent years, CSIRO personnel have also boosted the numbers of volunteer crew.

Canberra Balloon Fiesta Inc thanks these participants for their generous support.

### And the Scottsdale launch

Dear Peter and the members of your terrific Southern Tablelands 4WD Club - Thank you for all your efforts and your enthusiasm in making the Scottsdale launch a great success. We couldn't have done it without you.

Please pass on our sincere thanks to everyone who gave up their precious time. We would love to stay in touch and make a visit to your retreat at some stage.

Warm regards, Owen and Lauren (Natural Capital).

# MEMBERSHIP MATTERS

Jim Hanigan



There are no new owner-members to introduce this month. The membership status so far this year is:-

new members	14;
renewals	176;
associate members (competition)	3; and
life members	3.
giving a total of	196.

The renewal rate is about equal to this time last year. If you know any member who may have forgotten or for any other reason has not renewed, urge them to reconsider. The stronger your club the better voice we have to lobby and assist governments and authorities to provide and maintain the facilities that we use.

On the club scene there are new facilities being developed at our property "TALOOGIE PARK". If you have some particular skills that could be useful in the development I'm sure our Property Coordinator, Jim Raleigh, would like to hear from you. Also, the trip and events calendar is filling up with trips ranging from one day to some weeks. Is there no trip to your favorite destination?? Why not attend the forthcoming Trip Leader Seminar and then you can take yourself there and some other club members along as well.

Thanks to those club members who provided invaluable assistance at the Canberra Balloon Fiesta during the period 13-16 April. The event was well attended by members of the general public on all four mornings. Next year the event should be run over 9 or 10 days and will hopefully attract many more overseas entrants who will be looking for local crews. If you are interested in learning how to crew please give me a call or send me an email.

See you at the next General Meeting on 8th May in the Deakin Sports Club – until then, safe traveling.

Jim Hanigan - Membership Secretary - Phone / Fax 02 6291 6392



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# PUBLICATIONS

John Wiseman



There was movement at the station.....

It's been a very busy and productive month. We now have a strong Publications Team with all the essential skills well represented. The Trips and Events team has met and set some targets. More and more trips are being organized and publicized. Which raises issues for the Publications Team as it has responsibility for publicizing these happenings. Since the number of Trips and Events is rising rapidly, the website rather than our monthly magazine is the better way of getting information to members. The magazine has its own functions and will remain a major medium, however to stay abreast of the rapidly changing scene, please visit the website at <http://www.st4wdc.org>

There you will find the Club Calendar. It is updated frequently as new entries come in. Always check the "What's New" screen too. Late changes will be announced there, also news of changes and additions to the Calendar. Members who don't make much (or any) use of the internet will not miss out, as the magazine will carry much the same information, though obviously it won't be so fresh.

Can't log in? The website hasn't had much use in recent years, so if you've forgotten your password, or maybe don't know if you've ever been issued with one, email me at [publications@st4wdc.org](mailto:publications@st4wdc.org) and we'll sort it out. When you do, as an identity check, please include the registration number of the vehicle you had when first joining the Club.

The website is the creation of one of our members, Roman Cholawinskyj and those who (unlike me) are competent to judge say it's an excellent piece of work. For some time it has been the practice for the webmaster to be responsible for both the **functioning** of

the site and for loading **contents** that are produced by others. This is a big ask, and with the escalation in usage, we are endeavouring to separate out these activities. Our current webmaster, Jarrod Coleman, will (with assistance) be responsible for the functional aspects of the site, but largely freed of the chores associated with loading and managing its contents. Already the Events and Trips Calendar is being maintained by the T and E team. As we become better organized, trip reports will be loaded by the editorial crew, and Talooge information by the Property Management team. The membership secretary will ensure new members are able to access the website.

At the April meeting I spoke briefly of these changes and remarked that the website was a mess. This was no reflection on the builders of the site, but a comment about the current contents. Like any real building or virtual mailbox, the site accumulates "stuff", things that were important at the time, but less so as time goes by. We all have "stuff" stored in the buildings that we occupy and the e-mailboxes that we use - the stuff is no reflection on the designer or builder. For most of us, the stuff that accumulates gets messy, and needs cleaning up occasionally (or better still regularly); that's a job for the user, not the designer. So the plan is that the users of the Club website - through the team co-ordinators - will be responsible for managing the contents of the site (including tidying up the "stuff"). The Webmaster will then be free to concentrate on the technical functioning of the site.

I sincerely regret any annoyance my remark may have caused to those who have contributed so generously to creating and maintaining the website.

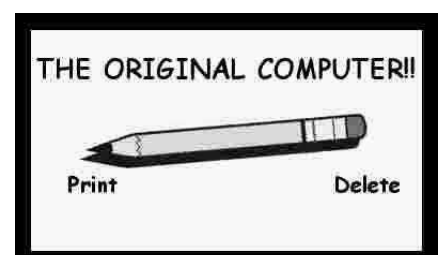
Now to this magazine. Readers will notice more variety in articles this month - thank you to all those con-

tributors. Please keep the articles flowing in. There is a vast array of topics that can be covered that will be of interest to members. In addition we are preparing some guidelines for those who are volunteered to write trip reports, hopefully making those reports easier to prepare.

On the production side, there remain some bottlenecks. While members of the publishing team will contribute to gathering and preparing articles for publication, sharing the final assembly relies on time being available to share the load - and that means deadlines must be adhered to!! Last minute additions - even of a few words - can have repercussions across the whole 40 plus pages, and eat up precious time. Please send in material for publication as early as possible! There will always be some unavoidable last minute things to be dealt with, but please regard the **Friday following the general meeting** as a firm deadline for general articles. Meanwhile the challenge of meeting the tight printing deadline has been dealt with this time by Val (my SWMBO) and me.

Finally, here is a little something for those who need help to get started on the web or to produce an article:

*Finally, a little something for those who need help to get started on the web:*



# EVENTS AND TRIPS

Richard Brand



## Keeping us on Track

For almost 20 years this club has supported the Canberra Balloon Fiesta, now under professional event management and re-branded the NOVOTEL Balloon Fiesta Australia. I'm still on a high from crewing Mike the Monster at the night glow in front of an estimated 8,000 people at Manuka Oval. This was such a success the event is sponsored for the next two years and is likely to go back to its longer format.

Congratulations to Ros and Jim Hanigan for pulling together Southern Tablelands support crew



at short notice and under rapidly changing circumstances, and for looking after some 30 hot air balloons. For those who don't know, Jim Hanigan is the Fiesta weather man and is always good for a provocative thought-for-the-day – like "If flying is so safe, why do we take off from terminals?"

After seven years of hard work managing our contribution to the Fiesta, not to mention incredibly early mornings, Ros has decided to wind down her activities while still being actively involved in ballooning. We are therefore call-

ing for nominations to act as this Club's Fiesta liaison officer and 'trip leader'.

The downside of being at the Fiesta was that I could not also get to the Talooze Park construction bee which was on the same weekend and which I would not have missed for quids. Two great 'trips' on at the same time – better get used to it because it is something that will happen more and more, I think, as we rev up the trips activity!

## Events and Trips Sub-Committee

I have been inundated with offers of help, and have formed a sub-committee comprising John Kjar, Dennis Collins, Neville Simpson, Gordon Stone and myself, with input from John and Val Wiseman, Nigel Moth, Greg Taylor, Michael Patrick and Val Holbrook.

We have had one meeting already, and we aim to meet on the fourth Tuesday of each month from now on. You are welcome to join us.

## Objectives

The major objective the sub-committee set is to average one successful trip a week throughout the year, or 50 trips for the full year.

What constitutes a successful trip? Apart that is, from trips being fun, and safe.

One measure of success is that trips are well subscribed and significant overflow demand is catered for by alternate trips. Another measure is that a trip is available whenever you want one! So far the Club has only concentrated on the supply side

of trips – we are grappling with what it means to be demand-driven.

Supplying 50 trips is a big ask, but with your help, we can do it. Last month we got just the right number of new trips to maintain the momentum.

John Kjar organized a survey at the April general meeting, and the results are published elsewhere in this issue. As a direct result we are planning a New Trip Leader's seminar on Sunday 17<sup>th</sup> June, to help overcome the 'unknowns' factor. Experienced trip leaders – your assistance is sought. We already have 21 trips in the calendar for 2007 so the momentum has built rapidly. You can compare this with previous years from the table at the bottom of this column – thanks to the application of some technology.

## Technology

The definitive record of events and trips is now a dataset held in an Excel spreadsheet. The Calendar in this magazine has been automatically generated from the spreadsheet, which hopefully will make it harder for errors to propagate. It also means that the Calendar can be generated and posted to the web site whenever there is a significant change or addition to the calendar.

Additional management information has been added, including a trip reference number, for example 2007-018 for the eighteenth entry in calendar year 2007. You can use this number as a shorthand to accurately identify a trip. Your editor would appreciate magazine contributions being identified, especially when photographs are submitted separately from written material, so please include the trip number!

Trip leaders are encouraged to

supply an email address for bookings – this is shown in the trip calendar – so you can now email the trip leader saying “please book two adults and two children for 2007-018”. Please copy me on the email so I can start a bookings dataset.

Trip leaders who have provided an email address will be emailed the trip calendar for checking just before the publication deadline.

Please note that the dataset is the definitive publishing source, so any changes should be emailed (preferably) or phoned to me. By all means copy the editor as a double check if you want to.

The dataset retains past trips, so it can become the definitive record of all club events. So far I have back-captured calendar entries from 2005 on. This lets us generate management information like the table at the bottom of this column.

#### **Faster approval turnaround and notification**

New trips are now being approved by your Committee using email,

with a typical turnaround of just a couple of days.

You can elect to be notified of new trips by email. Those who completed the survey form at the April meeting and included an email address are already receiving this service. If you want to be included on these circulations, just email me at [trips@st4wdc.org](mailto:trips@st4wdc.org).

Alternately, the full trip calendar is being updated on the Club web site at [www.st4wdc.org](http://www.st4wdc.org) whenever a new event or trip has been approved. A list of event and trip additions since the previous magazine is summarized on the web site under News.

#### **Trip planning packages**

We are creating trip planning packages, each of which contains a wealth of information to help with you plan a specific trip. The idea is that you should be able to select a planning package for a particular destination and find that 90% of the work has already been done. The website News section contains details of what is already available, and how to get it.

It would be really helpful if future trip leaders could organize somebody in their convoy to

record any GPS data used for planning and/or recorded during the trip. Planning notes and photos are also welcome – you will get an idea of what is needed as soon as you look at an existing trip planning package. Don’t worry if yours is not as polished as some of these – it will improve over time!

#### **Centralised booking**

There’s an old adage that if you can’t measure something, you can’t manage it. Many years ago the idea of a centralized event and trip booking system was looked at. I think it is time we took a good second look.

Apart from reducing the work on trip leaders, a central system done well should provide new degrees of openness, transparency and manageability. I envisage being able to request a trip booking via a simple web form, or via email, or by SMS or even by telephone. As always, it will be up to individual trip leaders to decide whether to accept a specific booking.

A good start is to copy me on any email bookings you make.

#### **New Trips**

I know the Envirofund working bee will probably have happened

#### **Events and Trips approved since the last magazine are:**

<b>Trip ID</b>	<b>When</b>	<b>What</b>	<b>Who</b>
2007-021	5 – 6 May	Envirofund Working Bee 3 – Burning Off and Weed Spraying	Graeme Kruse, Don Wiltshire
2007-025	19 – 20 May	Paddy’s River Dam	Dennis and Margaret Collins
2007-026	26 – 27 May	Postman’s Knock	John Kjar
2007-053	17 Jun	Trip Leader’s Seminar	John Kjar
2007-031	1 – 19 Jul	Corner Country, Birdsville and Flinders Ranges	Ian Brown
2007-043	22 Sep – 14 Oct	Outback NSW and Coongie Lake	Dennis and Margaret Collins
2007-052	1 – 2 Dec	Christmas Party at Talooge	Richard Brand

# Year on Year comparison

Year	Type	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Grand Total
2005	Event		1	2							1	1	1	6
	Meeting	1	1	1	1	1	1	1	2	1	1	1	1	13
	Training			3		1	1	2		2	2	1	1	13
	Trip	2	1	3	3	1	1	3	1	1	2	3		21
	Working Bee		1		1	1	1		1	1	1			7
<b>2005 Total</b>		<b>3</b>	<b>4</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>4</b>	<b>6</b>	<b>4</b>	<b>5</b>	<b>7</b>	<b>6</b>	<b>3</b>	<b>60</b>
2006	Event		1										1	2
	Meeting	1	1	2	1	1	1	1	1	1	1	1	1	13
	Service				1									1
	Social											1		1
	Training			1		3	1	2		2	1	4	1	15
	Trip	1	1	2	3	2	5	2	1	1	3	2	2	25
	Working Bee					1	1							2
<b>2006 Total</b>		<b>2</b>	<b>3</b>	<b>5</b>	<b>5</b>	<b>7</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>4</b>	<b>5</b>	<b>8</b>	<b>5</b>	<b>59</b>
2007	Event			2			1	1		1				5
	Meeting	1	1	1	1	1	1	1	1	1	1	1	1	12
	Service			1	1									2
	Training		1	1	1	1	2	1		2	1			9
	Trip		2	3	2	3	1	2	1	3	1	2	1	21
	Working Bee			1	1	1								3
<b>2007 Total so far</b>		<b>1</b>	<b>4</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>53</b>

by the time you read this – but I want you to be aware that there will be short-notice trips from time to time.

Register your email address with me if you want to be told about them, or visit our website often.

## Social Events

For some reason, your sub-committee seems to be stronger on trips than social events, yet John Kjar's survey clearly shows you want a strong social calendar too.

So can I please have a couple of volunteers to start to progress the social side?

## Richard Brand

(acting) Events and Trips Coordinator.



Christmas at Talooge 2006

ACT

Off

Road

Advert

# "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.**





# Christmas in July

*14<sup>th</sup> - 15<sup>th</sup> July*

*Laurel Hill Forest Lodge  
Tumbarumba*

*Join us for a fun - filled weekend.*

*A leisurely drive through our beautiful countryside,*

*Enjoying a lunchbreak in a scenic spot*

*And arrive just in time for a delectable Afternoon Tea.*

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

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

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

**What you need to bring**

*A great attitude and sense of humour*

*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.*

ARB

Adver-  
tishment

# TALOOGE Topics

Jim Raleigh



## Calendar of Events

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

From	To	Activity	Contact	On
28-Apr-07	29-Apr-07	"Safe One" Basic Driver Training	Peter Reynolds	6251 1258 (H)
1-May-07	3-May-07	AFP Training Course	Jim Raleigh	0413 612 305
5-May-07	6-May-07	Envirofund Working Bee No:3	Graeme Kruse	6292 3073 (H)
30-Jun-07	1-Jul-07	"Safe One" Basic Driver Training	Peter Reynolds	6251 1258 (H)
8-Sep-07	9-Sep-07	"Safe One" Basic Driver Training	Peter Reynolds	6251 1258 (H)
1-Dec-07	2-Dec-07	Christmas Party	TBA	TBA

Thanks to Don Wiltshire for his solo spraying effort on 12/13 April.

A very productive working bee was held at TALOOGE on the weekend of 14/15 April. Full details will be reported separately however the following were achieved:

- ✦ Improvements to Duck's Crossing.
- ✦ Addition of a window in the south wall of the Driver Training Shed.
- ✦ Installation of a heater in the Driver Training Shed..
- ✦ Collection of several trailer loads of loose rocks in the home paddock.
- ✦ Improvement

of the lower entry track to remove sideways slope.

✦ Preparation of the site for an additional water tank and trench digging for the associated plumb-

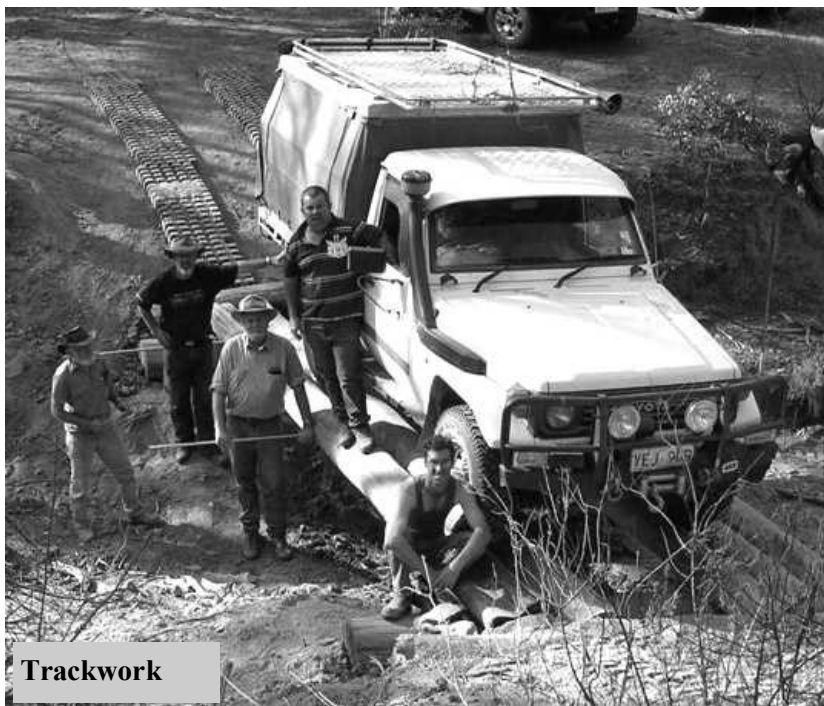
ing.  
Further weed eradication in the home paddock.

Special thanks must be extended to Robert Knight for his outstanding contribution with the

rofund Working Bee No 3 on 5 May.

A potential health problem has arisen with the drought having resulted in a large number of field mice looking for refuge in the Driver Training Shed. For this reason please do not leave any food at TALOOGE unless it is contained in mouse proof containers.

Members should note that there are no restrictions on the use of TALOOGE during the conduct of AFP Training Courses. While weapons may be carried during some of this training, firearms will NOT be discharged at



Trackwork

services of his new excavator.

Current priority is to verify the full serviceability of the Fire Truck in readiness for the Envi-

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 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



## **5 - 6 May      Envirofund Working Bee 3 – Burning Off and Weed Spraying      (2007-021)**

- Trip Leader: Graeme Kruse
- Trip Leader: Don Wiltshire
- Phone: 6161 1880
- Vehicles: Unlimited
- Grade: 1
- Start: 9:00 AM
- Departure: Bredbo – 9.00am, on the road to Jerangle 100m off the Monaro Hwy
- Water: The burning off will be a dirty task. Consequently, it will be to your advantage and comfort to have an adequate supply of water for washing purposes
- Requirements: Overalls (cotton) or similar, eye protection (goggles), leather work boots (synthetic shoes are highly susceptible to fire and ember damage), stout garden gloves (leather), hat and water bottle.
- Enthusiasm, good cheer, food, water, camping equipment and the very important stuff for 'happy hour'
- Description: This is the third of the working bees that contributes towards the Club's component of the Federal Government Envirofund grant. The burning off is a necessary step to remove the dead over burden of weeds prior to direct seeding in early spring. The burning off will be conducted in four separate areas – one area of about 3ha and three of about 1ha. Spraying of weeds will be done by members who have training and experience in herbicide application

## **6 May      "Safe One" Basic Driver Training Course Follow-Up Day      (2007-022)**

Description: This is day three of the basic driver education course starting on the 28th -29th April 2007 and MUST be attended before participating on any Club trips where the proposed route is expected to be at Grade 2 or above.

## **12 May      Badja Fire Trail Day Trip      (2007-024)**

- Trip Leader: Rosemary Orr
- Phone: 6241 0454; 0414 568 358 (m)
- Vehicles: 8
- Grade: 2
- Start: 8:15 AM
- Departure: Williamsdale
- Fuel: Full tank
- Requirements: Basic driver training well maintained vehicle, good tyres, water for the day, morning tea and lunch.

## **19 - 20 May      Paddy's River Dam      (2007-025)**

# TRIPS AND EVENTS



**Trip Leader:** Dennis and Margaret Collins  
**Email:** margden1@actewagl.net.au  
**Phone:** 6292 7423  
**Vehicles:** 8  
**Grade:** 2  
**Start:** 8:00 AM  
**Departure:** Uriarra Homestead  
**Fuel:** Full tank, refuel at Tumut if required  
**Maps:** Batlow 1:25000  
 Wondalga 1:25000  
 Courabyra 1:25000  
 Tumut State Forest Map  
**Requirements:** Basic recovery gear, UHF radio, good tyres, well maintained vehicle. Drinking water and communal happy hour nibbles. A canoe if you have one. Camping trailers with 4WD tyres are welcome.  
**Description:** This is a great location above Batlow in the State Forest area situated on the Hume and Hovell walking track, where the dam looks like a natural lake set in a clearing in the forest. Camping is amongst the trees on the foreshore, and you can even catch trout in the dam. We will drive through to Tumut via the Goodradigbee, then to the Blowering Dam wall, Batlow then through various tracks to Paddys River dam site. It is not a hard drive but is interesting and scenic. For those that are interested you can go Sapphire fossicking, walk the Hume and Hovel, sit and read a book or just take in the lake scenery. On Sunday we will return to Canberra via Tumbarumba, Kiandra, Aaminaby then through Shannons Flat to Tharwa. It may be cool so come prepared for all types of weather and expect some wonderful scenery, this may be your last chance to put the tent up before winter

## **26 - 27 May Postman's Knock**

**(2007-026)**

**Trip Leader:** John Kjar  
**Email:** Kjar@optusnet.com.au  
**Phone:** 6287 7574  
**Vehicles:** 6  
**Grade:** 2  
**Start:** 8:00 AM  
**Departure:** Williamsdale  
**Fuel:** Full tank on departure from Canberra, refill opportunity at Candelo  
**Maps:** Badja 1:25000  
 Belowra 1:25000  
**Requirements:** Basic recovery gear, UHF radio, good tyres, well maintained vehicle, drinking water and community happy hour nibbles  
**Description:** This trip will take in a wide range of driving environments – from rocky fire trails, scenic views of the Wadbilliga and Deua National Parks, Tuross River crossing, the historic alter-

# TRIPS AND EVENTS



native route from Cooma to the Coast (Postman's Track) and the rolling blue-grass plains of Belowra. Side-trips to Tuross Falls and Peak Alone are possible.

## **2 - 3 Jun Belowra – Meet The Committee**

**(2007-027)**

- Trip Leader: Richard Brand  
 Email: richard.brand@webone.com.au  
 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.  
 Description: Off-Road Trailers welcome if tyres match towing vehicle. Canoe if you have one  
 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. A number of the Committee will likely be cross-dressing ... and will then be inducted as only your maitre'd knows how. 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

## **16 Jun Micalong Ramble Day Trip**

**(2007-029)**

- Trip Leader: Catherine Panich  
 Email: capan@homemail.com.au  
 Phone: 6281 5175 (h)  
 Vehicles: 8  
 Grade: 3  
 Start: 8:15 AM  
 Departure: Uriarra Homestead  
 Fuel: Full tank  
 Requirements: Basic driver training, well maintained vehicle, good tyres, water for the day, morning and afternoon tea, lunch  
 Description: We will travel a number of fire trails such as Pabral Road, Powerline fire trail, Folly fire trail, Woolshed fire trail before dropping down into the Goodradigbee Valley to reach Wee Jasper. After exploring Michalong Reserve we'll come home by a more direct route. Expect

# TRIPS AND EVENTS



steep climbs and descents, outstanding scenery and congenial company. Of course participants of all ages are welcome

## **17 Jun**      **New Trip Leader's Seminar**      **(2007-053)**

Trip Leader: John Kjar  
Email: Kjar@optusnet.com.au  
Phone: 6287 7574  
Start: 10:00 AM  
Departure: Weston Club  
Description: You asked for it and here it is. An information packed day to help you lead successful trips, presented by highly experienced club members. Lots of opportunities to interact, share experiences and gain confidence

## **30 Jun - 1 Jul**      **"Safe One" Basic Driver Training at Talooge Park**      **(2007-030)**

Trip Leader: Peter Reynolds  
Phone: 6251 1258 (h); 0428 623 458 (m)  
Description: This is the Club's official and accredited basic driver education course

## **1 - 19 Jul**      **Corner Country, Birdsville and Flinders Ranges**      **(2007-031)**

Trip Leader: Ian Brown  
Phone: 6241 9468 (h); 0412 148 096 (m)  
Vehicles: 6  
Grade: 2  
Start: 12:00 AM  
Departure: tba  
Fuel: Full tank  
Requirements: Basic driver training, well maintained vehicle, basic recovery gear, UHF radio, good tyres, food, water and happy hour supplies  
600-km fuel range  
Description: Travel from Canberra to Cameron Corner via White Cliffs then on to the Dig Tree, Haddon Corner and Birdsville. Possible day trip to Big Red. Down the Birdsville Track to Maree with the possibility of a couple of days in the Flinders Ranges. Through Peterborough to Broken Hill, on to Menindee, down to Wentworth then home via the Sturt Highway.

## **8 Jul**      **"Safe One" Basic Driver Training Course Follow-up Day**      **(2007-032)**

Description: This is day three of the basic driver education course on the 30 June, 1 July 2007 and MUST be attended before participating on any Club trips where the proposed route is expected to be at Grade 2 or above

## **14 Jul - 12 Aug**      **Centre of the Simpson & Geo Survey Hill**      **(2007-035)**



# TRIPS AND EVENTS



- Trip Leader: Dave Sutton
- Phone: 6281 1484 (h); 0427 811 484 (m)
- Vehicles: 8, sorry no trailers on this one; too difficult to tow
- Grade: 3
- Departure: ACT-NSW border rest area, near Hall on the Barton Hwy
- Fuel: 250 litres for medium petrol, 400 litres large petrol, 300 litres large diesel
- Maps: Hema Desert Maps
- Requirements: Simpson Desert: 1:250,000 Simpson Desert South, Hale River and McDills  
Basic Driver Training, basic recovery gear, UHF CB. You need a well maintained vehicle, with recent drive train and wheel bearing service.
- Vehicles will need compressors and fitted, rated recovery hooks, basic tools and spares, fire extinguishers, Spinifex hooks and a 2 litre pressure sprayer. You also need big, high sand flags
- Participants will need to carry enough water and food for 10 days, not including weather delays and breakdowns. For those vehicles prone to Spinifex fires, it would be a good idea to remove the bash plates.
- This is a group trip and the whole group needs each other to get through; participants will be chosen by what they can offer to the group in the way of various life experience and expertise.
- Description: The plan is to start from Finke go to Old Andado and then head east on the start of Madigans Line. Continue east across country to Geo-Survey Hill and then head south down the dune corridors to the Centre of the Simpson. From there, try and follow the seismic shot lines to the east until we make it to the QAA line and then onto Birdsville. How we get to Finke is optional at this stage. This should be the mother of all trips. It is a trip that few people attempt. Not a lot of info is available, but have been researching for 3 years now. This is all cross country, to areas not visited much by people. Many of the shot lines have disappeared and the sand dunes are big with a lot of shifting sand that can play havoc on hard tyres along with torturous Spinifex hummocks. Fifty kilometere a day will be a normal, long and enjoyable day, but great campfires at night and the stars are fantastic
- Comments: Low tyre pressure will be the way to travel, and low means very low!!! Fuel usage could be as high as 26 lts per 100 kms. 10 days of low range driving & diff locks are an advantage

## **14 - 15 Jul Christmas in July at Tumbarumba**

(2007-034)

- Trip Leader: Marg Jones
- Phone: 6284 3456
- Vehicles: unlimited
- Grade: 1
- Start: 8:15 AM
- Departure: Uriarra Homestead
- Fuel: Full tank

# TRIPS AND EVENTS



- Requirements:** Well maintained vehicle, good tyres, water for the day, morning tea plus lunch for both days, and byog and happy hour nibbles for the evening
- Bring your own bedding for the supplied bunks
- Description:** A three-year old 'tradition' in the making! Great drives there and back, in 'easier' and 'harder' convoys. We stay overnight in bunkhouses in a converted low-security gaol "Laurel Hill Forest Lodge" set in picturesque alpine grounds - see <http://www.laurelhillforestlodge.com.au/index.htm>. Our hosts provide warm scones and cream on arrival, a great 3-course Christmas dinner and a memorable breakfast to set us up for the trip home. Unspeakable games have been played into the early hours. A great social weekend with a choice of easy or harder drives there and back
- Comments:** Cost to be confirmed but unbelievably reasonable for accomodation, tea, dinner and breakfast. Please book as soon as possible so numbers can be locked down at the gaol!

## **19 Aug      Tallaganda State Forest Day trip      (2007-037)**

- Trip Leader:** Peter Fenwick
- Phone:** 0412 866 375 (m)
- Vehicles:** 8
- Grade:** 2
- Start:** 8:15 AM
- Departure:** MacDonalds, Queanbeyan
- Fuel:** Full tank
- Requirements:** Basic driver training well maintained vehicle, good tyres, water for the day, morning tea and lunch for the day

## **8 - 9 Sep      "Safe One" Basic Driver Training at Talooge Park      (2007-038)**

- Trip Leader:** Peter Reynolds
- Phone:** 6251 1258 (h); 0428 623 458 (m)
- Description:** This is the Club's official and accredited basic driver education course

## **8 - 23 Sep      History,Wine & Animals      (2007-041)**

- Trip Leader:** Kerry Blakston and Barry Woodyatt
- Email:** [blakston@westnet.com.au](mailto:blakston@westnet.com.au)
- Phone:** 6254 6695
- Vehicles:** 6
- Grade:** 2
- Start:** 8:15 AM
- Departure:** National Dinosaur Museum, Barton Highway
- Fuel:** Full tank
- Requirements:** Basic Recovery gear, UHF radio, good tyres, plenty of water

# TRIPS AND EVENTS



Gas stove for meal cooking as some camp sites in the National Parks do not allow open/ fireplace cooking. No pets

- Description:** Destinations – Hay – Mungo NP – Little Desert NP – Grampians NP – Ballarat – Rutherglen – Weddin Mountains NP – Dubbo – Hill End Historic Site. We will be meeting up with the Milton-Ulladulla NP walking group at Mungo NP. There will be a 3 night stay to see the ancient history of this magic place. Some 4WD driving through the other National Parks. Australian history at Sovereign Hill – Ballarat. Wine tours in Rutherglen. Animals at the Dubbo Zoo. Big 4 camping at Hay, Ballarat & Dubbo. Campsite camping in the National Parks. This trip will be 2 weeks at a fairly leisurely pace, enjoying Australia's beautiful landscape and some of Australia's best wine
- Comments:** Vehicle Fees will apply in the National Parks

## **15 Sep MacIntyre's Hut and Flea Creek Day trip (2007-042)**

- Trip Leader:** Peter Fenwick
- Phone:** 0412 866 375 (m)
- Vehicles:** 8
- Grade:** 2
- Start:** 8:15 AM
- Departure:** Uriarra Homestead
- Fuel:** Full tank
- Requirements:** Basic driver training well maintained vehicle, good tyres, water for the day, morning tea and lunch

## **16 Sep "Safe One" Basic Driver Training Course Follow-up Day (2007-040)**

- Description:** This is day three of the basic driver education course starting on the 8th and 9th September 2007 and MUST be attended before participating on any Club trips where the proposed route is expected to be at Grade 2 or above.

## **22 Sep - 14 Oct Outback NSW and Coongie Lake (2007-043)**

- Trip Leader:** Dennis and Margaret Collins
- Email:** margden1@actewagl.net.au
- Phone:** 6292 7423
- Vehicles:** 6
- Grade:** 2
- Start:** 8:00 AM
- Departure:** Barton Highway at Hall near the NSW border
- Fuel:** Along the way as required
- Maps:** HEMA Central Australia  
HEMA Outback New South Wales
- Requirements:** Basic Driver Training, basic recovery gear, UHF radio, good tyres, well maintained vehicle,

# TRIPS AND EVENTS



drinking water, Desert Parks Pass for access into the Innamincka Regional Reserve and be set up for remote area camping.

**Description:** We are planning this trip to be casual and visit as many national parks as we can. It is proposed to go via Mungo National Park, Kinchega National Park, Broken Hill, Mutawintji National Park, Tibbooburra and the Stuart National Park, Innamincka and then to Innamincka Regional Reserve and Coongie Lake, from here we plan to drive down the Strzelcki Track to Arkaroola then to the Flinders Ranges. Coongie Lakes are famous for their spectacular scenery and bird life and should be worth a visit after the floods in Queensland earlier this year. Mutawintji Historic Site has some of the best aboriginal paintings, stencils and engravings in the area, which require a separate tour to be booked, and Mungo is a must for all visitors. In addition we will stop over at Broken Hill to explore the sights and restock before heading north to Coongie Lakes.

## **29 - 30 Sep Willow Glen 4x4 Challenge (2007-044)**

**Trip Leader:** Peter Reynolds  
**Phone:** 6251 1258 (h); 0428 623 458 (m)  
**Vehicles:** 6: 4 competitors, 1 reserve, 1 team leader. Unlimited supporters  
**Grade:** 2  
**Start:** 8:15 AM  
**Fuel:** Full tank  
**Requirements:** Good truck, excellent tyres, twin lockers and suspension lift an advantage  
**Description:** This is the best inter-Club competition weekend in the calendar. What's more, Southern Tablelands has won outright for the last two years! Anybody can enter and have a real ball. Drive to your limit. It is not a time trial style competition. All spectators are welcome, plenty of camping space for everyone. More details in due course. We need your support

## **13 - 14 Oct Mount Dowling and Cowra Creek (2007-046)**

**Trip Leader:** Alan and Marj Jones  
**Phone:** 6284 3456  
**Vehicles:** 8  
**Grade:** 2  
**Start:** 8:15 AM  
**Departure:** Williamsdale  
**Fuel:** Full tank  
**Requirements:** Basic driver training well maintained vehicle, good tyres, water for the day, morning tea and lunch  
**Description:** Mount Dowling is the biggest mountain visible from Strike-A-Light Fire Trail as you come out of Talooge Park. Cowra Creek is a huge gold mining area about an hour away from Talooge Park. It has massive tailings dams, workings and even abandoned rail skips. The local hobby seems to be looping telephone handsets over overhead wires.

# TRIPS AND EVENTS



## **27 - 28 Oct      Water Crossing and Sand Driving Course**

**(2007-047)**

Trip Leader: Peter Reynolds

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

Description: This is the Club's official water crossing and sand driving course. For more information contact Peter Reynolds

## **3 - 9 Nov      Snowy Mountains Trout Festival**

**(2007-048)**

Trip Leader: Peter Reynolds

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

Vehicles: 8

Grade: 2

Departure: tba

Fuel: Full tank

Requirements: Basic driver training well maintained vehicle, good tyres, water for the day, morning tea and lunch

## **17 Nov      Postman's Track Ramble Day Trip**

**(2007-050)**

Trip Leader: Rick and Wendy Holland

Phone: 6292 6537; 0412 335 962 (m)

Vehicles: 8

Grade: 2

Start: 8:15 AM

Departure: Williamsdale

Fuel: Full tank

Requirements: Basic driver training well maintained vehicle, good tyres, water for the day, morning tea and lunch

## **1 - 2 Dec      Christmas Party at Talooge**

**(2007-052)**

Trip Leader: Richard Brand

Email: [trips@st4wdc.org](mailto:trips@st4wdc.org)

Phone: 0418 568 358 (m)

Vehicles: unlimited

Grade: 1

Start: 8:30 AM

Departure: Williamsdale

Fuel: Full tank

Requirements: UHF radio, happy hour provisions, pot luck main course, lunches and breakfast. Also a se-

# TRIPS AND EVENTS



cret wrapped present for each child you are bringing, plus an inventive wrapped grown-up present valued under \$15. Table decorations

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

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

**Vehicles:** Unlimited

**Grade:** 1

**Departure:** Queanbeyan Showground

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

# TRIPS AND EVENTS



4WD Big Weekend 2006



Get ready for the  
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# Trip Report

## McIntyre's Hut Day Trip 24th February

Rosemary Orr

### Participants

Bruce & Jenny Collins (Leaders)  
 David & Helen Sutton (Charlie)  
 David, Janine, Rachel & Andrew Hay  
 Ian Goodacre & Ben  
 John & Val Wiseman  
 Rosemary Orr  
 Leo & Binny Eyck  
 Plus waiting for us at McIntyre's Hut  
 Keith Richardson  
 Lindsay Manwaring

Nissan MQ (1980)  
 Troopy  
 Patrol  
 Hilux  
 Troopy  
 Suzuki  
 Pajero  
  
 Patrol traytop  
 Nissan Navara

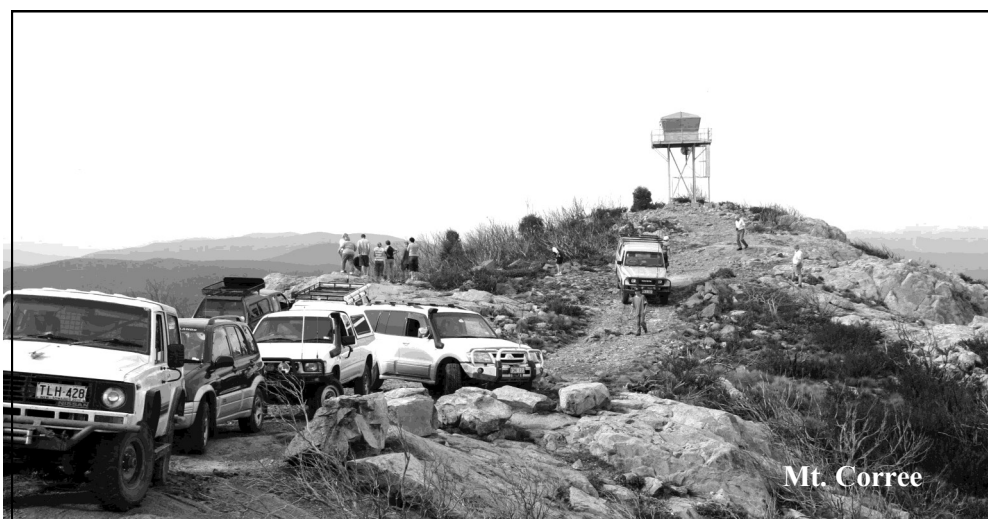
the only person in your vehicle has it advantages. Yum!!!!!!!!!!!!!! But alas, no more time as Bruce again started the Nissan and had us all back on the road. "We have a lot to get through today".

On to McIntyre's hut. Over the spoon drains, over the spoon drains. Up and down the hills, switchbacks etc until at last down into the valley and the hut.

A long busy week – a day in the bush – blissful – but another early start – perhaps I will lie here and not get up and they will just leave without me. But no I really need to get out in the bush and have a wonderful de-stressing day.

So off to Uriarra Homestead to start this great day. We were all there on time except for our leaders. Knowing what a busy life Jenny leads we all just waited and had a great time chatting and getting to know each other. But once they arrived Jenny as usual had everything organized. A hand out with everyone's name on it and "Charlie" already allocated, which was just as well as there was not time for a briefing or instructions as Bruce started the Nissan and had us all on the road in double quick time.

We went via Blundell's to Mt Corree. Would you believe that in all the time I have been in this club I have never been to the top of Mt Corree. I didn't know what I was missing out on. What a view – just stunning – those who have been



Mt. Corree

there will know what I am taking about but for those who have not – you must go – it's like being on the top of the world. A bonus was having Val with us to identify the wild flowers that were blooming at the top.

Back down and then on to morning tea which Jenny said would be at 10.30. By this time yours truly was getting a bit hungry and it seem to be for ever till 10.30 – but true to her word we pulled up at 10.29 for a break and a cuppa, and would you believe a chocolate and caramel muffin for each vehicle (when does she find the time). Being

But where were Keith and Lindsay. They had found a lovely spot a bit further up the track to camp and were waiting for us. But as always, we were all so busy looking at the hut, walking down to the river that they had to come looking for us. The most noticeable thing since my last trip to McIntyre's, was no blackberries. They are mostly gone. Not sure if it was the bushfires or a combination of bushfires and spraying, but it is such a pretty spot now. You can get to the river without getting scratched to pieces. So we all proceeded up the track to where Keith and Lindsay had camped and just sat down and relaxed, had lunch, walked down to the river





McIntyre's Hut

improved everyone who has done their training can come along on the next trip and enjoy. Now that the blackberries are gone it is a great place for a weekend camp.

PS: Highlight of the trip for me – Jenny and Keith have been friends for at least 20 years. Jenny talking to Keith on the radio saying – “who am I

speaking to – can you tell me who you are? All Keith wanted to know was whether Jenny had brought the paper with her. I was laughing so much I nearly drove off the mountain!!

and relaxed. The only thing to disturb the peace was the distant sound of motorbikes somewhere else in the hills.

Then just as we were all relaxing and de-stressing nicely Bruce was back in the Nissan and on the road again. This time to the top of McIntyre's, and turn right to Lowells Flat. Again no blackberries after we got to the flat. Rangers had blocked off the road and so we had to turn around and re-trace our steps.

Then back up to the top of Waterfall track and right turn to Webb's Ridge Road and down to Flea Creek. Along the top of Webb's Ridge the blue hills were so BLUE. With the rain the air was so clear and the colours so bright. It was a great day to be in the Brindabella's.

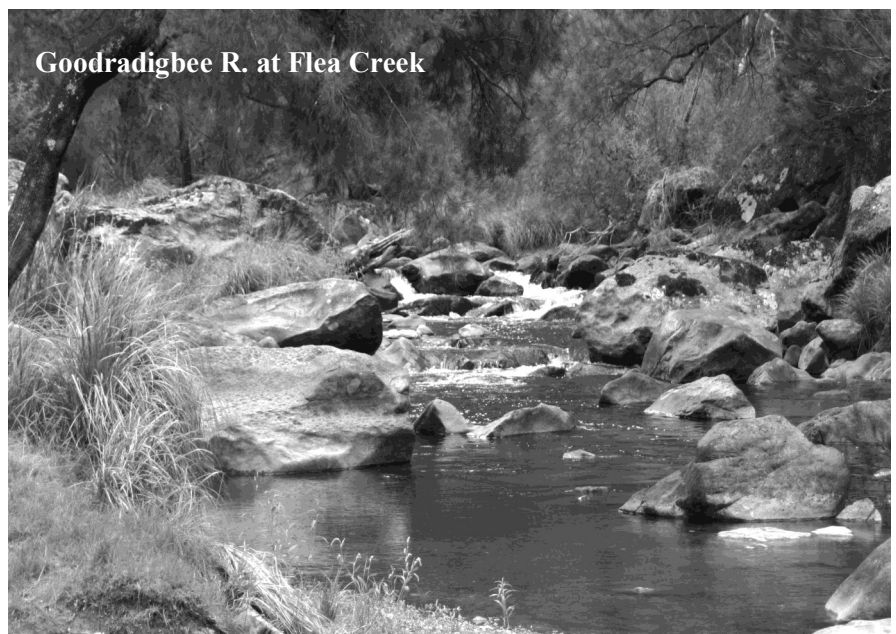
More spoon drains, more hills more up and down!!!!!!!!!!!!!! Hair pins, rocks, and trees on the road, and finally down into Flea Creek, one of my most favourite places. The river was down quite a bit and many of the rocks were well above the water – so off with our shoes and socks and paddle to a rock and sit and cool down and just soak up this wonderful place. This peace was shattered by that unnamed person who, of course, had to throw something into the water to wet those enjoying the tranquil atmosphere.

Then mother nature helped Bruce along. With storms overhead and

thunder rolling around we headed up Gentle Annie to the top to inflate tyres and head for home. Just as we were leaving the creek a couple of walkers asked for a lift up to the top as they had left their vehicle up there and walked down and didn't think they could walk all the way back up. As I was on my own they got in with me, and someone else who will remain nameless, I think suggested that they were more than happy to exit my vehicle when we got to the top!!!!

And so ended a really great day. Our thanks to Jenny and Bruce for leading us on a magical trip. We had great companionship, stunning scenery and a relaxing time despite the efforts of those who will remain nameless.

McIntyre's remains one of the great trips and as the roads have been



Goodradigbee R. at Flea Creek

# Members contribute to Scottsdale Launch

## March 27

Val. Wiseman

Peter Fenwick (Trip Leader),  
Richard Brand & Jen Martin  
David Buckley,  
Bob Calder,  
Theo Cassidy,  
Dennis & Margaret Collins,  
Alan Jones,  
John Kjar,  
Graeme Kruse,  
Gordon Stone,  
Don Wiltshire,  
Val. Wiseman,  
Gary Caitcheon (Tailend Charlie).



Club Members get exposure

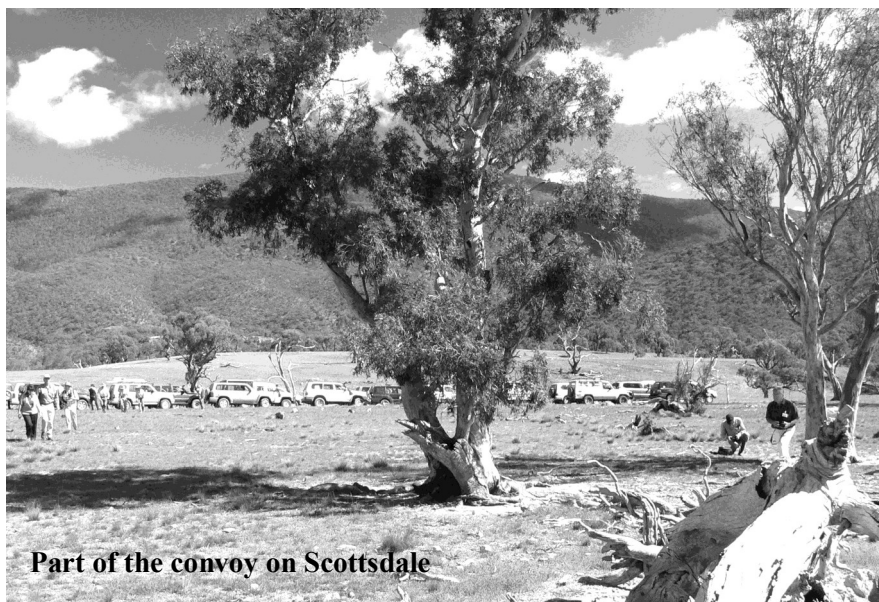
Tuesday 27<sup>th</sup> March was a glorious autumn day, perfect for a somewhat unusual activity for ST4WDC members. A request had been received from Bush Heritage Australia to assist with the launch of their newly acquired property, Scottsdale, just north of Bredbo. 14 members responded to help transport guests to the launch venue on a high ridge overlooking the property.

Once assembled at the old shearing shed and having reduced tyre pressures, the convoy formed up. Club vehicles with guests on board led the way, interspersed

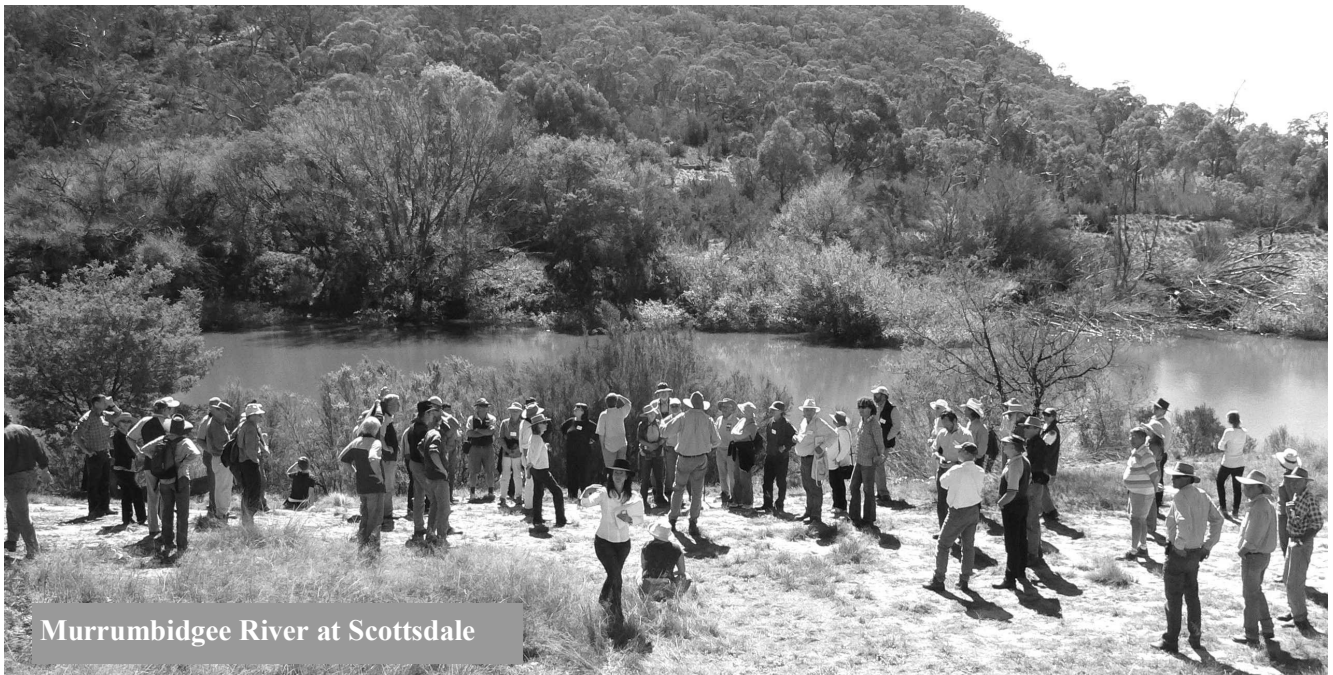
with guests' vehicles. Together they formed an impressive convoy of about 25 vehicles that wound out across the flats then climbed up onto the ridges. Fortunately for a convoy of this size there was not too much dust. At the launch site we could look east to where some of the higher parts of Talooge could be seen – our members were curious to know what plans were in place for Scottsdale, our not too distant neighbour. As Scottsdale will not be open for visitors until 2008 this was our chance for a preview.

The launch was low key (no politicians) but informative and paid tribute to several private benefactors whose support enabled the purchase to proceed. After a hearty morning tea and group photos the convoy moved on over newly formed tracks to inspect some of the features of the property. All except Richard who donned his shining armour and returned to the shearing shed to reveal new skills - an ability to retrieve keys from a locked car.

Although the tracks were straightforward by club standards, some of the guests were coming to terms with the experience of 4X4 driving. A sharp drop took us down to the river for a brief stop beside the Murrumbidgee as it emerges from a scenic, steep sided gorge. Then back across the flats to the old shearing shed that serves as a base for managing the property, observing how the cattle had managed to graze down large areas of African Lovegrass. Lunch was a tasty affair with generous servings of a hot rabbit dish made from animals grown at the new rabbit farm just south of Bredbo. To work off the excess some club members then enjoyed



Part of the convoy on Scottsdale



Murrumbidgee River at Scottsdale

a special trip to visit the heritage railway tunnel that is a feature of Scottsdale. The high arched and curved tunnel, built in 1889 is 150 metres long, lined with brick. Its cool interior made a splendidly different short walk on what was by now a warm day.

That just about wrapped up the day's activities, although some members of the Talooge working group eyed off the quantity of seed that had been collected and spread out to dry on tarpaulins in the shearing shed. Airing up completed, members returned to the highway, some to head for home, some heading for Talooge and more hard work. Everyone enjoyed the day, had a good look around and gained some understanding of what Scottsdale had to offer and what its future role in the local environment might be.

Thanks to all who participated, especially those who took a day off work to assist.

#### **Scottsdale, K2C and the Alps to Atherton Corridor ... and Talooge**

Scottsdale is one of the largest and last-remaining underdeveloped rural properties in the region. It is the first property to be bought by Bush Heritage Australia to anchor the 'Kosciuszko to the Coast' (K2C) project that

hopes to re-establish a network of habitats between the Australian Alps (including Namadgi National Park) and the coastal ranges. The property covers 1328 hectares and lies in the Murrumbidgee River valley about 10 kilometres north of Bredbo. It rises from a wide grassy valley, through dry sclerophyll woodlands onto a grassy wooded plateau, before dropping steeply to the Murrumbidgee River. A diverse range of vegetation communities provides habitats for most of the region's endangered and vulnerable animal species. A striking feature of Scottsdale is the Murrumbidgee River that forms the western and northern boundaries of the property for a distance of four and a half kilometres. The river runs through deep pools and over sand bars and water-sculpted rocks providing a protected habitat for platypus, Macquarie perch and trout cod.

The K2C project is a collaborative effort between local, regional, state and national government and community organizations. It will form one of several corridor nodes within a much bigger Alps to Atherton corridor proposal that has gained government support, along with some financial commitment.

Within this big picture Scottsdale is an important stepping-stone in a diffuse corridor stretching from the Alps to the Pacific Ocean, and

extending north to tropical Queensland. Other secure stepping-stones are the National Parks and reserves that already exist in the general corridor region. Privately owned lands, like Talooge, have the potential to become other stepping-stones, lying as it does within the fuzzy boundaries of the K2C corridor. The ST4WDC as the owner of Talooge will be one of many land managers that may choose to participate in the K2C project.

A good overview of Scottsdale and the K2C corridor proposal can be found at [http://www1.bushheritage.asn.au/newsletters/2006summer/scottsdale\\_fr.html](http://www1.bushheritage.asn.au/newsletters/2006summer/scottsdale_fr.html)

# Trip Report

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

Matthew Pike

Firstly I would like to thank the Southern Tablelands 4WD Club and its members for providing the location and the opportunity to participate in the Safe One Course and to learn about Four Wheel Driving. The course provides the basic techniques for safety and the fun of Four Wheel Driving to enable people like myself to see the beauty and wonder of the Australian Landscape, from the sandy coastline of Rainbow Beach to the Victorian Highlands.

The Safe One Course provides the skills and knowledge to 4WD safely with minimal environmental impact. The course I participated in was held over the very wet weekend of 24 and 25 February 2007. We met at Bredbo Service Station and quickly got a lesson in tyre pressure and convoy procedure. Everybody got to use their UHF radios on the way into Talooge Park. It was over the UHF that we all heard there was a problem with the generator.....more on that later.

When we arrived we got straight into learning about the differences between 2WD and 4WD's. We learnt about the weight of the vehicles, the tyres, the different types of 4WD, difficult terrain driving techniques and how to improve our 4WD's.

After the initial lesson it was time for lunch and to set up our accommodation in the rain. It was easier for some than others. There was an assortment of tents ranging from the Roof Top Camper to the basic tent to a full T-Van camper.

In the afternoon we headed out in convoy with the instructors in tow to practice wheel placement then



An archive photo from an earlier “Safe One” Training Day at the Murrumbateman lease. The photo has been “adjusted” a little (well, to be honest, maybe quite a lot!) More photos page 45.

to the bush for some technical tracks winding through trees and across creeks. One of us even managed to get an early snatch lesson at the Hole in the Wall, but he will remain nameless.

On Saturday night we all managed to get a good feed around the awesome fire pit and a few beverages were consumed until bed called. During the night the rain did not stop and when morning came, talk was about who stayed dry and who managed to get a few hours sleep in a wet tent.

It was then back to the shed for some more theory about the tools and recovery gear that is

available. We learnt about communication and recovery techniques including the use of winches. Next we headed to the Nursery for the practical side of winching which included three methods – a high lift jack, hand winch and an electric winch.

We were all packed up and were about to leave when we discovered the reason the generator hadn't worked all weekend..... it needed oil!!!!

*“Safe One” Continued:* We had one final drive in convoy on the way out to practice our push pull steering through the trees. When we hit the gate it was a chance to re-inflate tyres, a quick goodbye and on our way home.

I believe everybody came away



wiser and more confident in their 4WD and their Four Wheel Driving abilities, especially in wet conditions. We are all looking forward to the follow up. On behalf of the participants on the Safe One course, I would like to thank all the instructors for their pa-

tience and for sharing their knowledge. This to me is what 4 Wheel Driving is all about, getting out into the bush and having fun with friends.

*Photos page 45*

## Guidelines for Contributors

**Articles of interest to members are always welcome.**

Places you can recommend, websites you find useful, which GPS you've found useful, what tyres, or battery, or refrigerator, or publication or ..... have you found good (or otherwise). These, and many other topics are all of interest and your experiences can often save others a lot of searching.

**Share your information and insights by writing an article for *Southern Trails*.**  
**A few do's and don't's**

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

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

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

Good photos add interest to your article. When taking photos for publication try to place the vehicles, the action or the people in a wider scene. Avoid photos that could be anywhere eg a group of people sitting around a fire, or a vehicle on a track.

A resolution of at least 800x600 pixels is preferred, but the higher the better. Choose 3 or 4 good quality photos showing different things for a short article, 6 to 8 for a longer one. All photos may not be used but a selection allows the editors some flexibility in layout.

Photos are best **NOT** embedded in your text, as this causes difficulty when re-formatting is necessary. Leave them in separate files and just type “Insert photo 1 here” or similar in the text, and it will happen. List photo captions separately- please do not incorporate a caption into the image itself, because resizing the image will then also resize your text.



# Trip Report

17 – 19 February 2007

## Mystery Bay

Greg Taylor

### Participants

Yvonne & Rob Dobson - Patrol, Ultimate Trailer (*Trip Leader*)  
Lynn & Allan McDonald - 100 series, Ultimate  
Bronwyn & Owen Jensen – Patrol, Cub Trailer  
Peter & Dell Clayton – Prado, Tent  
Greg & Vickie Taylor with Caitlin, Tegan and Kane – Patrol, T-Van  
Peter Fenwick & Catherine – Prado, T-Van  
Baz & Kerry - Tent  
David & Sue Whiteside- Landcruiser, Tent  
Val Holbrook & Gordon Stone – Prado, Tent  
Dick & Jan Johstone - LC 100, Cub Camper  
Rob & Penny Azzato + Children – LC, Camper Trailer  
Carl Cameron + Son – Pajero, Tent  
Richard Brand - LC

8:15 am for an 8:30 start at Williamsdale – sounds easy doesn't it? Many have done it before so you will know what I am talking about. There had been plenty of anticipation in the days leading up to the trip - getting food and drinks, stocking the trailer - all good stuff. Then on the day, "Have we left early enough to make the meeting??"

7:15 departure turned into 7:40 for us resulting from having to follow trucks up and through the hills past Tuggeranong, (we could not overtake on the uphill and had trouble keeping up with them on the downhill). Still, it kept us entertained until Williamsdale!!

Most of the group were assembled by the time we finally arrived, with only a few still to come in. Two 'sorties' had been arranged by our intrepid leaders, Rob and Yvonne Dobson. This meant that Gordon Stone (and Val) was going to lead a second group as there were too many of us for one. We were in the first group. The others, who still had to make an appearance, would join up with the second group.

Two minutes down the road we were halted by the roadwork for some time. OK! Off we went again until we pulled into Michelago Servo to "air down", have a last minute civilised toilet stop and buy anything that may have been forgotten.

Leaving Michelago, the excitement was building as many were anticipating what lay ahead for their trailers! We spent some time on well graded gravel and plenty of time on rough fire trails. The odd water crossing was identified on the map but proved to be almost just a large puddle or causeway.

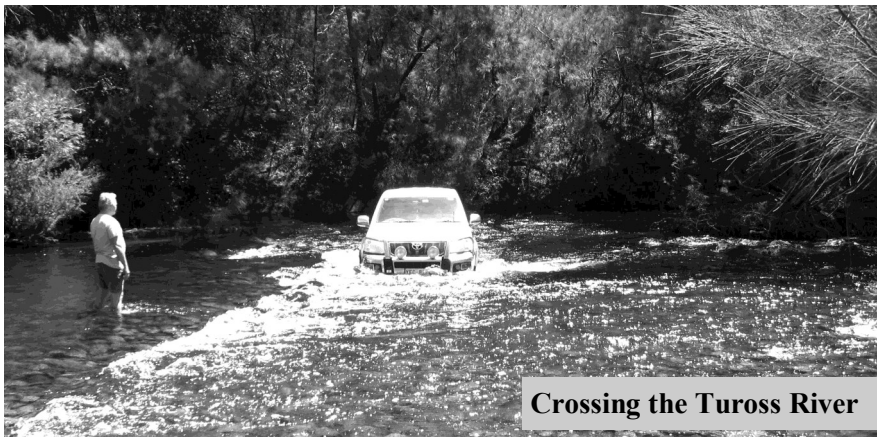
A quick stop for "mornos" allowed Gordon, Val and rest of the second group to catch up so it was off again in a hurry. Eventually, we did venture to cross the Tuross River after following a short "arrow lane" track. The sort of track you really don't want to be caught on by a vehicle coming the other way, when you have your trailer on the back!

The crossing was very memorable, as it seems to be one of Richard Brand's favourites! At the water's edge, looking straight across it seemed awfully deep and ... "Gees, just where would you exit the river?" Rob advised that the water level had risen somewhat from his recce and that we must turn sharply to ensure we did not sink to the bottom on entry. Sterling stuff this was indeed!!!

You approached the river parallel and heading downstream. Then you had to make a hard right hand turn from your position on the bank to make a hairpin turn to face your vehicle upstream of the river. At approximately 50 metres up the river, a 90 degree turn to the left to ford the river at a causeway of river stones completed the crossing. Luckily, Richard had crossed first then waded back to the spot to provide encouragement – IF he could keep his footing in the strong current!! (It had been raining over the last week).

Well, the first group crossed with some 'hoopla' and anxious faces (me too!). Many parked on the other side and returned to the side of the river to watch and offer encouragement to those who followed. On this side of the river Rob was concerned because he had found a different approach during his 'recce'. That was that the short, but steep climb up from the lower riverbank had been sandy and difficult. However, the rains had washed the loose stuff away to leave sufficient rocks for all cars to get traction for the ascent from the riverbed.

It seemed that everyone was enjoying the trip and having lots of fun while observing their own and other's trailers behaviour in this terrain. We were certainly having



**Crossing the Tuross River**

a ball with no hesitation or doubt with the trailer's capabilities.

There was a steepish climb to tackle and then off through the fire trails and forestry tracks. Again, plenty of water around from the recent rains kept the dust down and the bush smelling sweet. (A tad steamy though, as the sun warmed up during the day)

We were listening on the radio to the second group who had made a bit better time and were now negotiating the river. Those of us who 'had', could smirk knowingly at those who were about 'to', and laugh at the similar comments that we had all just made! Further up the trails we were constantly stopping to clear the track, nothing really major and Rob only had to unsheath his trusty track-clearing device once or twice. Mostly, Rob and Yvonne had it cleared by the time Owen, Bronwyn or Vickie and I could get to them. (Good leg stretching anyway!)

A stop for lunch saw us lined up along a dirt path off the road, beside a small ravine. The purpose was to seek shade under the trees and a chance to have a bite, a chat and of course, talk about the trailers!

Our trekking saw us back on the bitumen at Cobargo and a short blast up the highway to Mystery Bay. It is an amazing campground as, on first sight, with other campers at the entrance, I was wondering what plan B would be, since

there was no way we would all fit! But, as I followed our leader through the first set of trees I was amazed to find that this camp ground was massive and kept going back into the trees for some distance. The beauty of this camp ground is that each area is separate from the next, so you have no real feeling of how many were actually camped there. It never seemed crowded to us. Good facilities with toilets and cold showers, a choice of two beaches and the lagoon that was a somewhat longer trek.

After 'set up' and some exploration of the area, everyone started looking at the campers (trailers) and comparing notes. For the record, we had two TVANs, two Ultimates, two Cubs and one trailer that was less well known but suited its family perfectly! 'Almost Noah's Ark stuff!' Of course, we had a variety of tents including Carl's OzTent. Pros and Cons of all things that open and shut, are strapped on or can be fiddled with in some way were debated - kitchens, storage, hatches, fuel capacity, water capacity, hitching, electrics, canvas, mats, beds, mattresses, lights and on and on and on.

We ended up camping within ten metres of some very close friends from Canberra who had palmed off the kids and were having an 'intimate' weekend away. Ha! (Peter also confessed to being a member of the ST4WDC when he owned a 4WD some years ago). They could have camped in another

part of the campsite and we would not have known they were there all weekend. Small place this country!

So, "Happy Hour" brought a circle of interesting people together, who each had something to contribute. The majority of comments I caught, was how people were grateful to Rob, Yvonne, Gordon and Val and that everyone thought another trip to Mystery Bay was a must.

Many woke to a great beachside morning, with a walk and a lazy late Sunday breakfast. Off to explore, or, stay and chat, it didn't matter and everyone enjoyed the day. Some swam, some hiked, some went into Narooma, or some simply lazed around camp. The down side was that some of us unfortunates could not wangle Monday off work and had to return later in the afternoon. Our trip back was just as interesting with Baz and Kerry in Bundy (Bundy has lost the windscreen sticker), up through Moruya, Araluen and back into Braidwood and Bungendore.

Around campfires there are the so-called purists in the club who advocate vehicle and self only. This may certainly be the case for some tracks – no argument.

*Continued on page 45.*

# Trip Report: McKillops Bridge and Deddick Fire Trail

17th—19th March

Michael Patrick

Dennis & Margaret Collins	Prado Trip Leader
Val Holbruck & Gordon Stone	Prado
Don Wiltshire	Jackaroo
John & Val. Wiseman	Troopy
Rod Brewer & Sammy & Mathew & Arron	Land Cruiser
Rick & Wendy Holland	Pajero
Jon & Andria Kjar	Land Cruiser
Michael Patrick	Patrol

flowing. Over the years the Little River has carved a deep gorge through the volcanic rock on its 650 meter descent over a distance of 14km. Getting to the falls takes a hike of 400 meters and poor Rod who was carrying Mathew on his back was getting his exercise. From here we went to have a look at the George, and boy is that one big hole.

Its 0800 Saturday 17<sup>th</sup> March 2007 the weather was dismal with heavy rain clouds in the distance. There is a cluster of eight 4wd's sitting across the road from Williamsdale servo. What the hell were they up too. They were off to do a trip to McKillops Bridge and the Deddick fire trail and have some fun on the way.

So we commenced our little adventure. Most people knew each other or had seen them at meetings. The target was to head to Jindabyne for morning tea and for this part of the run we had scattered showers and at one stage some medium rain.

We arrived at Jindabyne mid morning for a cuppa. Some slipped up to Nuggets crossing for a Latte and pastry. Talk about not going without your fix.

Departing Jindabyne we headed to the Snowy River via the Barry

Way. This part of the run was pretty easy despite some drizzle. As we got closer to the Snowy we could still see the damage from the 2003 fires. The water flow in the Snowy has been improved a bit, but it is still a disappointment to see such a marvelous piece of nature stifled by human progress.

Once we arrived at the Snowy we followed the river onto Suggan Buggan where we had lunch and explored the old school house and the surrounding yards. There is a lot of history here. I noticed an old flying fox set up over the Suggan Buggan River, this must have been how they got food when the river was in flood.

We departed Suggan Buggan and headed towards Black Mountain and Little River Gorge. At the Gorge you can see the Little River Falls, where there was not a lot of water

Next stop was Little River Junction for a cuppa and to get a taste of what we would encounter tomorrow. The Junction was quite pleasant with a decent camping area.

We then departed for McKillops Bridge and had a nice quiet drive finally driving over McKillops Bridge to our camp site at Bulls Flat. We would check out the bridge tomorrow. We set up camp at Bulls Flat and settled down for a very pleasant happy hour. As per usual there was a lot of talk about nothing, but all the problems of the world were solved.

Sunday morning we departed Bulls Flat at 0900 and returned back to McKillops Bridge for a closer look. It crosses the Snowy River and was completed in 1934. Eleven days before the official opening an enormous wall of water swept down the river from the Deddick catchment and destroyed the bridge. Reconstruction work



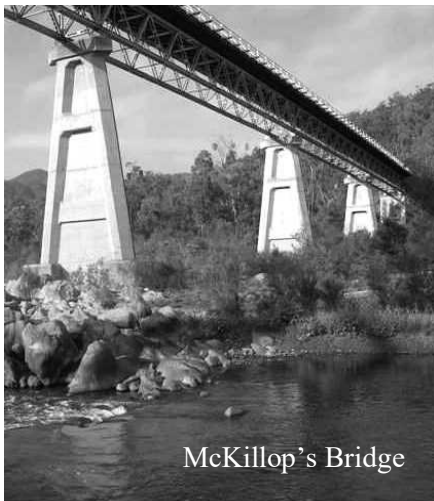
Wallace Craigie Lookout



commenced immediately and the surviving pylons were raised 5 meters. The new bridge was opened in December 1935. A noticeable point at the bridge was the number of wombats around and how they had their own beer fridge.

We departed from McKillops Bridge and headed up the Deddick fire trail. Dennis had warned us that a part of the track called the Stair Case gets rather steep and should be fun.

The scenery along the Deddick trail varied greatly as we went from dry dusty areas to severely fire damaged areas, then to very damp rain forests. It was interesting to see how some of the native trees recov-



McKillops Bridge

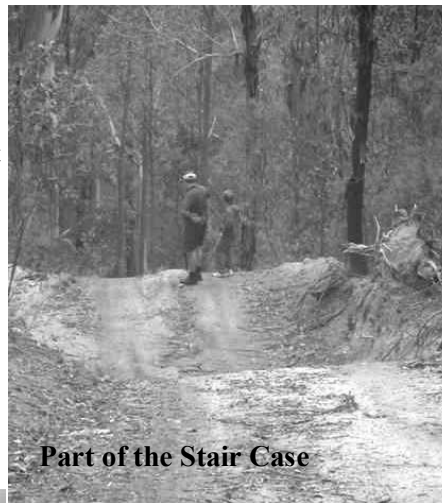
ered by shedding their bark. *See photo.*

We finally came to the Stair Case. Dennis had the convoy regroup and gave us a quick briefing on what to expect. It was then that I found out that this was Dennis and Margaret's first time as trip leader. They were a bit nervous, thinking that some drivers might not be able to handle the Stair Case.

Briefing completed, it was time to tackle this challenge. I was the second last vehicle so I did not get any photos. Driving up the Stair Case you encounter lots of spoon drains and the drive gets steeper and steeper, especially the last 100 meters. The big diesel was working hard in low range one, but we all make it quite easily. Dennis breathed a

large sigh of relief and we all had big smiles on our faces. What great drive!

Some stats on the Stair Case: it is



Part of the Stair Case

just over a kilometer long and rises from 320 meters in altitude to 970 meters. That is a climb of 650 meters in one kilometer. That has to be the steepest drive I have done.

From there it was an easy run on to Waratah Flats where we set up camp for the night. The camp-site was quite compact and could just handle 8 vehicles comfortably. We arrived at about 1500 so everybody had a chance to lay up, explore, read a book or just relax. Happy hour turned interesting as the talked drifted towards stupid things we have done. Here is a sample.

Rod: Orange gun. (It's a wonder he is still alive)

Don: Table on roof of 4wd and drove into garage (Hmmm)

Don: Drove off with eggs on roof of 4wd

John: Reversed into tree in a Caravan Park. (Blames wife)

Dennis: Trees, birds and him do not mix.

Soon it is Monday morning and we are meandering home via some interesting tracks that Dennis and Margaret found on their rece. We found another track near Reedy Creek that had a challenging short climb but this too was got over without any difficulty

We then proceeded to the Delegate River Diversion Tunnel. This interesting man made tunnel is 80 meters long and was cut through hard rock. About 1000 tons of rock was removed to block the river. The tunnel was built to divert the water from the U bend in the river to enable the miners to mine the riverbed for alluvial gold. Popular local legend has it that the Chinese miners constructed the tunnel in the 1860's.

From there we went into Delegate to check out the old homestead. They lived rough in those days. Then it was onto the black top, heading for home via the Nimmitabel bakery. Why is it that 4WDs are attracted to bakeries?

My total distance traveled door to door was 683 Kilometers.

Thank you Dennis and Margaret for a marvelous trip. The whole event was well organized and it was great to be part of your first trip as leader. You both did well.

***The most important trip  
you may take in life is  
meeting people half way.***

**Henry Boye**

## **Profile:** *where members have a chance to explain how they came to be as they are*

### **Richard Brand— Events and Trips Coordinator Past President**

Richard bought his first 4WD in 1990 – one of the first 80-series to arrive in Australia – after hiring 4WDs to explore the Flinders Ranges and the Daintree. Shortly afterwards he bought an early Trak Shak camper trailer, and still has both vehicles. Recently he added a Holden Adventra soft-road 4WD to the stable, but has yet to get its paintwork scratched.

He has undertaken two decent size 4WD trips, both before joining ST4WDC! The first included a couple of months in Africa, the first month in an organized group on an old Bedford army truck traveling from Tanzania to the mountain gorillas in Zaire / Rwanda. Typically for a Richard trip, the truck disintegrated its gearbox outside Goma, just where the main genocide refugee camp formed two years later. The second month involved free-lancing through some National Parks in a baby Suzuki – which did not provide much protection from the wild-life.

His second big trip was a three month expedition from Melbourne via the Cape (as a G-scale garden railway fan, the real-life Gulflander was a must) through Kakadu to the Kimberleys, and back through the Tanami desert via Alice and Coober Pedy. Richard managed to find a Gibb River Road side track which took two days to traverse. Ever directionally challenged, and pre-GPS, he managed to reverse directions after overnighting in the middle of the track.

Richard undertook a training course at the Land Rover proving ground in the Dandenongs. His 80-series was the first Japanese vehicle that seemed to be able to do everything a Landie could manage, so the instructors cut new tracks to really test it out. It is amazing how a few early scratches can stop you worrying. Funnily enough, it was only after joining ST4WDC that anyone suggested that lowering tyre pressures was a smart thing to do. Would have made the bone-shattering African trips much more enjoyable.

For several years Richard unofficially helped with some ST4WDC

committee functions, and was co-opted to help run the Promo Test track. In 2003, he stood for President with the intent of getting the Club its own block of land – Talooge is the result. After three years, he went into committee semi-retirement before taking on Events and Trips this year.

One of the best things about the club has been exposure to other sports. Crewing for the Hot Air Balloons has become a must in Canberra, and has taken in the World Championships in Mildura and a Balloons and Bentley's Bash in Wellington, NSW. There is nothing quite like hanging the tail out in a 1935 Bentley two-seater sports round Wellington Showground.

Hardest trip: The Walking Track in Yalwal. Nearly four hours to get six vehicles  $\frac{3}{4}$ -km. Funniest trip: canoeing from Shallow Crossing down the Clyde to Bateman's Bay. Despite Richard's surf life saving rubber ducky (or maybe because of it) half the trippers overturned, the campsite was flooded out, and they never actually got to Bateman's. Richard would not have missed it for the world.



Finally, through other club members, Richard is in a syndicate building a light aircraft and is learning to glide with the Harden Gliding Club. He thinks their Blaniks are even older than the Bentley. The launch V8 certainly is. Video can be made on demand.

***R B in ya Bonnet mate!***



# PLACES TO GO.....



Oxley Wild Rivers NP NSW



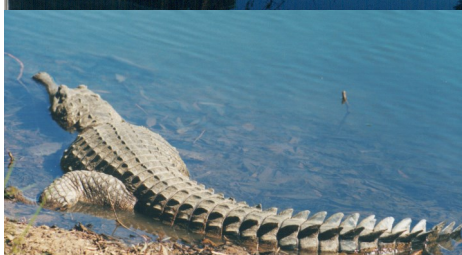
Palm Valley NT



Windjana Gorge WA



Pink Lakes - Murray-Sunset NP Vic



The Canberra (2WD)  
Murray River



# Anatomy of an Accident

Gordon Stone

On Easter Sunday, Val and I were driving in the Yadboro Forest to the west of Kioloa. Some of the roads were wet because it had been drizzling earlier in the morning. As we followed a 3-car convoy of locals down the Bimberamala Fire Trail towards the Bimberamala River, the track was dry, which was fortunate given the ruts that we were negotiating. We ignored a short-cut off to the right and followed the convoy until just before the river, where the convoy had stopped.

Several people were looking up the hill at a Troopy lying on its side. (See top photo.)

We were assured that the driver was fine and had gone for help.

We walked the scene to try to determine what had happened. The Troopy had taken the aforementioned short-cut which ended in a short, steep run down to the river with only about 15 metres of flat ground before a right turn. The track was flat on the right side (heading downwards), and about one Troopy width wide. It had a slope of approximately 15 degrees to the left where there was a gutter 50 to 60 cm deep with no wheel track on its left side. The surface was moist, but not unduly slippery under foot.

Examination of the wheel tracks and skid marks led us to the conclusion that the Troopy had taken the high side of the track and about halfway down its rear end slid into the gutter. The front ran up onto the opposite bank, and the rear kept sliding down hill. The result was a Troopy lying on its right side, facing uphill. (Centre and bottom photos).

Our suspicions were confirmed when one of the locals said: "Yeah, my mate rolled his Hilux here the same way just after Christmas".

The lesson is NOT "Don't drive Toyotas"; it's about assessing and minimising risk. In this case, the options were: take the high side and risk slipping into the rut and the accident, drive with the left wheels on the left slope of the rut and risk being stranded with 2 wheels in the rut and two in the air or go back and take the other track. In retrospect, the last was the best option.



Oh, What a feeling....



# Results from the Club Members Survey on Trips

John Kjar

Recently, after a wonderful day's 4WDing in the Snowy's and, following a convivial Happy Hour, conversation among a group of members turned to trips. Why weren't more members enjoying themselves like us and what should we/the Club do to facilitate trips? Well, the ideas flowed like wine, and while these were good, we could not agree on priorities.

Hence the genesis of an idea – why not ask you, the membership, what you thought and hence help guide our future plans. So, the Trips and Events sub-committee, with agreement from the Club Committee, decided to survey members present at the Club meeting on 10 April. This is a summary of what you told us.

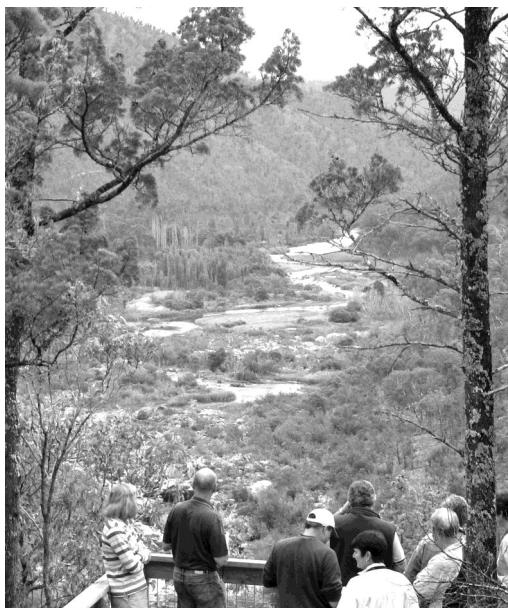
We received 44 responses to the survey. From a membership of about 180, the views expressed probably provide a fairly good representation of Club views. And these views were especially important as the respondents indicated they were active and wanted to remain active Club members.

Most of the respondents had been on many (more than 5) club trips. Almost all had completed the Club's basic driver training course, half had completed the sand and river crossing course while one quarter of the responses said they had completed the Advanced 4WD and Recovery Course.

Almost everyone (with only two exceptions) wanted to see the Club schedule more trips. Three quarters of respondents want to do 4 or more trips with the Club in the next 12 months. If this is representative of the whole Club, and only half of these trips were accomplished, the Club would need

to schedule 50 trips (with 8 vehicles per trip) each year to meet your requirements.

But what type of trips you ask? Three quarters of respondents want more moderate (Level 2) trips and half want more harder (Level 3 and above) trips. Few



Some want more scenic trips...Snowy River

saw the need to schedule more easy grade trips. Three quarters of respondents want more weekend trips, half want more day trips and at least one-third want to see more trips of a week or longer duration. Preferences for trip locations were evenly spread across areas near Canberra, near the coast, in the hills, and remote areas. Respondents also indicated a strong preference for more social and scenic trips being scheduled.

Over half the respondents had not led a trip, and less than one-quarter had led 3 or more trips. There were a few dedicated members who had led more than five trips. Three-quarters of respondents said personal issues constrained them from leading a/more trips. But also 15 indicated trip information and/or trip leader information was a con-

straint. Which leaves the Club in a dilemma – lots of moderate to hard trips are wanted – but few people want to lead them.

So, what can the Club do about it? Seventeen persons said they would attend a Trip Leaders seminar this year. This is therefore a priority matter for us as is the need for better information and having some Club mentors/wise persons to help novice leaders (see Richard B's report). Also 15 persons said they wanted help to lead a trip (most were novice leaders). Thank you for the offers - we will follow up with you very soon.

In summary, there is much interest in trips and leading trips. But we all have work to do to convert it into more trip leaders and actual trips!



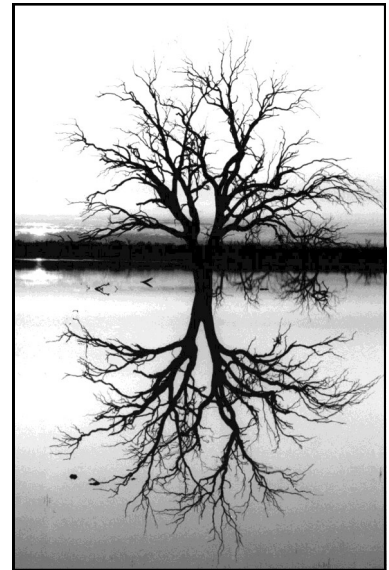
While others want more challenging trips... Deddick Fire Trail

## Did you know – and how you can help?

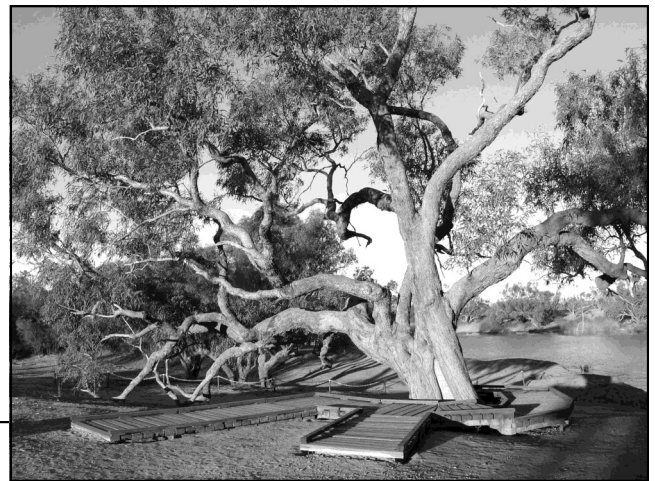
The National Library retains copies of almost all publications released in Australia, including our very own Southern Trails, including the first edition published in January 1977. As members of the public, we have access to these publications.

However, their records indicate they did not receive 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](mailto:kjar@optusnet.com.au). Thank you in anticipation.



## PLACES TO GO WHERE ARE THEY?



### Have you been here?

*A tree with a special place in Australian history, lakes in unexpected places, rugged ancient mountains and something for the kids. Visit these places on one of the extended trips... see calendar.*

Answers Page 45

## Book Review: *River Tracks – Exploring Australian Rivers*

Catherine de Courcy and John Johnson – Lothian Books 2001

Kevin Dawes

The ST4WDC organises a wide variety of excellent trips for members, from one day events to the mega convoy safaris across Australia. Don't just wait to get onto a trip. There are many other options to use your new skills. Below is a highly recommended book that will stimulate you to either get a Club group organised, grab a couple of mates, or just head out on your own with the family during the next school holidays. Perhaps the kids could learn so much, you could do it during term time!

Apart from loads of information on planning and preparation, what to do and see, best fishing spots and lots of potted history from both Aboriginal and European cultures, this highly recommended book concentrates on the following trips:

The Upper Murray River  
Lower Murray River  
Murrumbidgee River  
Goulburn River  
Darling River  
Cooper Creek

Many parts of these trips can be done very safely in 2-wheel drive, but a 4-wheel drive would be best to access more remote camping spots and the areas further out-back. Naturally, a 4WD can carry lots of camping gear more easily and can cope with rougher roads than a fully loaded family sedan. The book advises the best times to travel in order to avoid the boggy conditions that can present serious challenges getting in and out of some river tracks.

Since isolated camping is the favourite style of accommodation for the authors, they identify many bush camping locations along each river track. However, they also list motels, hotels, cara-

van parks, B&Bs, backpackers' lodges and shearing shed accommodation. They give particularly interesting historical heritage notes on many places.

Their first listed trip, the Upper Murray River, is a great place to start. This fabulous river drive takes you from the high alpine ranges of the headwaters down to the plains and the semi-arid regions of the Mallee. It starts at Tom Groggin and finishes where the Murray and the Darling River meet, travelling through popular holiday towns such as Albury, Yarrawonga and Rutherglen.

Most of the towns have great river access for picnics, fishing, bush camping, historical buildings and history, wine tastings, dining out and opportunities to photograph Australia's best River Red Gums. The trip is approximately 900km and will take six days if you don't explore too much. From Canberra this trip can easily be broken into many shorter trips or combined with the inevitable trips to and fro to Melbourne.

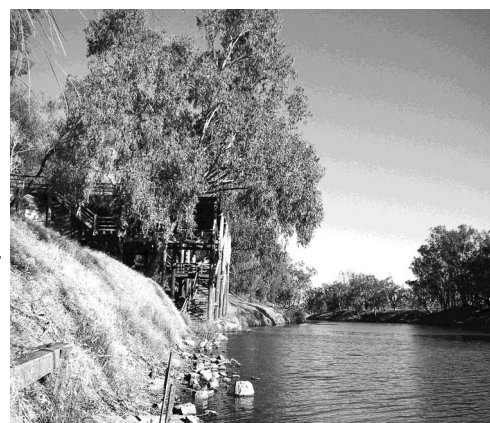
As a contrast you could plan on the 733km trip from Bourke to Wentworth along the Darling River, recommended between April and October. This is an ideal easy outback adventure that travels through remote semi-arid desert country on good gravel roads but still full of history, adventure, fishing and outback camping experiences.

As an example, the book gives details of Trilby Station, 25km south of Louth. The station has been opened up to tourists. You are given a mud map that allows you to safely drive around the property. You can dine with the owners and get first hand histo-

ry, watch shearing and other activities in season, camp somewhere along their 25km river frontage, in one of their powered sites, or in cottage or modern bunkhouse accommodation.

*Darling River at Bourke*

Fishing enthusiasts who are fed up with the poor quality of the fishing on the Murray are attracted to the available campsites on the Darling, including Trilby Station. You can catch cod, yellow belly, perch and yabbies. The owners can arrange a flat-



bottomed boat and fishing gear. The river here is a safe place for small boats.

There is so much information on this trip and the others that I found the book irresistible. I have read it several times and I am planning to use it as the basis for several more trips in the very near future - as soon as the drought breaks!

## Taylors' Walkabout

*The following was circulated by a member to friends and relatives before heading off on a great trip. It is reproduced here (with permission) as an example of good planning; the sort of detail we could all use, but too rarely do. It gives the itinerary, rough dates, and how to contact in remote areas. Members unfamiliar with the 4WD HF radio (VKS737) and the RadTel networks might care to check out their websites.*

*(<http://www.vks737.on.net/> and <http://www.radtelnetwork.com.au/>)*

*Quite a few of our members belong to the VKS737 network—an efficient, friendly, volunteer based organization providing nation wide radio communication for travelers. It is highly recommended for remote area travel.*

It is now less than a week before we head off on our next big trip. We plan to leave on Monday 16 April, heading for Hay/Ivanhoe the first night. Then on to Tiboburra, Cameron Corner and on to the Strzelecki Track to Lyndhurst. Up to Marree and then Lake Eyre which has water flowing into it for the first time in five years. Actually, most of that region has been flooding from the QLD rains and we have been watching the road closures all week!

Then the Oodnadatta track to William Creek, across to Coober Pedy up to Oodnadatta, Marla, Kulgera (still thinking about a side trip to Mt Dare and Dalhousie Springs) and onto Ayres Rock, The Olgas, MacDonnell Ranges and Alice Springs. Alice will be the first shopping centre for a bit of therapy. We will spend a bit of time around Alice seeing Chamber's Pillar, Ross River and more. We have to collect our permits in Alice to cross the NT and WA Aboriginal lands.

Then we are heading off on the Tanami track to Gary Junction Road then Papunya, Kintore, Kiwirrkurra to Gary Junction. Our heading is for Rudall National Park and Cotton Creek as we have been invited to stay at the Aboriginal Settlement there. Not sure if the Canning Stock Route section from the Junction to Cotton Creek will be suitable so may go Windy Corner and Talawana Track. From there, either back to WAP-ET Rd (Kidson Track) to Eighty Mile Beach or the Telfer Mine Road to Marble Bar. That's our first three or four weeks done.

So, if you want to contact us we now have a High Frequency (HF) radio (also known as RFDS or Flying Doctor radio). With this, we have joined to key radio networks. These are the Aus National 4 WD Network, or, VKS-737 and the Radtel Network. Both offer many services including message services. That is, you ring them, leave a message, they pass the message on to us and we will ring you back via radio telephone or Telstra whichever is handy at the time.

VKS-737

I have pasted the instructions for VKS-737 below:

TO POST A MESSAGE TO A REMOTE MEMBER

Telephone (08) 8287 6220 x( International: + 618 8287 6220 )

Follow the prompts. Note that you

will be asked for:

The member's name (given and family name)

The member's callsign (our call sign is ROMEO 1661)

A general location for the member if known

Your name

Your phone number (we may need to get back to you).

The message !

You have approximately 1 minute for the recording. Please read the Important Advice, via the INFO button above right, prior to recording your message ! Important advice on the reliability of our system can be found via the button right. Anyone sending messages to our members should read that advice !

MEMBERS - Please stay in touch daily, while travelling. ! It is important that travelling members monitor at least one of our many daily skeds, for the retrieval of messages.

Our Delivery System

Our volunteer messages coordinator circulates messages to all network staff several times each day (time permitting).

Also, here is a link to the website: <http://www.vks737.on.net/> and go to the messages tab.

RADTEL

To contact us with Radtel, dial 02 4943 1745 and quote our Selcall number of 1661. The hours for this service are generally Monday to Friday 9-5. However, if the message is urgent they will do after hours. <http://www.radtelnetwork.com.au/index.html>



MOBILE PHONE: Or, ring our mobile 0411 281 087 and leave a message.

INTERNET: Send email [taylorlors1@netspeed.com.au](mailto:taylorlors1@netspeed.com.au)

Cheers, Greg and Vickie, Caitlin, Tegan and Kane Taylor



---

*Mystery Bay: Continued from page 35.*

But for those of us who enjoy some more of the creature comforts, or, those who travel with our kids and need lots of storage/ carrying capacity - we all seek the same type of adventures and need to take 'trailers'.

All those on the trip agreed that we need more of this type of trips in the club so that we cater for all. So who's up for this again??? ...and who will volunteer to lead?

PS. All of the tent campers also enjoyed the weekend!

## **'Safe One' Basic 4WD Course at Talooge**



---

***Places to go (from p 42)***  
*Clockwise from top:*

Dubbo Zoo,  
Fort Grey, Sturt N.P.  
Burke and Wills Dig Tree at Nap-  
pa Merrie,  
Flinders Ranges SA,  
Coongie Lakes, Innaminka.



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Phone Peter on 6251 1258

## Bits and Pieces

## LOST AND FOUND

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](mailto: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
Shirts:	\$35.00
Vests:	\$45.00
Caps:	\$15.00
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Name Badges	\$10.00

Look for the sign on a table at Meetings



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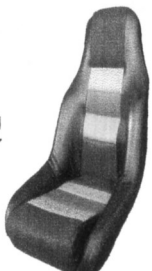


**Miles Goldfinch**  
[bds.dialabiz.com](http://bds.dialabiz.com)

P: (02) 6293 3044  
F: (02) 6293 3055  
E: [contact@bds.dialabiz.com](mailto:contact@bds.dialabiz.com)

Shop 5, 182-194 cnr Scollay & Reed (South) Sts Tuggeranong A.C.T 2900

**An Inside Job**

**Daniel Swindley**

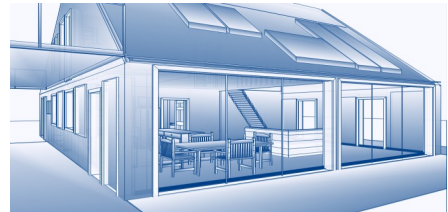
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# NEW MEMBER APPLICATION

SOUTHERN TABLELANDS 4WD CLUB INC.

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: .....