



SOUTHERN TRAILS

ISSUE 343 November 2007



C O N T E N T S

Directory	2	Trip Report: Willowglen Challenge	21
President's Ponderings	4	Trip Report: Mystery Bay	22
Christmas at Talooge	5	Envirofund Working Bee report	24
Membership Matters	6	Using GPS - Part 2	26
Publications Report	6	Discounted Maps for Members	30
Events & Trips	7	Recce Report: Carwoora Goldmine	31
Membership drive comp	7	Trip Report: Criss Cross Aust. Pt3	32
Talooge Topics	8	For Sale/Wanted/Lost/Found	38
Talooge Future Workshop	9	Services Directory	39
About Trips	11	New Member Form	40
Trips and Events Calendar	12		
Promo Volunteer Form	18		

Closing date for inclusion of articles in the next issue of SOUTHERN TRAILS is November 16th.

**Next Meeting Tuesday 13th November
at 7:30pm Deakin Sports Club**

New trips added this month

See Events and Trips Calendar pp 12 -16

**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: INSTANT COLOUR PRESS, 21 RAE ST, BELCONNEN, ACT 2617.

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



President

Peter Fenwick

0412 866 375

Email: president@st4wdc.org

Vice President

Rosemary Orr

6241 0464 0414 568 358

Email: vpresident@st4wdc.org

Secretary

Catherine Panich

6281 5175

Email: secretary@st4wdc.org

Treasurer

Rick Holland

6292 6537 0412 335 962

Email: treasurer@st4wdc.org

Past President,

Richard Brand

0418 568 358

Email: ppresident@st4wdc.org

Publications Coordinator

John Wiseman

6230 2459

Email: publications@st4wdc.org

Education Coordinator

Peter Reynolds

6251 1258 0428 623 458

Membership Secretary

Jim Hanigan

6291 6392

Email: membership@st4wdc.org

Events and Trips Coordinator

Richard Brand

0418 568 358

Email: trips@st4wdc.org

Property Coordinator

Jim Raleigh

6281 3102

Email: property@st4wdc.org

Public Relations Coordinator

Gary Caitcheon

0429 635 412

Email: public@st4wdc.org

General Members

Marj Jones

6284 3456

Email: marj@st4wdc.org

Alan Jones

6284 3456

Email: alan@st4wdc.org

Kerry Blakston

Email: kerry@st4wdc.org

Barry Woodyatt

0428 219 158

Email: barry@st4wdc.org

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

at 7.30pm on the second Tuesday of each month.

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

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

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

Publications

Website

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

Southern Trails is the ST4WD Club monthly Magazine.

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

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

Talooge Park

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

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

Code of Ethics

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

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

Training

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

The current courses are:

Mandatory Courses

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

Supplementary Courses

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

Training for Driver Training Instructors

Trainee Instructor,

Assistant Instructor,
Instructor, and
Chief Instructor

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

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



PRESIDENT'S PONDERINGS

Peter Fenwick



ST4WDC is the Willowglen Club champion for the third consecutive year!!! See report elsewhere. Catherine and I attended Saturday. It was great to see many members wearing club shirts, supporting your team. Seeing club banners and the Promo banners on the hillsides was a bonus. It was a great spectator event and we were sorry not to be able to stay for the whole event.

While only a few of our members participate in outright competition like Willowglen possibly due to expense (\$200 per car entry fee + cars etc etc) and abilities, competition is an important aspect of 4Wding and it is an area that brings a lot of recognition to ST4WDC. This activity is one that balances our environmental credentials and demonstrates that we, as a club, cater for many diverse tastes. Our club gains much recognition not only for the team success but with compliments from Marshals and stage supervisors as the most polite and patient of teams and spectators generally. Well done.

In the first week of November, the President of 4WD NSW & ACT, Greg Redfern, and the Presidents of local affiliated 4WD clubs hope to meet with NSW NPWSW and State Forests representatives to discuss the Memorandums of Understanding we have with those organisations. This will lead to a closer and better working relationship with these organisations and hopefully improved access for our members to areas they control. We are also attempting to meet with ACT government representatives to discuss the lack of consultation over the recent road closures in the ACT and how this is directly contradictory of the recommendations for increased public access in the *Draft Namadgi Management Plan 2005* and the *Interim Recreation Strategy For*

Natural Areas of the ACT released in April 2004. I am informed that the final Namadgi Management Plan will be released some time in 2008. It has been delayed so often I am not holding my breath.

Along with the above meeting is another meeting to re-establish a regional council of affiliated clubs. The Association wants to extend the number of Regions that currently exist, i.e., the Sydney Region and the Hunter Region, because they have been very successful and they work for the interests of 4 wheel drivers at a local level. There are a number of Clubs in and around the ACT which would make for a very formidable body to further our members' interests.

The advantages we see on a local basis are as follows:

- A group that can work directly with Land Managers such as NPWS and Forests NSW/ACT and do so with greater authority.
- A group that can coordinate volunteer programs with Land Managers that provide access through a form of ownership of the care and maintenance of an area or site that you value. Such closer local arrangements can lead to privileged access.
- A group that can work for mutual benefit with local aboriginal people (e.g. Menai is a terrific story).
- A group that can coordinate community programs on a larger scale but within our areas. Each existing Region holds major charity support events that have great promotional as well as community benefit. We currently have the 4WD Spectacular & Outdoor Recreation show in February 2008
- An ability to maximise

greater promotional benefits from all of the activities undertaken.

- A group that can hold or participate in major events for the benefit of Club Members and for attracting new Members.
 - A means of sharing ideas, information, concerns and solutions within Clubs that is relevant to your area.
 - A means by which the Association can more readily support you financially as a group promoting the objectives of the Association but at a Regional level.
- There is no doubt such a grouping will provide greater influence to things that matter to us as four wheel drivers.

I hope to be able to provide you with positive outcomes on the above matters at the November meeting. As always, I 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.*

Peter Fenwick
President

*This land is cursed;
the animals hop not run,
birds run, not fly
and the swans are black not white*

Dirk Hartog, 1688.



Christmas at Talooge

1st and 2nd December

This is now the biggest Club Event of the year!

Two packed days of fun for children and adults alike.

Explore Talooge Park, then kids games will be followed by games for kids-at-heart.

Santa will visit, there will be the traditional Gift Grab, kid's movies then the communal dinner following happy hour.

Best table decoration, club-provided desserts and camp-fire camaraderie take us through to the 'Morning-after Funkana'. Bigger and better than ever, this will test your driving skills, patience, trust and communication abilities as never before.

Not to be missed.

For the Kids

Saturday afternoon - Bush races, tug-of-war, egg-and-spoon races, sack races, Santa, etc

Saturday evening - wildlife spotting, films

For the Grown-Ups

Games, Gift Grab, Funkana

Talooge Park Tours

Need an update? Jim Raleigh will be leading familiarization trips around the property on Saturday afternoon and Sunday morning. This is a great chance to catch up on what has already been done, and explore many other locations of interest.

Bush Walk

On Saturday morning, we will check out the waterfall in Devil's Hole.

Feature Naming

As more and more of Talooge Park is discovered, we need more and more creative names to define locations, features, and tracks. Lots of large maps will be available and Saturday dinner will provide a forum for name-calling.

Helping Hands

The property coordinators will need lots of help setting up and tearing down tarpaulins, lighting, catering gear, etc, mainly on the Friday evening.

The Funkana

also takes a lot of planning, set-up and coordination, mainly on Saturday afternoon and during the event itself. Peter Reynolds will take all the help on offer!

What to Bring

Bring camping gear, UHF radio, happy hour provisions, 'pot luck' main course shared by all, your own lunches, breakfast and liquid refreshments. Also a secret wrapped present for each child you are bringing, plus an inventive wrapped grown-up present valued under \$15. The cheekier, the better.

Don't forget your table decorations.

Loaner camp ovens gratefully received for damper cooking

Getting there

Alan Jones will be leading a convoy on Friday evening, leaving Williamsdale at 6:00pm.

Rick Holland will lead a second convoy departing Williamsdale at 8:30am on Saturday morning.

Or ask any committee member for the number to open the combination locks and you can travel independently to Talooge Park via Strike-A-Light Fire Trail at any time.



MEMBERSHIP MATTERS

Jim Hanigan



The club has two new Associate Members (Competition) in Brian Kelley and Bob Watling. Both were part of the team that was so successful in the Willow Glen Challenge over the October long weekend.

The club membership is now as follows:

Renewed and rejoined Memberships	184
New Memberships	25
Associate Members (Competition)	5
Life Members	3
TOTAL	217

Details of the membership drive competition are presented opposite. The competition will run from the November general meeting until the February general meeting including the Promo Days. The current member who introduces the most new members will be declared the winner and will be announced at the AGM in March 2008. Here is the opportunity for you to introduce your friends and neighbours who own 4WDs to the club and show them how to really operate their vehicle.

In case you would like to avoid the major cash outflow that usually occurs over the December / January holiday period, I will be accepting membership renewals for 2008 at the November meeting. The membership fee for 2008 remains at \$100.

See you at the General Meeting in November in the Deakin Sports Club – until then, safe traveling.

Jim Hanigan Membership Secretary Phone / Fax 02 6291 6392

PUBLICATIONS

John Wiseman



Space is tight this month, with lots of good things to say. Because *Southern Trails* is printed both sides of A3 paper (that's a total of 4 A4 pages) the size is limited to 4 page blocks. 36 pages or 40 or 44 is OK, but not 39 or 42 or anything else that isn't neatly divisible by 4. This month we have a 43 page magazine printed on 40 pages! This month too the middle pages can be pulled out and returned to Wendy Holland when you offer to assist with the 4x4 Spectacular. Speaking of spectacular - see the footnote box on page 15. Congratulations to those involved in the Willowglen Challenge.

Southern Trails will be published next month, but not in January. There **WILL** be a January Club Meeting as usual on the second Tuesday of the month, just no magazine to remind you. We are planning to have a very special issue of *Southern Trails* at the start of February, just in time for the great promo Spectacular. That one will carry the usual material of interest to members but will also be aimed at all those potential members we will meet at the Promo. It will be a bumper edition.....provided of course that the material is available to publish!

There are a few trip reports outstanding, but also we plan on publishing a condensed wrap up of many of the trips over the last year or two. This will need input from lots of people and also your best photos. (We are haggling with printers about colour prices.) We'd also like to see more articles of general interest – tyre selection, battery and electrical options, radio options, which fridge?, why an extra battery,Great places to go.....

Please give some thought to selecting and sending some great trip photos and writing a few words to go with them. Doesn't have to be a marathon, a page (or two) is fine.

John Wiseman

EVENTS AND TRIPS

Richard Brand



Keeping us on Track

As the weather warms up, so does the Calendar. November is a big month with eight events and trips for you to choose from, with destinations ranging from Eden and the Ben Boyd National Park on the far south coast, to Dubbo Zoo in the mid-west, with Yerranderie and Wee Jasper as closer options.

No sooner does November finish than December gets off to a huge start with the Christmas Party, which has become the biggest 'trip' in the Club year. Once again this is at Talooge Park, but will be the last Christmas Party for a while focused around the 'top block'. As a result of the Talooge Park Workshop, your Committee is putting a big effort into planning and communicating the future of Talooge Park, and we need your help. The Christmas Party will have all the usual great features, but we are also running two familiarization trips and a bush walk to the waterfall in

Devil's Hole. We will be finalizing the planning for a big camping area on the flat for next year's Christmas Party. Will be seeking creative input for names of features, so we can communicate better what is already there and what is planned. See the advertisement elsewhere for what to bring and how to get there.

Only one new trip this month – Vivian Henderson and Allan Williams are heading to Blue Waterholes, one of the Club's most frequented destinations. Should be glorious in early December.

After that there is a big hole in the Calendar until the 4WD Spectacular in February. Admittedly, a lot of members will be putting a big effort into preparations for 'Promo 2008' during January. The lead up to Christmas is hectic for most people, so your Committee is not concerned about the lack of activity around Christmas.

However it is important to get trips into the magazine for next year, and in particular to have a really great Calendar in the February issue to impress potential new members attending Promo. Remember there is no January magazine, so I need your trip proposals right now for forward publications.

To help, we now have trip planning packages available for Bendethra, Misty Mountain, Mystery Bay and Postman's Knock.

Just drop me an email and you shall receive.

Richard Brand
(acting) Events and Trips Coordinator

Membership Drive Competition

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

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

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

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

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

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

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

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

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

TALOOGIE Topics

Jim Raleigh



Latest News

The Talooge Development Workshop conducted at the September General Meeting was a most useful input to the priorities for further development at Talooge. While some have suggested that the methodology was never going to elicit all the best ideas, almost any methodology could be accused of having that same fault in some people's minds.

The Committee discussed the results at a special meeting on 2 October and have concluded that the highest priority should be given to the further development of Thurbon Flat – the open camping area in the river bend in the South East corner of the Home Paddock. We look forward to the substantial number of people who asked for such developments to make themselves available at the necessary working bees in coming months. Further details of the results of the Committee deliberation can be found elsewhere in this issue.

Naming of Features

Action is being taken to formally establish names for various fea-

tures at Talooge, such as crossings, gates, campgrounds and tracks. This will serve to allow better information dissemination regarding such things as the planned and current availability of facilities, and necessary closures. Once the names have been agreed by the Committee, action will be taken to display appropriately labelled maps at Talooge and signs will be erected where appropriate.

Locks

The locks on all of the buildings at Talooge have been changed. All buildings are now fitted with combination locks similar to those fitted to the gates **but with a different number**. If you are visiting Talooge and need to have access to the buildings make sure you ascertain the number from a Committee Member – but please **do not give the number to anyone who is not a current club member**. If you are in possession of keys to the old locks, please return them to Jim Ra-

leigh so that we can avoid the necessity to purchase padlocks should a new requirement arise.

Have you visited recently?

It is encouraging to see that there have been a number of club members making enquiries about spending time with their families at Talooge. It is your property – please make the most of it, as it can be a wonderful place to spend a weekend or a few days during the week away from it all. There are seven areas at Talooge designated as suitable for camping. Of these three have toilet facilities and these three plus at least two others are suitable for trailers. Further improvements are planned but in the meantime, you should have no concern regarding the potential for a private camp site if that is what you are looking for.

Calendar of Events

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

From	To	Activity	Contact	On
11-Nov-07	14-Nov-07	AFP Training Course	Jim Raleigh	0413 612 305
1-Dec-07	2-Dec-07	Christmas Party	Richard Brand	0418 568 358
1-Mar-08	1-Mar-08	Envirofund Working Bee - Seedling Planting	Graeme Kruse	6292 3073 (H)



TALOOGIE PARK – Future Development

The Workshop

Lots of ideas (over 80) for the development of Talooge resulted from the very successful workshop in September. A few (notably the nude bathing beach and five star chalet complex!) may take a little longer, but some clear general directions emerged, together with many specific aims.

The workshop found that the most popular area of interest was camping. Many wished for simple “remote” camp sites. Others suggested development of the flat area near the river below the training sheds (Thurbon Flat, shown on this month’s cover) as a main camping and congregating ground, with various levels of facilities ranging from very little to a clubhouse, bunkhouses, etc.

An area of concern was access. There certainly are access issues, and a lot of effort continues to be made towards a resolution. However, this is a difficulty with long roots buried in history, and involves formidable layers of government and bureaucracy. Progress will be made, but slowly.

A range of suggestions related to improved signage, maps and walking trails. Talooge is big and exploring on foot is certainly enjoyable, more so if you can find your way back!

A number of suggestions related to additional driving tracks, including some seriously challenging ones that could be used for more advanced training.

There were numerous other suggestions too. A widely held view was that development should be low impact to preserve the wild nature of Talooge.

The committee met on October 2nd to consider the suggestions and resolved as follows:

Philosophy for development:

To develop Talooge Park for driver training and for use by members of ST4WDC for camping and associated off-road activities

Take care of the land and environment

Develop, where appropriate, with minimal impact principles in mind.

Goal: To celebrate the 5 year anniversary of Talooge Park on Thurbon Flat.

Decisions made:

Camping

To develop Thurbon Flat for camping. The resulting area and structures will be used by the club for official club activities and will be the main campground for individuals. The idea is to encourage members to camp away from the top area near the training shed. Infrastructure to include:

Additional toilet block, placed away from the current block to include hand washing facilities

Camp kitchen with BBQs, shelter, working benches, water, lights (for functions)

All to be built in/with a bush setting

A shower enclosure, where members can set up their own shower and water, will be eventually built.

Identify remote camping grounds – numbered and named. Include fire pits (similar to those found in National Parks) and where possible toilets

Access

Ongoing legal and concurrent access issues continue to be investigated and solutions sought.

Seek permission to install a gate, with combination lock, at Cherry Creek

Look at improving road surfaces that get muddy.

Walking tracks

Create a map that identifies driving and walking tracks and prominent features

Identify and signpost the walking track up the water course to Devil’s Hole.

Current training area

Upgrade current sleeping shed by laying flooring and adding more sleeping platforms. The plan is that this shed is to be available to ST4WDC workers during inclement weather

Replace the tilt-a-door in the kitchen area of the training shed with bay window/wall that includes cupboards to store the club’s Promo kitchen equipment
Clear out and tidy the area around the storage shed and remove to the tip any unused building materials and items.

Build a shed for storage of chemicals etc.

Build/improve structures that protect club equipment such as the fire truck, generators etc.



Meet your ARB store manager.

He's a 4WD tragic. When he's not in the office talking 4x4s, he's knee-deep in mud at an off road event. Like all ARB staff members he was hand picked for the job, then trained to manage all your 4WD requirements, from identifying the right product to installation and maintenance.

He's obsessed with touring as well, so if it's travel advice you're after there's plenty of experience on hand, and naturally, he stocks ARB's complete range of premier 4x4 accessories. ARB stores are your one stop 4WD equipment shop – if they don't have it, you probably don't need it.

ARB 4x4 stores... your partners in adventure.

OUR RANGE INCLUDES:

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

ARB Northern's Andy Miller gets down and dirty at the Outback Challenge



ARB

4x4 ACCESSORIES

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

ARB accessories are available from offices in every state and stockists in most larger regional centres. Web: www.arb.com.au Email: sales@arb.com.au

WE WON'T LET YOU DOWN.

ABOUT TRIPS

TRIP GRADING

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

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

DRIVER EXPERIENCE

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

TRIP PLANNING

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

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

CB RADIOS

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

FIREARMS & PETS

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

TRIPS AND EVENTS



9 - 11 Nov Saltwater Creek

(2007-071)

Trip Leader: Richard Brand
Email: trips@st4wdc.org
Phone: 0418 568 358 (m)
Vehicles: 6
Grade: 2
Start: 8:00 AM
Departure: Williamsdale
Fuel: Full tank
Maps: Kiah 1:25000
Eden
Candelo
Bemboka

Requirements: Basic Driver Training, basic recovery gear, UHF radio, good tyres, well maintained vehicle, drinking water. Happy hour supplies, and pot luck dinner on Saturday night.

Description: Saltwater Creek is an idyllic camping spot in the Ben Boyd National Park on the far south coast of NSW. Sites are nestled under trees alongside a lagoon and a few metres from an ocean beach. This trip is suitable for off-road trailers and canoes but not for pets. The trip down will take in a supply stop for morning coffee at the Nimmitabel Bakery. At some stage we will drive up the 770m high Wolumla Peak for spectacular views of the coastline from Merimbula and Pambula to Eden. We will camp in the same spot for two nights, giving ample time to explore nearby Eden and Twofold Bay, and maybe visit the restored Seahorse Inn for a touch of sophistication. For the energetic, we will tackle some of the Boyd's Tower to Greencape Lighthouse coastal walk, doing a truck shuffle to avoid having to walk both ways. National Park fees of \$7 entry and \$10 per adult per night are payable.

10 - 11 Nov Dubbo Zoo

(2007-073)

Trip Leader: Rosemary Orr
Phone: 6241 0464 (h); 0141 568 358 (m)
Vehicles: 8
Grade: 1
Start: 8:00 AM
Departure: Murrumbateman Pub car park
Fuel: Full tank

Requirements: UHF radio, well maintained vehicle, good tyres, camping or cabin gear, happy hour goodies and your personal requirements for the weekend

Description: After leaving Murrumbateman we will travel through Cowra, Canowindra, Cudal, Molong to Wellington and then Dubbo. We may stop off and explore the Wellington Caves. Will do the early morning walk at the Zoo for those early risers and then a leisurely rest of the morning at the Zoo. Then home through Parkes, Eugowra and to Cowra and home. COME AND SEE THE ANIMALS. Dubbo Zoo is a wonderful experience for everyone. Lots to see - drive or ride a bike.

Comments: Family pass (2 adults 2 children) \$93 and down from there. Accommodation will be at a Caravan Park so you can camp or hire a cabin - prices from \$75 for a cabin and down from there.

13 Nov Monthly Club Meeting

(2007-049)

TRIPS AND EVENTS



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

17 Nov Day trip to Wee Jasper

(2007-050)

Note: Changed destination
Trip Leader: Rick Holland
Email: rholland@actewagl.net.au
Phone: 6292 6537 (h); 0412 335 962 (m)
Vehicles: 8
Grade: 3
Start: 8:30 AM
Departure: Uriarra homestead (corner of Uriarra and Brindabella Roads)
Fuel: Full tank
Requirements: Basic driver training, basic recovery gear, UHF radio, well maintained vehicle, good tyres, drinking water, lunch and snacks
Description: Brindabella National Park is a wonderful area to spend a day. We will explore some of the grade 3 tracks on the way to Wee Jasper. Our route will take us to Flea Creek, Webbs Ridge trail, Baldy Range trail, Link trail and Doctors Flat into Wee Jasper. We will have a lunch break at Wee Jasper, then jome via Nottingham and Brindabella roads. We should be back at Uriarra station by 5pm.

23 Nov Free-Rain Theatre Company: "The Seven Year Itch" by George Axelrod

(2007-061)

Trip Leader: Catherine Panich
Email: capan@homemail.com.au
Phone: 6281 5175 (h)
Departure: The Courtyard Studio, Canberra Theatre
Requirements: Suitable for children 15 years and over. Cost: \$27.00
Description: Like many other Manhattan husbands, Richard Sherman sends his wife and son to the country for the summer, while he stays behind to toil. Though revelling in temporary bachelor freedom of lifestyle, he's resolved not to carouse and philander like some others. But his overactive, over-vivid imagination goes into overdrive when a delightfully unconventional, voluptuous blonde moves in upstairs. Come prepared to laugh yourself silly
Comments: Bookings and money to Catherine by 19 October

24 - 25 Nov Yerranderie Ghost Town & Silver Mines

(2007-070)

Trip Leader: Nigel and Trish Moth

TRIPS AND EVENTS



Email: trips@st4wdc.org
Phone: 0418 568 358 (m)
Vehicles: 6
Grade: 2
Start: 8:15 AM
Departure: Car park behind Shell Service Station, Watson
Fuel: Full tank at start. Round trip approx 500 kms. Refuel at Goulburn on return
Maps: Richlands 1:25000
Mt Armstrong
Bindook
Yerranderie
Requirements: Basic recovery kit. UHF radio. Drinking water, happy hour supplies.
Deposit of \$6 per adult required for confirm campsite bookings
Description: Yerranderie Township is a privately owned historic township and wildlife sanctuary within the Blue Mountains National Park. It is 44kms West (and slightly north) of Camden and on the opposite side of the Burratorang Valley. We travel via Taralga and Limeburners Flat to an historic silver mining town in a large volcanic crater. The track out of Limeburners and the approach to **Yerranderie** can be untidy. The camping area in the old village has showers and flush toilet but limited number of sites at \$12 per adult. There is a small fee for a tour of the old buildings, a museum and the old mines to be arranged on arrival. A walking track up The Peak is free and worth the effort if you feel energetic. And visit the historic cemetery and read the tragic stories as we leave on Sunday. NOTE: We have had to pay a deposit of \$6 per adult to confirm campsite bookings.
Comments: No pets or trailers. Trip numbers are limited by available camping spots

1 - 2 Dec **Christmas Party at Talooge** (2007-052)

Trip Leader: Richard Brand
Email: trips@st4wdc.org
Phone: 0418 568 358 (m)
Vehicles: Unlimited
Grade: 1
Start: 8:30 AM
Departure: Williamsdale
Fuel: Full tank
Requirements: UHF radio, happy hour provisions, pot luck main course, lunches and breakfast. Also a secret wrapped present for each child you are bringing, plus an inventive wrapped grown-up present valued under \$15. Table decorations
Description: Two packed days of fun for children and adults alike. Kids games will be followed by games for kids-at-heart. Santa will visit, there will be the Gift Grab, kid's movies then the communal dinner following happy hour. Best table decoration, club-provided desserts and camp-fire camaraderie take us through to the "Morning-after Funkana". Bigger and better than ever, this will test your driving skills, patience, trust and communication abilities as never before. Not to be missed. See full page advertisement for more details. Convoys leave Williamsdale at 6:00pm on Friday evening., 8.30 Saturday morning.

8 - 9 Dec **Blue Waterholes** (2007-075)

Trip Leader: Vivian Henderson and Allan Williams
Email: 52vivian@emailme.com.au
Phone: 0407 969 057 (m)

TRIPS AND EVENTS



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

11 Dec Monthly Club Meeting (2007-051)

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

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.

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

Trip Leader: Gordon Stone & Val Holbrook
 Email: valandgordon@netspeed.com.au
 Phone: 6248 8679
 Vehicles: 6
 Grade: 2

Continued Over>

Willowglen Challenge 2007 Winners

Winner Southern Tablelands 4WD Club
 Winner, Trophy Class Southern Tablelands 4WD Club
 Winner, Best Overall Driver Ziggy Koeck - Southern Tablelands 4WD Club
 Details http://www.tlcc.com.au/tlcca/html/2007_results.html

TRIPS AND EVENTS



Start:	9:30 AM
Departure:	Gibraltar Street, Bungendore
Fuel:	Full tank
Maps:	South Coast Forest Map
Requirements:	Basic driver training, basic recovery gear, UHF radio, good tyres, gas stove for cooking
Description:	This is a gentle two-day run, largely over formed roads, but with some grade 2 fire trail driving included. It offers relaxed driving, with a few challenges from time to time, and some great scenery both coming and going, with time to take photos of it. After a scenic descent from Clyde Mountain on Misty Mountain Road, we will visit the bottom of the historic Corn Trail. We then cross the Buckenbowra River and proceed via formed roads and firetrails to the magnificent views from Wandera Trig Point, then on to an overnight stay in the Deua River camp ground. The next day, after a leisurely start, we will travel to Majors Creek and then go cross country Hoskintown Road and home. The trip is suitable for trailers in good weather, although space will be limited at Wandera Trig Point and may be limited in Deua River camp ground, depending on numbers.
Comments:	South Coast Forest Map is available from NSW National Parks and Wildlife service, 6 Rutledge Street, Queanbeyan

1 - 2 Mar Envirofund Working Bee 6

(2008-003)

Trip Leader:	Graeme Kruse
Email:	gkruse@bigpond.com
Phone:	6292 3073 (h)
Vehicles:	Unlimited
Grade:	1
Start:	9:00 AM
Departure:	Bredbo, on the road to Jerangle, 100m off the Monaro Hwy
Requirements:	Outdoor wear with good sun protection, garden gloves, gardening tools (trowel, hoe, spade, secateurs) hat and water bottle. Enthusiasm, good cheer, food, water, camping equipment and the very important stuff for 'happy hour'
Description:	This time the focus is on grass seedling planting, weed control and general maintenance. This is the sixth of the working bees that contribute towards the Club's component of the Federal Government Envirofund grant. The objective is to plant out 1200+ grass seedlings in a specially fenced off area. Eventually the grass plot will provide a source a seed to be collected and planted elsewhere on the property and gradually spread throughout the nearby area. There will also be the ongoing task of weed spraying and the removal of woody weeds. Since the Club made the purchase of this property, weed management in the 'home paddock' and in areas 2 and 3 especially, has made dramatic in-roads into suppressing and eradicating weeds. The job will never be finished but we have certainly come a long way and it can be readily seen by comparing early photos to what is (not) there now.

WANTED

WE WANT YOU !!

4WD SPECTACULAR

9th and 10th February 2008

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

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

Volunteer to help with our Club Tent

Volunteer to help with parking

Volunteer to help with gates

Volunteer to help with Catering

Volunteer to help with anything

DO IT NOW!!

Please ring Wendy Holland on 6292 6537

Or email wholland@actewagl.net.au

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

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

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

manning entrances and collecting admission fees

directing traffic to orderly parking

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

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

manning the Club's display tent

contributing to our display

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

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

Please offer your time NOW, so that planning can proceed. (Next month's Southern Trails will be the last before the event, so we must act NOW to ensure good communication with everyone.)

4WD Spectacular and Camping Show

Queanbeyan Showground

Saturday and Sunday 9 – 10 February 2008

Dear Club members

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

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

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

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

Volunteers are required for the following activities:

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

How do I volunteer?

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

Return completed forms to me at the club meeting
or email your response to wholland@actewagl.net.au

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

Thank you for your assistance.

Wendy Holland

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

Name/s	
Home Phone	
Mobile	
Email	

Nominate Preferred Activities

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

Time/s Available

All day Saturday and Sunday

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

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

Please return this form to Wendy Holland at a general meeting
 or by email wholland@actewagl.net.au

"SAFE ONE" BASIC 4WD VEHICLE OPERATION COURSE

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

Purpose:

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

Meeting Time/Place:

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

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

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

ONLY ONE DRIVER PER VEHICLE PER COURSE ALLOWED

WHAT TO BRING

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

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

PLEASE DO NOT BRING PETS OR FIREARMS.

The Willowglen Challenge

Peter Fenwick

This annual event is run by the Toyota Landcruiser Club (TLCC) of Sydney and is one of Australia's premier 4WD events. The Challenge is a family friendly competition held over the October long weekend on the grounds of the beautiful Willowglen property. It is located just 20 minutes outside of Goulbourn in NSW's beautiful Southern Highlands.

The best part is that the event is just a few short hours drive from Sydney or 45 minutes from Canberra, and the family friendly on-site camping (complete with quiet area) with toilets provided makes for one fantastic long weekend's worth of camping.

8 events over 3 days with 23 clubs



represented; 92 cars in teams of 4 gives officials some record keeping task scoring the 736 individual drives for a maximum individual point score of 800. I take my hat off to the organisational skills of TLCC and their perseverance in creating this great event for spectators and competitors.

We should be very proud of the team that made ST4WDC club the outright champions for the



third consecutive year. Check the website for full details

http://www.tlcc.com.au/tlcca/html/2007_results.html

The Team

Car 1: Ziggy Koek & Brian Kelly in Bruised Banana – Outright winner **716 of a possible 800** (Second place scored about 485)

Car 2: Peter O'Brien & Michael Gilliland in Wild Violet

Car 3: Chris Nash & Bob Watling in Red Patrol Traytop Chris scored a Special Mention by judges for "best save" requiring buckets of skill despite a certain young female observer making the comment that "...some drivers are getting so old they have trouble seeing where they are going"...It obviously is not true.

Car 4: Wayne Runble & Bruce Collins in Hilux Tray top

Manager: Peter Reynolds who really knows how to keep score and hustle the team along and move them from fourth place on Saturday night and 100 points behind the leader to outright winner and club champions.

The team really appreciated the culinary skills of Plod and Doreen and their willing helpers who prepared all meals and kept the team spirits soaring.



MYSTERY BAY

12-14th October

Allan Williams

Leaders

Greg and Vicki Taylor with
Caitlin, Tegan, Kane and Buster

Participants

Gary and Pauline Lymbery

Matt and Christine Gaul

Michael and Tina Patrick

Allan and Lynn McDonald

Allan Williams, Vivian Henderson

Left Canberra in the early hours before it was time to wake up in order to meet with the group at Williamsdale for an 8:30am departure.

It was just as well we started early because we had a full day of driving across the mountains. We started off by heading for a pre-trip stop at Michelago and then headed straight into the mountains along Tinderry road. The route took us onto Jerangle road, Anembo, Slapup, Badja, Coila, Roads then down past the camp where we had the 'meet the committee' trip. We crossed the Tuross river and then joined up with the highway near Cobargo and finally down to Mystery Bay at about 5:00pm, just in time for us to set up camp before the light faded.

There must have been some severe winds in the area because along the Baja trail were heaps of trees blown down across the road. Although a path had been previously cut through the trees where absolutely necessary, many paths required careful ducking and weaving to get through. This slowed us down considerably and more than a few marks were left on vehicles as we zigged and zagged our way past the obstacles. We finally stopped for lunch at yet another obstacle on a lovely little'roadside'.... along the Coila road. Greg had been promising us that it was only about



another 15 minutes to the Tuross river crossing but finally gave in to the murmurs' of mutiny. Up until that stage Vicki had done a sterling job in moving twigs, branches and trees etc out of the way for us all to pass but surprised us all when she quickly cut through a 2 foot diameter log that was otherwise blocking our path (although there was no independent witness to this effort). Down the hill we went amid chatter on the radio as a number of us compared our GPS readings of the rapidly changing altitude. We then ambled along through the pretty farmland, pass the camp ground that we 'met the committee' until we finally got across to the Tuross river crossing. A group of young blokes were already playing around near the crossing and in their haste to clear a path for us, managed to partially drop one of their vehicles into a rather deep hole near the crossing entrance. We were all treated to a marvellous display of how not to tow a vehicle out of trouble, before we ourselves set off to cross. The smallest vehicle in our convoy led the way but had a minor domestic problem during the

crossing which led to a bit of grumbling and wet feet. We all followed without further incident and all thoroughly enjoyed the exercise and photo shoot, even though the water was only knee deep at its worst. Soon after, we reinflated our tyres before heading onto the bitumen to Cobargo and finally into Mystery Bay.

After setting up camp the camp ranger popped in to lighten our wallets to the tune of over \$40 for the privilege of enjoying our stay, before we all started doing our bit towards the potluck dinner. The preparation dragged on



a bit until someone decided that hunger was getting the better of her and then it was all on for a great round of curries and stews etc, followed by washing up (or is that down) for the next several hours.

The next morning saw some of the group obviously having trouble sleeping past the first rays of sunshine, but others slumbered on regardless and we all had a leisurely day of doing whatever we fancied. Some of us wandered around the beautiful bays and tracks in the immediate vicinity of the camp, compared equipment levels and ideas of each other's trucks and campers, while others did a bit of shopping in nearby Narooma or Tilba. The evening was of course full of conversation,

drinking and dinner topping off a wonderfully relaxing day. Monday saw us up and packing as we prepared to leave the camp. Most of us were having thoughts of extending the long weekend into a week, but by 10:30 we were all mostly packed up and ready to head home. The trip home was not nearly as eventful as getting there on Saturday. The run up to Moruya was pretty good but we arrived there at the

same time as everyone else. Bumper to bumper. The fish and chips were worth the wait but it was a long wait just the same. By the time we finished lunch the traffic had thankfully cleared, but it was all heading to Batemans Bay whereas we were heading towards Araluen. We aired down out of town and Kane swapped with Tina so that he could be Charlie (on the radio that is). We picked our way around the odd fallen tree (unlike the trip down, these had been well and truly cleared) as well as a few on-coming cars trying to beat the traffic on the Clyde. A brief stop at Araluen for the group to form up again, a check of the maps and it was off to Majors Creek and Captains Flat. A steep climb up and out of Araluen to Majors Creek and on to Captains Flat to air up again. Pauline had found a tick on her back and this led to major surgery at Captains Flat. (PS: Apparently one way to get ticks off your back, or anywhere else, is to dab them with a bit of liquid soap on a cotton bud for a few seconds). Ice cream and drinks then on to Queanbeyan where most headed up Yass Road for God's Country and one (little zuke) headed for the dark side of town...

All up, a good way to beat long weekend traffic with a pleasant drive through the mountains.

I sent one final shout after him to stick to the track, to which he replied "All right,".

That was the last ever seen of Gibson.

E Giles 23 April 1874

ACT

Automotive & Offroad Centre

4WD Specialists



ACT Automotive & Offroad Centre can carry out:

- New vehicle services while under new car warranty
- Pre-trip inspections
- Modifications to equip your vehicle for your big trip
- Minor to major services
- 4WD wheel alignments
- 4WD wheel balances
- Pre-purchase inspections
- Engine overhauls
- Rego checks
- Diesel injector servicing
- Gearbox & Diff overhauls
- The supply & fitting of Turbo systems
- The supply & fitting of suspension systems

**NO DEPOSIT.
NO REPAYMENTS
NO INTEREST
FOR 12 MONTHS***

We can also service cars, trucks and buses

We are authorised stockists for:

ARB • Light Force Lights • OME Suspension Blackwidow storage systems
Eva Kool iceboxes • Kookaburra camping equipment



We also stock & fit:

OME UHF radios & antennas • Electronic Shu-Roos • Rancho suspension
Black Rat recovery equipment • Tyre repair kits • Bushranger products

Tel 6241 8011

*Conditions Apply

Fax 6241 2282 • 5 Huddart Court Mitchell ACT 2911
info@actoffroad.com.au • www.actoffroad.com.au

Envirofund Working Bee #5

September 22 & 23

Graeme Kruse

Participants

Graeme Kruse – Leader

Jim & Jane Raleigh

Theo Cassidy

Marj & Alan Jones

David & Margaret Campbell

Tony & Jan Preston-Stanley

I arrived at Bredbo to find Theo, David and Margaret had already arrived, closely followed by Tony and Jan and Alan and Marj. After a quick introduction in a cool breeze we headed for Talooge Park. As we drove across 'Horse Paddock' I could see Jim and Jane, who had arrived on Friday, filling a rut with rocks on the climb out of Strike-a-Light River. With vehicles parked and unloaded morning tea was taken before setting off to work.

The original plan for the weekend was to get 1200+ grass seedlings planted. However, the supplier rang me on Tuesday to advise that they could not fill the order. This was a disappointment being so close to the working bee. The seedlings will now be ready late February 2008. Not wanting to waste an opportunity, our energies were re-directed to removing fall-



en trees and branches that had been brought down by the heavy snows of June. If not removed these branches would impede or even prevent the direct seeding of the areas identified for re-vegetation.

Two large trees in 'area 2' had previously been cut up by Thommo so all that was required was to wrestle 4 or 5 tonnes of branches, limbs and tree trunks up onto the base of the hill from where they had fallen. This done, we then needed to get to 'area 3' but an old dead and partly rotted tree trunk

had fallen, blocking access to this area. Much of the log had splintered on impact and was loaded into the trailer and taken up to the main campsite. However, the base of the trunk had not shattered. It was about 4m long and too big to be man-handled out of the way. We contemplated cutting it up with the chain saw but Alan assured us the chain would come off the worse for trying. So Jim attached his drag chain to the log and pulled it out of the way with the mighty Tojo.

Area 3 had suffered less damage in the snowfall – only branches had been broken off, and no trees had fallen. About $\frac{3}{4}$ of an hour of cutting branches into movable sizes and dragging them to the base of the hill had this area cleared.



After lunch we made our way to 'areas 6 and 7' – two small areas fronting Strike-a-Light River south of 'Horse Paddock' and accessed by separate tracks on the western side of Rayner's Fire Trail. Fallen trees blocked both tracks. With all hands on deck and Alan wielding the chain saw, branches and trunks were cut and



dragged aside to allow progress to the next blockage. Eventually both tracks were cleared. It was now 3.00pm and all the areas to be direct seeded were cleared and accessible – a great relief.

As the weather was warm and there were a few more hours of light Jim had us head off towards the 'Bottle Shop'. Initially, tracks 5, 6 and 7 showed little consequences of the snow fall in June. However, as we ventured further in we had to stop and clear away a number of fallen trees. One of the trees, a tall and solid Black Sallee, proved to be quite troublesome. While cutting the trunk the cut closed up and jammed the bar of the saw. Eventually by using stout branches and the heavy-duty fencing bar to lever the trunk upwards (coupled with much huffing and grunting that was used to disguise a little bit of swearing) the cut opened sufficiently to withdraw the chainsaw.

However, this tree was not giving in just yet! One of its branches was digging into the ground stopping us from dragging it off the track. Again, Jim and Tojo san came to the rescue, using his winch and pulley to finally move the tree aside.

We eventually arrived at the 'Bottle Shop' and with the bush saws cleared the path to create a turning loop. While there a large billy goat stood on the opposite back and bleated at us. It looked in very good condition and appeared not to be your average feral goat having a coat more like on of the up-market breeds. With

cries of "it's past beer-o'clock!" coming from thirsty workers we headed back to camp.

Returning to camp was a lot quicker than going out and that included stopping to pick up several good posts that had been cut from the fallen trees.

Within moments of arriving back at camp out came the nibbles and drinks while dinners were prepared and set cooking over the fire. It was a remarkably clear night with the sky filled with an ocean of stars and

While we did this Marj and Alan did more landscaping around the shelter and main fire pit area.

Around 12.30 we all stopped for lunch, having achieved more Envirofund work than I had expected. After lunch we decided to help Alan and Marj finish off a pedestrian friendly area around the shelter and fire pit area with large rocks and assorted logs. The result looks fantastic - very rustic - and with some attractive native plants for the garden area it will be a real picture soon. Access to the area behind the fire pit/shelter area is now between the far toilet block and the dam or immediately beside the shed closest to fire pit area.

Finally, thank you to all those who came to the working bee.



a very bright half moon casting dark shadows on the ground.

Sunday morning saw the 'home paddock' covered in a frost that lasted in the shadows till 9.00 o'clock. Jim, Jane, Tony and Jan had to leave after breakfast.

Today's work for David, Margaret and myself included applying herbicide patches of Verbascum and Serrated Tussock that had not been previously sprayed. There was also the clearing of the last branches in 'area 2'.



Using GPS - Part 2

Jim Raleigh

Using GPS in your Vehicle

This is the second of three articles on the use of GPS as an aid to navigation. The first discussed the types of GPS units and their suitability for meeting particular requirements.

This article looks at options for fitting out your vehicle with the necessary computing capability and software to provide a moving map display. Although there are a number of software packages available (eg Track Ranger and MemoryMap), Ozi Explorer is the most commonly used within ST4WDC.

Much of what is said here is directly applicable to Ozi Explorer, but broadly applies to similar software packages too. Finally, suitable maps will be discussed.

In Vehicle Options

To use Ozi Explorer or similar software as an aid to navigation in your vehicle, you need a GPS device to provide positional data to a computer which runs the software. The data stream should conform (as a minimum) with the NMEA standard.

For in-vehicle navigation, the Laptop and In-Car Computer provide greater flexibility than the tiny pocket sized computer, due

mainly to the higher disk capacity and larger screen. They are very flexible, and can also be used to download photographs, operate a sound system (MP3), watch TV or play DVD's (when not driving!), and even run vehicle diagnostics with the appropriate software such as OBDII (On Board Diagnostics II) and interface cable. All three options have a similar cost.

In-Car computers are available in a range of sizes all the way down to a single DIN (Car Radio) slot, should you happen to have a slot available. If not in a DIN slot, mounting the computer needs to be carefully considered, particularly providing it with a suitable

The options:

Type	Advantages	Disadvantages
Laptop Computer	Fully integrated with large display and wide range of interfaces. Large area of map visible at good scale.	Can be difficult to mount safely in a position which permits the driver a clear view of the screen. Power supply arrangements can be bulky. Keyboard is large and will be little used.
Mini/Pocket PC (e.g. Palm Pilot)	Small but fully integrated. Easily mounted in limited space. May incorporate secondary uses such as Mobile Phone.	Display can be a little small to see much of a map at a reasonable scale. Map storage capacity can be limited. Must use Ozi Explorer CE which has some limitations compared to the full Ozi Explorer.
In-Car Computer with separate display	Capability can be equal to or exceed that of a Laptop. It is usually smaller than a laptop and can be installed out of the way (e.g. under seat) with a video cable to the display. Display can be whatever size and type that can be conveniently fitted – an LCD Touch Screen display between 7" and 12", which will normally incorporate a speaker. Keyboard and mouse can be stored out of the way and plugged in to a remote USB port when required.	More installation effort required, but within the capability of most.

operating environment and some form of vibration absorbent mount is recommended. By including a remote USB hub (to plug in Mouse, Keyboard or USB Drive when required) and multi card reader (for Camera Cards) you may only need to have access to it to turn it on which could be as seldom as once a day. For example, I have attached my computer to the cargo barrier behind the rear seat which is out of the way but readily accessible.

Displays including a touch screen can render a mouse unnecessary. They can fit inside a DIN slot if available, simplifying mounting, and some are available with integrated radio and TV. Alternatively, a 7" or 8" screen can be dash mounted in view of both driver and passenger. Two companies that stock a range of in-vehicle computing equipment are Polares in Melbourne,

(<http://www.polares.com.au/>) and Vastute in Sydney

(<http://www.vastute.com/>). Suitable devices are normally listed under 'Car Computers'. A third company, Global Integrated Technologies

(<http://www.navnet.org.au/>)

markets a fully integrated package with options including voice navigation, Ozi Explorer, GPS, Reversing camera, CD, DVD, MP3 Player and the like even including E-Mail..

Computer configuration

Power Supply. Most importantly, a computer which will be run



A Mouse GPS

in a vehicle must incorporate a power supply specifically designed for operation in a vehicle where the 12V (nominal) supply can vary from as low as 9V all the way up to 15V. Such power supplies typically operate satisfactorily from as low as 6V to as high as 24V and the more sophisticated ones often incorporate the capability for delayed automatic shutdown of the computer after the ignition is turned off. Connection to ignition switched power is not recommended as this will result in potential damage to the computer when the ignition is turned off.

RAM. Generally, software such as OziExplorer can be used quite effectively on a slow computer. However, as discussed below, some map files are huge and at least 512Mb of RAM is recommended.

Disk Drive. The maps used by OziExplorer can occupy a lot of disk space (some map files may be up to 10Gb). A minimum of 60Gb hard disk capacity is recommended and more if you plan to store additional data such as photographs. Hard drives designed for use in Laptops tend to be less susceptible to failure in the dusty and vibration plagued vehicle environment.

CD/DVD Drive. Most commercial maps are supplied on CD and increasingly on DVD. For this reason, a combination CD/DVD drive is desirable. OziExplorer will operate quite satisfactorily with the maps loaded directly from a CD/DVD, but this is not recommended due to the potential for problems with dust and vibration in a moving vehicle. Map files are better housed on the hard disk. Transferring files to other computers may use the CD/DVD drive, a USB hard drive, or a simple wireless LAN.

Maps

In the first article I discussed the two types of digital maps; Vector and Raster. Most PC based

software used for navigation, such as Ozi Explorer requires Raster Maps which are digital images that can be viewed in most picture displaying software. For OziExplorer, these raster Maps can be in a wide range of digital image formats (including TIF, BMP, PNG, JPG, SID, ECW, BSB, and OZF). Ozi Explorer CE (used in hand held devices) uses a limited range of formats to minimize storage requirements. The file format of a map image can dramatically affect the speed with which OziExplorer can load it from disk.

Maps are available from a range of sources:

Commercially - from a large number of suppliers (see the Explore Oz website <http://www.exploreoz.com/> for a fairly comprehensive list). One of the best value for money commercial map sets is the HEMA Australia 4WD Raster Map Collection DVD which contains a large number (more than 30) Hema maps and the full set of 513 NATMAP 1:250K individual series, all for \$149 (the 2008 2nd edition which will include even more maps at the same price is understood to be available from October 2007). For trip planning purposes, a good base map is the NATMAP 1:250K (Premium Edition) Mosaic of Australia covering the entire country on one map for \$119. Using this map you can plan even a long trip without the complication of crossing map boundaries, but still have access to considerable detail. Map prices vary little between suppliers and some very good maps are available for as little as \$20. Links to map suppliers web sites can also be found on the Ozi Explorer Web Site <http://www.ozieplorer.com/>. **Maps can also be obtained through the club at substantial discounts** – contact Jim Raleigh (Property@st4wdc.org) for details.

Downloaded from the Web.

For example a very good up to date 1:100K ACT Region Map is available for free download from

the Geosciences Australia Web Site. Satellite images from Google Earth can be downloaded and merged into Ozi Explorer maps using a free software package available on the web (Google Maps Viewer) although the resulting '.JPG' files can be huge.

Scanning existing paper maps. A MapMerge utility is available on the Ozi Explorer web site to merge scanned portions (use 256 colours, 125 dpi) or this can be undertaken using a digital picture stitching program such as PanaVue Image Assembler (<http://www.panavue.com/>). MapMerge will automatically create the associated '.MAP' file whereas the product of image stitching will need to be calibrated in Ozi Explorer to create the necessary '.MAP' file. Again depending on the format used (often '.JPG'), the resulting image can be very large and may need conversion.

Photographs. Some people have actually had success in taking a digital photograph of a paper map however to do so required a high resolution camera (min 4

MegaPixels) and care must be taken to position the camera perpendicular to the centre of the map to eliminate parallax errors.

Other users. There are some genuinely free maps around, however you should recognise that there are copyright issues with many commercial maps.

For use in Ozi Explorer, maps must have an associated '.MAP' file, which contains the details of the size and geographic coordinates of the associated Map image along with other information you have attached to the map during use. Such files are normally supplied with commercially sourced maps or, in many cases, can be downloaded from the Ozi Explorer Web Site. If necessary, the creation of a '.MAP' file can be undertaken in Ozi Explorer as part of the initial loading and calibration of a new Map image. To do this all that is required is to know the precise coordinates (Lat/Long or UTM) of a minimum of 2 but preferably 4 positions on the map.

Maps whatever the source, can and do contain errors and or omissions. Accordingly it is usually a good idea to have more than one map covering the particular area of interest

Map Formats

As mentioned above, OziExplorer can cope with a range of map file formats however some are better than others, particularly when considering load time and memory usage. The memory required to display the map is minimized if the format is able to be 'paged' from the storage medium (hard disk or memory card). In addition some file formats are more efficient than others in their compression techniques (reduces files size) but as a consequence may take longer to load due to the decompression process.

A file format conversion applica-

File Format	Considerations
BMP	This is the only format supported in the demo version of OziExplorer. Files are not compressed and they cannot be paged.
TIF	TIF files using 8bit colour can be paged from disk so are efficient on memory usage. Those with 24bit colour cannot.
PNG	Gives good compression but the image must be decompressed and fully loaded into memory (it cannot be paged from disk). This is the preferred "non-paging" format to use however only 256 colour formats are supported.
JPG	These files provide excellent compression but are slow to load and the fully uncompressed image must be loaded into Memory (non-paging). As such they are not recommended for use with large images.
ECW	This highly compressed format allows paging from disk so is efficient on memory usage.
SID	Another highly compressed format which allows paging from disk so is efficient on memory usage.
BSB	A proprietary format developed specifically for mapping which gives good compression and can be paged from disk. This format cannot be written by the user but is licensed for use in OziExplorer.
OZF	This is a proprietary format developed by OziExplorer which gives good compression, can be quickly paged from disk, and is efficient for decompression of small image sections. Some commercial map suppliers also supply maps in this format. Current version is OZF3.

Summary

Typical
pocket sized
GPS

Typical
pocket sized
GPS

the more significant capabilities of OziExplorer and how they can be used to assist in trip planning, navigation, and record keeping during trips.

identifying exactly where a particular picture was taken.

IMPORTANT!!!

These tools are NOT a replacement for paper maps. These should always be carried in case of equipment failure.

Next Month

I will discuss in general terms

For a comprehensive catalogue of electronic and paper maps, travel guides, and lots of associated publications, visit <http://www.hemamaps.com.au>

Planning a trip?

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

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

MAPS

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

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

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

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

If you have any questions, or for an order for, please contact Jim Raleigh by E-Mail to Property@st4wdc.org or on 0413 612 305



Tvan

Camper Trailer of the millenium



Independent Trailers

Ph 0412 866 375



Simply
So Good



Recce Trip to Mt Dowling and Carwoora Gold Mine

Marj Jones

Participants

Alan & Marj Jones
Richard Brand, & Jen
Val & John Wiseman
Jim & Jayne Raleigh
Barry Woodyatt & Kerry Blakston
Theo Cassidy

Something different?

As most of us were at the Working Bee at Talooge on the Saturday, it was decided to have a latish breakfast and go out to meet Richard and Jen at the turn off to Southwell's from the Jerangle Road at 10:30 Sunday morning.

On the way out we called in to Richie Southwell's and left two trailers there. (Far more sensible than trying to take them with us on the trip).

Wonders will never cease, Richard was there waiting for us! Good on you Jen!

Then the fun started, which way? Richie had told us that we couldn't get up onto Mt Dowling, so discussion ensued as to which road to take. Computer versus paper maps, GPSs had their input. So, despite the ongoing debate, we started off under the guidance of Jen and Marj, who were using plain old paper maps and the reliance on their previous knowledge, from the original trip Richard ran some time ago.

Arriving at the correct place, Good Good Station, (that's also what we said), allowed the "Gadgets" to find themselves, (or us,) and we continued on along Good Good Rd which wound its way up to about 1100 metres before descending down and over the Bredbo River.

Slight divergence and consultation with all the "gadgets" sent us on the Dowling Fire Trail.

The continual, "The GPS says we are", "Yes, the maps also indicates that ", "What does the computer say?..." kept us all in contact and ensured that we were on the right track.

As we travelled along the tracks, the removal of several trees from the road, and driving around others showed that the snow and wind had also caused some damage in this area, but not quite as bad as Talooge.

We finally turned off the Dowling Fire Trail onto another smaller fire trail which twisted its way up around the mountain. Here there was evidence that the road was old as we navigated around several hand build stone corners. We also spied a few ruins of old buildings off to the side.

We finally reached the ruins of the last of the mines. The effect of the 'hanging phones' caused some

interesting comments.

Having had lunch, everyone explored in all directions. The ruins spread for quite a large area, and many different types of building relics were discovered.

Reluctantly the need to get going prevented us from discovering more. We travelled back through the Chakola Fire Trail, and after crossing the Bredbo River we continued on Caperwidgee Rd, through some great country and 'aired up' just before we rejoined the Jerangle Road.

From here we all went our separate ways, some straight home, others to enjoy a coffee in Bredbo while the Raleighs and Joneses returning to Southwell's to pick up their respective trailers before heading home themselves.

It was a different and enjoyable "discovery trip". It included a variety of activities:

a little 4 wheel driving,
a great way to test and check against various navigation aids, interesting ruins to meander through,

All of these encompassed in some fantastic and varying scenery and made even more enjoyable by the fantastic company.

A great and relaxing day!



Criss-Cross Australia 2006 : Part Three

29 May—24 September 2006

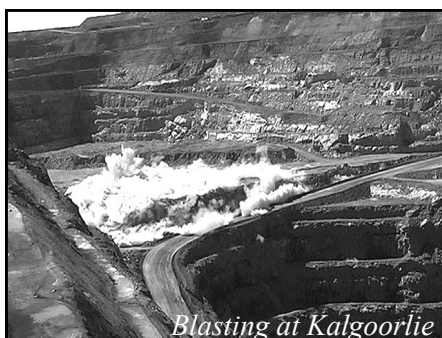
Participants

Plod and Doreen McEncroe	100 Series - Turbo	Whole Trip
Thommo and Julie Buttriss	80 Series - Diesel	Whole Trip
Tony Wade and Bill Grebert	Nissan Patrol- Reject	Whole Trip
Duck Tonge	Landcruiser - Duck Truck	White Cliffs to Kalgoorlie
Neil and Sandra Telfer	Jackaroo - Jackaroo	Broken H. to Kalgoorlie
George and Helen Sigley	Nissan Patrol - Pal	Broken H. to Cape Leveque
Jim and Ros Hanigan	Jackaroo - Seamus	Alice Springs to Tom Price
Brian and Jenny Delroy	Nissan Patrol - BJ	Alice Springs to Broome
Bill McCarthy and Tina Jenner	Mitsubishi Pajero - Irish	Derby to Newman
Frank McEncroe and Annie Smith	80 Series - Seldom	Yulara to Yass

KALGOORLIE - GUNBARREL HIGHWAY

Left Kalgoorlie after Bill had picked up some welding rods - just in case we came across someone who needed some welding done. Not a very good night for most with a lot of activity in the caravan park. Friday night drinks for some miners and someone close by packing up their camper at 4am. Bush camping is best and this reminds us why.

Leonora is our destination so we have chosen to take the Golden Quest Discovery Trail of about 520km weaving through ghost towns - Broad Arrow, Ora Banda,



Blasting at Kalgoorlie

Rowles Lagoon, Callion, Danghurst, Lake Ballard, Snake Hill, Copperfield, Mt Ida – and on to Leonora. Here we found historical buildings, old abandoned mines, new open cut mines a number of interpretive signs along the way depicting days gone by.

The cemetery at Davyhurst was chilling with mostly unmarked graves, while other graves were of children - 3 x 5 year olds killed accidentally, and others were 29yr and 49yr accidentally killed with plaques erected by their comrades.

Lunch at Lake Ballard, a huge salt lake. Lake Ballard was interesting as an international sculptor, Anthony Gormley used people from the town of Menzies as models to create metal images of people. There are about 51 of these figures spread across the lake bed. They are along the lines of the Bradshaw style and very explicit although I hope I don't look like that.

Most of the road was good high speed dirt as there are plenty of working open cut mines all the way. Arrived in Leonora and stayed at the caravan park. It was very windy and we had to have extra guy ropes out to hold the tents down or to prevent them from collapsing. Next day the convoy headed off towards Laverton choosing to go the 124km on bitumen today. A few goats and emu sightings (one with chicks) heaps of wedgies after the road kill pickings. Morning tea at Laverton General Store which was one of

the few places open - even the tourist centre and police station were locked up - pity it was built in 1900 and would have been worth a look, even the aboriginal cultural centre that boasts open 7 days was closed.

The next leg put us onto the Great Central Road - wide unsealed, high speed dirt with scenery of red sand, spinifex, mulga scrub, wildflowers. Not a cloud in the sky and getting warmer. This road has very straight 10 - 13 km stretches one after the other. At Cosmo Newberry we turned off the Central Road towards Prenti Downs on an excellent graded road. There was hardly any wildlife except for a few birds. Turbo saw emus but no one else did.

On arrival at Prenti Downs we met Bruce and Olivia who had just last week taken over as managers - great young couple perhaps in their mid twenties. They also told us about a shorter route - a great drive through the middle of Lake Carnegie (instead of going around). \$15 per vehicle to use the private road - but this helps for fuel for the grader. This road was part of their top paddock windmill run of about 400km, but we were only doing about 120 klm until we crossed over onto the Carnegie property. It was about 2

hrs between Prenti Homestead and Carnegie Homestead and we just managed to get the tents up before dark.

After tenting on bright green lawns we woke to a beautiful day in Carnegie Downs. Left for a relaxed trip to a bore, stopping at Mt Nossiter for a view of the countryside from a high point. This wasn't a significant high point but a short savage rocky section that livened the short climb from the Gunbarrel. So far the Gunbarrel has predominately been a very good sandy road with some sections where small water-courses have crossed the road. The countryside alternates between golden spinifex plains with low growing yellow shrubs (wattle?), rocky outcrops over which we rise and fall, mulga scrub. The first 2/3 of the day we spent running parallel with red sand dunes.

Lunch after an easy (80-90kph) single track drive to Mt William Lambert (almost certainly the same Lambert after whom the Lambert Centre - geographical centre of Australia outside Finke) a high point from where the horizon, flat, mulga green, broken occasionally by spinifex plains, is visible for 270 degrees from our lunch spot. From here to Geraldton Bore the road had long-ish sections of corrugations, where often 2, 3 and even 4 tracks traveled in the same direction. Geraldton Bore is a poly pipe tube about 25cms wide with an inner poly pipe of around 18cms going down for 42 metres. Water starts 16 metres down so our tin on a string is lowered to water. We also side tracked 20kml off the Gunbarrel to visit Mungilli Outstation ruins. Looked like parts had been recently pulled down but it had been a very large establishment. We took a 26 klm shortcut back to Gunbarrel on a rough and ready track. Geraldton Bore provided a good campsite, with golden grass and further spinifex with light open timber. There was enough wood, plus Reject's wood

from the Tropic of Capricorn crossing point on CSR.

Left camp next day for possibly Warburton via 160kml to Heather Highway turnoff. Passed into the Gibson Desert Nature Reserve and at Everard Junction the visitors book was checked out. Talked then with 2 camper trailers one of whom has traveled very widely at 18-20 kph on corrugations. Lunch at Mt Beadell (really only a hill), where there is a silver theodolite



in a protective cage as a memorial to Len. A brief biography of him is in a clearing at the bottom of the hill. Soon after Mt Beadell we checked out Beadell Camp, and found Lynette's Bore with good new hand pump installed 12 May 06. It is a good campsite, with water at 45 metres, going down to 69 metres. Pity about all the cans and bottles - it looked like a rubbish dump.

A small disaster struck when after another half hour of corrugations Plod opened his back door at a cairn stop and a carton of beer fell over the road. Some cans suffered fatal injury. Plod's right front tyre was also going down. A quick plug repair was done by Thommo. While this was being done 3 vehicles from the Ballina area arrived from the east, 2 troopies and a Jackeroo. They are crossing east to west via a convoluted route, then re-

turning via another. A cheery lot, they made the usual rude comments about a flat tyre.

The tracks today have been mostly corrugated, with many alternate (corrugated) tracks. The only parts not corrugated are slow sections crossing very low stony ridges. Averaged about 25 kph today. We reached Len Beadell's tree and plaque and opposite is track leading to a good campsite, with hand pump bore and clean water allowing much washing of clothes. .

Next morning we checked the valve on Plod's tyre and found that overnight there had been a slow leak. Loose valve. Message to all - periodically tighten valves as Jackeroo earlier had a similar problem.

Hit the road and the first thing Plod noticed was that the grader didn't get this far while we were sleeping. There were some pretty horrific corrugations. Stopped for photo shoot at Heather Highway junction where we turn off and take the Heather Highway to Warburton. The next 70 kmls of Gunbarrel are out of bounds to travelers so we can't pick it up again till Jackie Junction.

The 47kml from the Heather Highway to the Community Junction Road was a welcome relief from the corrugations and another 36 kml to the Central Road saw us in Warburton for lunch. Fuel is \$1.95/lt but no-one required any. Plod is leaking water from the front of his vehicle but after much deliberation it was confirmed the leak was not the radiator, not the battery, not the air conditioner but the windscreen washer bottle (somewhere). With that peace of mind we headed off on the Central Road a bit quicker this time and then turned off toward Jackie Junction to met up with the old Gunbarrel again. This was the Patjarr Community Road and again it's in pretty good condition so we made good time this afternoon reaching the Patjarr/Gunbarrel corner where we

set up camp. There has been a good shelter erected with 2 tanks attached to collect water run off. AGAIN - PITY ABOUT THE RUBBISH AND LITTER WE FOUND.

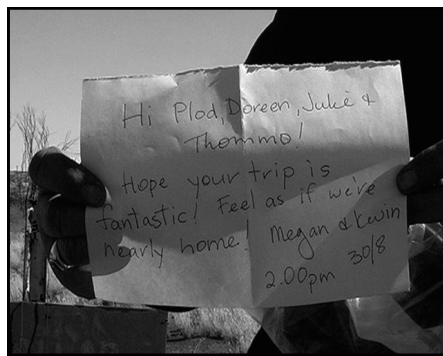
On the Patjarr road we saw many camels. They were obviously used to vehicles passing by because they paused momentarily to look at us and then continued grazing. About 40 in one group - the most we've seen all trip. We travelled 292 km today.

Last night over the campfire it was decided we would have a garbage collection done around the site. We won't be able to get it all - but we might make a bit of difference. Even with the garbage collection we managed to be on our way by 8.40. Two very large bags of garbage were collected and will be dumped when we reach a town with a dump.

First stop at Million Dollar Corner and what's this. Mail for Plod attached to the sign. A note from Kevin and Megan dated yesterday 30/8 at 2.00pm. That means they were only about two hours in front of us. The road was pretty good to start with - Road to Recovery sign had been erected - hope its not this good all the way. The scenery turned to heaven with intermittent groves of desert oaks, long spinifex seed heads swaying in the breeze and red sand, grevilleas and heaps of wattles and desert plants and blue sky. Parallel sand dunes and spinifex more than a metre high either side of the track. The spinifex in the centre of the track very nicely mown to diff. height by previous traffic.



We decided to move clocks forward by 1 hour only and have ST4WDC Central Standard Time today, so it isn't such a shock tomorrow. We only found two of the identified blaze trees on this section both with replica plaques giving information about distance from



Giles and Carnegie and who was on the gang and the date they were there. Lunch stop was near Lake Christopher - a salt lake but with no water. Then it was decided to make camp there as there were a couple of gums trees and an area with no spinifex. Who wants to go back to civilisation anyway. So at 1.15pm ST4WDC Central Standard time we had lunch, dug the dunny and set up camp. After everyone had a bit of a relax for the afternoon it was time for happy hour - when Plod noticed he had a flat tyre. A piece of timber had staked it. Three punctures in three days - after none for 2 1/2 months!!!

Occasional desert oak clusters along the Gunbarrel heading to the junction with Great Central Road. Relatively good driving often in 3-4-5 gear. Mainly slightly sandy base, some low dunes and some "gentle" rocky sections. There are very pleasant groves of desert oaks, often between parallel low dunes. Very well covered in grass and spinifex, which, along with the red sand of the dunes is extremely scenic and attractive.

Checked out Giles Weather Station; it was very interesting and well worth the stop. It has an

interesting information room and the original grader used by Len Beadell in a protective cage. Warakurna is growing with a new police station being built, and 3 new houses for each of the constables, with steel frame, contemporary veranda, and decent size.

About 40 kms after Giles/Warakurna we came to a very large forest of desert oaks where we stopped, after finding all the Len Beadell tree blazes, painted white, and with an aluminium sheet engraved with the information - distance to location, position, names of team members. All were located close to the road edge. The last 10 km into the campsite was quite scenic. Namatjira coloured mountains were on both sides of Great Central Road - the Schwerin Mural Crescent (named by Giles after Princess Schwerin) and the Petermann Range making very attractive scenes in the afternoon sun. There was a good campsite in a desert oak grove 2-3 kms short of Docker River with running tap water, a cool shower, numerous toilets and a good base for tents. Firewood was hard to find but the campsite only cost \$5 per person. Payment pipe very battered, honesty extending only to those who pay.

The Gunbarrel Highway was very interesting especially following the history of Len Beadell, the disappointing part was the amount of rubbish that was left at campsites. The bores had been replaced in May 2006 and therefore we had some good water along the track but even the people who replaced the bores had left all the old bore stuff there to rot away and be unsightly. The corrugations were the worst that we had encountered on the trip.

SIMPSON DESERT

From Alice Springs we headed south on the Stuart Highway then turned off on the Maryvale road towards Chamber Pillar. This road follows the Old Ghan rail route. First stop is the Ewaninga

Siding and one of the fascinating cottage buildings remaining along the Ghan line. A resident caretaker is there living a fairly solitary existence - just him and his dog, he only goes to town once a fortnight cos there's too many people. The siding has been set up as a museum although the rooms are private because all the caretaker's stuff is in there. The area is also used as checkpoint for the Finke Races.

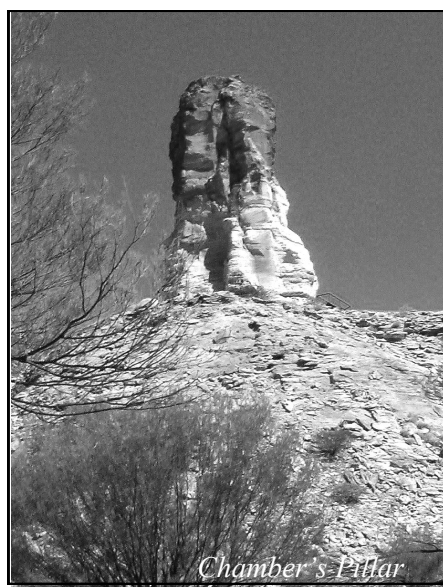
The railway from Ewaninga to MacDonalds siding is still intact and maintained by the Ghan Historical Society and is still used for 23 klm. MacDonald siding has been set-up for research. About 6 klm down the road are the Ewaninga Rock Carvings and morning tea. A reserve that protects a number of aboriginal rock carvings carved into the sandstone rock. There's a walking board trail with interpretative signs explaining the concentric circles and animal tracks.

We kept going to Maryvale Station and from there Chambers Pillar is another 43klm down the road - pretty slow going - it took us an hour and 20 minutes to do that 43 klm. Finally it was time for a look at the pillar - probably 60 metres high. There are 2 other eroded sandstone formations one is the "Castle" the other had a hole eroded out of it at the top. We need to back track about 56 klm to meet up with the Old Ghan Railway road at the ruins of Rodinga Siding - all that is left is the shell of the fettler's cottage. From here it was a short drive on the raised bed of the old railway line till a camp was found. We had a fabulous campfire, heaps of stars, and no noise except for what we were making.

Next morning there as a bit of confusion about what road to use - some took the Old Ghan track and some used the track alongside. Stopped at Bundooma Siding, an interesting piece of Ghan history - story of a mob of sheep coming to Hermansburg being held up here

for 10 months because of drought. Explorer Stuart said "have you ever seen such country?" Next stop Encordiva Siding and more deserted buildings. Heading towards Black Hill Ranges, went through town of Finke where the Finke Desert race ends.

Andado Homestead is right on road. How strange as they had pick of where to build. Lunch at "Poo Corner" under the only clump of trees for miles. Passed



through the very modest SA border.

Stopped for ice creams etc at Mt Dare, a nostalgia trip for Thommo and Julie - found names in visitors book from 2002. Arrived at Dalhousie Springs late afternoon. Nice set-up but as evening fell out came the mozzies and march flies and ordinary flies. The spring was magic and quite mystical in the moonlight. Facilities were very good toilets and showers.

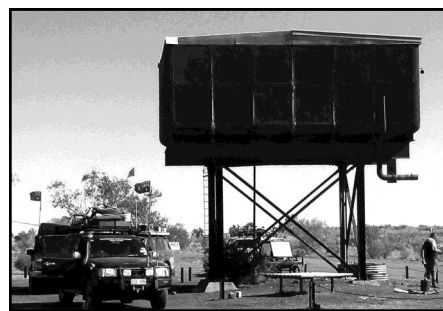
Our route from Dalhousie Springs went via Purni Bore, along the French Line to the Rig Road and the intersection with Colson Track. Some features of today have been the warm soak before sunrise in the Dalhousie Pools watching the trees start to turn pink. We saw a dingo and a red kangaroo and lots of bird life at Purnie Bore. There was god-

forsaken countryside, barren with small mesa - like jump-ups surrounding the Dalhousie Station ruins. Fancy moving to there in the 1870's. The road conditions to Purni Bore were mixed rocky/ sandy/ fine clay. Then there was the fun of driving up and over the small sand hills mostly on clay road so far. We camped on space between two dunes soon after turning left onto the eastward section of the Rig road. There was plenty of firewood and no camp fee box.

We averaged about 20kph today covering about 150klm. There's not much shade out there - the dunes are well vegetated with cane grass, spinifex, short acacias and gidgee but - then we came across the Lone Gum. A bird is nesting in the tree and we saw a young magpie. There are also 3 other saplings growing - Julie recalled them 3 years ago and they are still progressing well - soon it won't be the lone gum it will be the Coolibah Family.

We were expecting to see a cork bark tree with an eagles nest about 7 klm from the lone gum but alas - no trees - no nest - perhaps the road has been realigned. We followed the Rig Road SE, E and then north and E again. Eventually we were on the Knoll's Track where we came across the Approindina Attora Knolls - 2 hills predominantly made of limestone. Originally powdered limestone - now hardened. All around the area are rocky outcrops of the limestone - hard as rock popping up for quite a few klms on the track.

The corrugations in the early sec-



Bundooma Siding, Old Ghan Track

tion were horrendous limestone outcrops around the knolls. And then we came to the most magnificent salt lake. The dunes are starting to get larger, the sand a little deeper - but there are no corrugations.

There have been a lot of daisy flowers today - both pink and yellow. Bird nests are abundant out here and if you get out and have a walk it is amazing the number of foot prints from camels, dingos, birds, lizards, and mousy animals. Camp was located in a swale between 2 dunes, somewhere on the French Line, not too far away from Poeppel Corner where Queensland, SA and NT meet. Poeppel's original post was a little bit out as his instruments had expanded in heat.

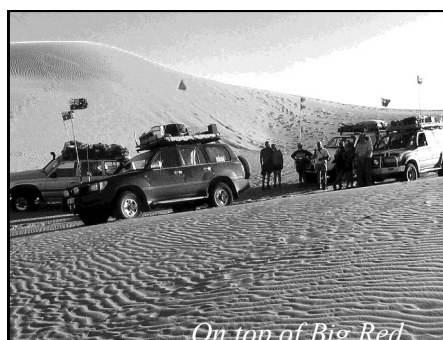
Later the following afternoon we had high excitement of Big Red. Peter and Doreen had a couple of goes, then Frank and Anne went up first time (wah na na na waa!) Julie and Thommo with Julie in charge got so near yet so far. Tony had a go with derisive remarks about the relative properties of Nissan and Toyotas. Peter and Doreen were next to try. Poor Julie got to same spot just short of the top about three times. Amidst much cheering (and a bit more air out of the tyres) she finally made it. Poor Tony got to 2 feet short of the top. Rather then go right down to the bottom to start again, that good old reliable snatch strap was brought into operation and Julie in Diesel snatched him onto the top of big Red. All up - a group photo - off to Birdsville. Arrived at sundown - magic.

BIRDSVILLE TO INNAMINKA

Next morning there was a roadside reunion outside the pub and off we went along the Birdsville Development Road, sign posted to Betoota and Windorah. This is a very good wide dirt road, through arid brown gibber landscape, with a very occasional dune. After about 120 klm, we turned right onto Innaminka Road with Cordil-

lo Downs Woolshed being a major interest. At Cadelga Homestead ruins there is a long, tree lined billabong any many wind soaring kites. The wind is getting up, hitting the long wall of trees and created an updraft for the kites to use.

More kilometres towards Cordillo Downs, the country is bleak dry, but sometimes with light green patches off to the right. Must have had some rain



recently. Lunch at tree lined watercourse where Acacia trees had outer bark peeling off leaving a burgundy- red under skin. Next stop Cordillo Downs Station. Of particular interest was the old 88 stand shearing shed of rock and mortar construction with wood riveted corrugated (self supporting) roof. The old homestead was the same style of construction. Gracefully rounded style of rock wall shed and curved steel roof. The lease was taken up in the 1880s and formerly ran sheep through lots of years of plenty, but successive drought periods caused a shift to beef. Now runs one beef (4 legs) to a square klm. That night camped at Leap Year Bore on Innaminka Station - cattle yards and bore water. Open sandy area but thankfully not a lot of sand blowing.

Now we are all at Innaminka and now the trip diary can revel (not before because she reads it) that other ST4WDC members are greeting Julie at Innaminka to celebrate her birthday with her. Apart from the multitude of

secret phone calls between the McEncroes and Canberra there has been at least 2 weeks of secret whispered huddles concerned with the timing of our progress to the rendezvous today. The last week has been especially hectic, what with Julie becoming impatient at our slow progress as we had to produce interesting kilometres but slow enough to meet the appointed time of arrival - noon 21 September at Innaminka.

Our roving reporter has this quote from our lady of the day - Julie "I didn't even see a face, I just saw a heap of cars with people milling around. As we got slower it registered that some of the people looked familiar but then I actually recognised Carol - Oh my God - who else is here - then it hit". Trip Leader Michael, Jillian and Aiden Hayes with Alan, Kerry, Brandon and Brittany Joyce and David, Carol, Rebecca and Joshua Buckley. This generous group had spent the 2 hard days driving, arriving from Canberra last night after sunset.



After a long session exchanging tears, hugs, conversations, introductions, and the Australian Salute we left together to go back to where camp had been set up on the town common next to the Cooper Creek. The new arrivals set up their tents on the river bank hoping for shade from the river gums. Our celebratory dinner was delightful - roast lamb, roast veggies - potatoes, sweet potato, pumpkin, carrots, onions, corn, peas, and Franks special sauce. All cooked in about 7 camp ovens, with everyone helping. There were two birthday girls, Kerry and Julie, and a birthday cake with candles. Rousing renditions of "Happy Birthday" closed the pro-

ceedings.

This was really the last night of this big trip as Thommo & Julie left the next morning for Canberra and the rest of us left soon after deciding that it was really time to head home. It was a long trip, but well worth it. We saw and did a lot - what an experience!!!!



Telephone: (02) 6280 6416 Unit 1/68 –70 Kembla Street
Facsimile: (02) 6239 1606 PO Box 1113
Email: sales@wattscom.com.au Fyshwick ACT 2609
Web Address: <http://www.wattscom.com.au> ABN 62 008 641 923

We are a one stop communications shop providing GARMIN GPS and Navigational equipment, Vehicle Tracking, UHF and AM CB radios, Marine VHF & UHF radios, HF Radios, Commercial Two-Way radios, Hands Free Kits for mobile phones, sales and rentals of Mobile and Satellite phones, HF, UHF and Commercial radios.

Our installation bay is fully equipped to undertake installations into all types of vehicles.

Our workshop has qualified technicians who undertake the repair of HF Radios, AM/UHF CB's and UHF/VHF Marine radios, commercial radios – mobile and hand held.

We are the sales and service agents for the following brands:

GARMIN, GME-ELETRAPHONE, ICOM, KENWOOD, UNIDEN, MOTOROLA, SIMOCO, AND TAIT.
We can also provide satellite phones on the Iridium and Globalstar satellite networks.

FOR SALE/WANTED/LOST/FOUND



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



Nothing this month !!!

LEE & THOMAS Auto Electrics

EST.1960

- General Auto Electrical Repairs
- Batteries & Accessories
- Airconditioning Servicing
- Exchange Alternators & Starter Motors



- Car Immobilisers

SHOWROOM & WORKSHOP
@ 95 Grenville Crt
Phillip

OPEN MON - FRI
8.00am - 5.00pm
SATURDAY
8.00am - 12.00

6281 1455



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
Hat:	\$15.00
Beanies:	\$15.00
Name Badges	\$10.00

Look for the sign on a table at
Meetings



SERVICE DIRECTORY

Battery World
Power for anything...anytime!

Need a Battery for your...



FREE in-store auto Battery Testing and Sales at:

CANBERRA
95 Grenville Court
Phillip
(Behind Discount Tyres)



24hr Roadside Service
13 17 60
www.batteryworld.com.au

BRAKES, DIESEL & SERVICE
BDS
TUGGERANONG 6293 3044


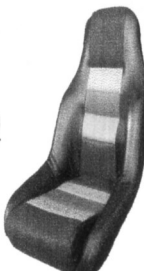


Miles Goldfinch
bds.dialabiz.com

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

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

An Inside Job

Daniel Swindley

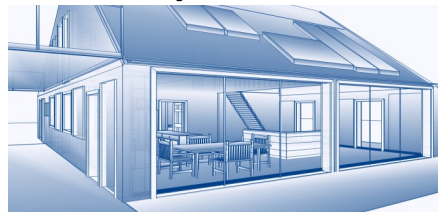
Upholstery
- Modern & Antique
- Full Restorations
- Recovers & Repairs
- Timber Restoration & Polishing

Motor Trimming
- Custom Interiors
- Steering Wheels
- General Recovers & Repairs
- Marine Trimming.

Mob: 0418 410 227
ABN 41925274155

Design Assist

"Unique sustainable design solutions for a comfortable energy efficient home, all year round"



- Energy efficient design, training, and product information
- Advanced computer energy simulation and realistic 3D home modelling
- Suits new and existing homes

Frank Green 0413 333 354

Sustainable Design Consultant

DesignAssist@Yahoo.com.au

www.DesignAssist.com.au

Billiard House
FAMILY OWNED EST. 28 YEARS

Canberra's Leading Supplier of
Quality Slate Pool, Snooker & Billiard Tables

Showroom:
167 Newcastle Street
FYSHWICK ACT 2609
(near McDonalds)

Postal Address:
PO Box 247
FYSHWICK ACT 2609

Phone/Fax (02) 6280 6626
www.billiardhouse.com.au



Est. 1974

New Sales
Buy & Sell Used Tables
Moving Service
Reclothing
Full Range of Accessories
Restoration & Repairs

GERRY SILVANO

**Off - Road
Camper Trailer Hire**
trailers@unbound.com.au

Hard Top
All-terrain

T-van
Hire by the
Month/week/weekend
fully equiped

Bookings & Enquiries
0412 866 375





NEW MEMBER APPLICATION

SOUTHERN TABLELANDS 4WD CLUB INC.

PO BOX 661 FYSHWICK ACT 2609

www.st4wdc.org



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

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

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

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

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

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

Member 1: (Preferred first name, last name)

Member 2: (Preferred first name, last name)

Address:

Suburb: State: Postcode:

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

E-mail:

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

(Optional) Personal Details: Member 1

Member 2

(Occupation)

(Relevant skills / additional info)

How did you find out about the ST4WDC ?

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

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

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

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

Membership database updated: Membership package despatched:

Membership Card: Receipt Number:

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

Other comments: