



SOUTHERN TRAILS

ISSUE 354 November 2008



CONTENTS

Directory	2	Caring for your Camp Oven	26
Ro's Ramblings	4	Report - Yerranderrie	27
Publications	7	Report - Shepherds Run	28
Events & Trips	8	Report - Bendethera Caves	30
Trips and Events Calendar	12	You and your UHF Radio	32
Report - A Different Recovery	17	Members' ads	34
Report - Ro's Wine Ramble	19	Service Directory	35
Report - Bush Skills	20	New Member Application Form	36
Report - Hill End	23		

General meetings are *usually* held at the Canberra Deakin Football Club, Grose St, Deakin at 7.30 pm on the second Tuesday of each month.

Next General Meeting— 11th November

Woden Tradesman's Club

cnr Launceston and Furzer Sts. Woden

NOTE CHANGE OF VENUE FOR THIS MONTH

Frank Robinson of Fyshwick Outdoor Power Centre will discuss CHAINSAWS

The deadline for material to be included in the next issue of *Southern Trails* is the Friday following the General Meeting.

Many members contribute articles and photos to Southern Trails; the role of editor is shared.

This month's magazine is compiled and edited by Val. and John Wiseman.

Front Cover Photos by Mick Hines, taken at the Bush Skills Weekend.

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All magazine correspondence should be directed to the Publications Coordinator.

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

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

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General Meetings are held at the **Canberra Deakin Sports Club, Grose St, Deakin** 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 Vivian Henderson 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 www.st4wdc.org. The site is used 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, and articles that are relevant to Club members are welcome, as are photographs and illustrations.

Closing date all material 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.

Maps and travel publications

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

ROSEMARY'S RAMBLINGS

Rosemary Orr



I cannot believe that I am writing my ramblings for November – where has the year gone. Christmas is rushing towards us like a very fast train.

What a wonderful couple of months it has been. So many things have been happening. Our very successful working bees at Talooge – new members joining us – many trips running. AND there is still more to go.

With the “community day” (I think) holiday coming up the first week in November there are lots of trips happening on that weekend. Whale watching, searching for Waratahs and a trip into Bendethera. What a great way to shake off the winter blues – put your name down to join one of these trips and meet new people, see new sights and have a great long weekend.

Later in November we have a trip to Talooge with the Australian Native Plant Society to do another plant survey. After all the lovely rain I am sure that there will be lots of native species to identify and to admire. This is a mid week trip so why not enjoy the bush in-

stead of going to work. Sounds good to me.

Then in December our spectacular Christmas party at Talooge. Hope you have all got the date in your diary. It will be a great weekend, with lots of activities. More information in the next magazine.

On the long weekend in October I ventured out to the Landcruiser Club property at Willow Glen to help with catering for our competition drivers and the drivers of the Brindabella Rangers Club. Of course, in between catering duties we were able to observe some of the stages and to encourage the members of our teams.

Southern Tablelands club has won this competition for the last three years – but not this year – unfortunately – despite the best efforts of our team we were only placed 6th. However, our sister club Brindabella Rangers took out first prize in the trophy competition. Well done guys – congratulations on a wonderful result.

Hire a Tvan

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This serious off road camper trailer built by Track Trailer in Melbourne was awarded “Campertrailer of the Millennium”

The Tvan lets you camp wherever your vehicle can go. It is compact, light – 750Kg dry, sets up in 3-4 minutes with a hard floor under the tent. A solar panel and battery ensures continuous power. Sleep in comfort under a solid roof in a queen size bed and cook on a stainless steel kitchen with running water. The tent packs in the hatch away from the bed so no damp canvas on your pillow!

Independent Trailers in Canberra has 2 fully equipped Tvens available for hire at \$550 per week. Price reduced for hires of more than 6 weeks.

If you are thinking of buying one but want to try it first, this is your opportunity. We give you back your hire fee (up to one week) with an order placed within 3 months.

**Visit us: Murrumbateman Field Days, 18-19 October
or Canberra Times Spring Home & Leisure Show, Exhibition Park 24-26 October
or South Coast Caravan, Camping and Holiday Expo, Batemans Bay 7-9 November**

Download an application from www.independenttrailers.com.au or ring Catherine on 0412 866 375 or email catherine@independenttrailers.com.au



While competitions are not everyone's cup of tea – it was really interesting and quite exciting to watch the events. Just watching some of the drivers brought home the fact that so much depends on your skill as a driver and not necessarily the power or performance of your vehicle. Picking your line, knowing when to put power on and when to take it easy were just as important on the very difficult competition stages as they are on our normal bush driving. Our club is so fortunate to have the skill of our trainers – and that skill and expertise has been brought home by our success in the Willow Glen competition over the last four years.
Well done guys.

Because of a booking conflict our November club

meeting will be held at the Woden Tradesman's Club.

I look forward to seeing you all there.

Until then enjoy the bush and drive safely.

Ro



MAPS

ST4WD Club members may purchase Maps and mapping related products **at significant discounts.**

Products available cover a wide range including Sheet Maps, Wall Maps, Globes, CD/DVD Maps, Road Atlases, Guide Books, Playing Cards and Jigsaw Puzzles. Sheet maps include Topographic Maps (25K, 50K, and 100K), Forest Maps, and those from HEMA, Westprint, Sunmap, Meridian, Geosciences Aust, Rooftop, TASMAP, VICMAP and many more, even many from overseas publishers 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' and a full range of the available products can be found on the Hema website www.HemaMaps.com.au.

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

CHRISTMAS AT TALOOGE

6 AND 7 DECEMBER 2008

Come and enjoy our Christmas Celebration at Talooge.

Here's what's happening:

For the kids: Santa, sack races, egg and spoon races, film night.

For the adults: Gift grab, egg throwing, tug of war, treasure hunt.

Don't Want to do anything - that's OK, just relax, chat, read a book....

GPS TREASURE HUNT. If you don't have a GPS come and join a team
Find your way around Talooge and collect a prize at the end.

DAMPER COOKING COMPETITION. Come and try your skills at cooking
and collect a prize.

This is one for the kids as well (supervised)!!!

HAPPY HOUR. Bring something to share with everyone

POT LUCK DINNER. Cook something in your camp oven - or prepare
something before hand - put it all together for everyone to share and you
have a pot-luck dinner.

Your committee will provide "yummy pudding!!!!"

BEST DECORATED TABLE AND THEME OUTFIT. Do it and win a
prize!!!!!!

What to bring: Wrapped labelled gift for each child in your vehicle. One
inventive anonymous wrapped gift (under \$15) per adult in your vehicle.

Table decorations, happy hour supplies, pot-luck main course,
theme evening wear. Food and drink for the weekend.

FUNKANA 7th December. An entertaining way to test your driving
skills and your trust in your team-mate

RSVP: trips@st4wdc.org

PUBLICATIONS

John Wiseman



Well, back from our travels, and back to *Southern Trails*. Thanks to Peter Henderson and Michael Patrick who have produced it in recent months, and to all who have contributed articles and photos. We are hoping that handing ownership around in this way can continue, so that fresh ideas and energies can be injected, while providing interested members with an outlet for their creative abilities. Anyone reasonably familiar with Microsoft Word and with a fair command of English will find expanding into publishing a pretty small step. We'd love to hear from you if you'd like to contribute to the Club in this way. Please give me a call on 6230 2459 and we can discuss it.

As well as *Southern Trails*, the Publications group has

ownership of the website. This has had little attention for quite some years and is now pretty dated. Jarrod Coleman, our former webmaster, has now left the Club and Dave Hay has agreed to step in.

At present, plans are firming up for a major revamp of the site, so there may be little obvious change in the immediate future. We'd welcome ideas on what the site should offer.

A reminder – we are coming up to Christmas. There will be no *Southern Trails* in January. The

monthly meeting will happen as usual on the second Tuesday of the January however, and copy for February's *Southern Trails* should be in by the following Friday.

John Wiseman
Publications Coordinator

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A black and white photograph showing a dense, scattered pile of various types of seashells, including scallop shells and conchs, filling the entire frame.

EVENTS AND TRIPS

Richard Brand



Keeping us on Track

Bush Skills Weekend

This was so good, we will just have to make it an annual fixture from now on. A huge thanks to the presenters: Dave Sutton, Helen Sutton, Rosemary Orr, Catherine Panich, Steve Angelo, Peter Fenwick, Mick Hines, Michael Patrick, Graeme Kruse and everybody who shared their camping tips. Also to Bob Allen for his great written report and Rob Lesak for his hilarious verbal report.

The weekend had two basic themes – everything should have two uses, and Ohms' law.

Why Ohm's law? Well, it governs almost everything electrical in the bush, from campsite power, to starting engines, to bush welding, to solar panels, to keeping GPS systems running. If you can apply it properly, you will be able to understand how much current various devices draw, and ensure that your batteries and charging are adequate.

V = IR

Quite simply, the law is that voltage, current and resistance are related so that voltage in Volts equals current in Amps times resistance on Ohms. $V = IR$. If you have problems knowing which is which, think of electricity as water. Volts measures pressure and Amps measures flow. Put it another way: Volts gives you the jolts; Amps lights your lamps.

The hard part in applying the law in a given circuit, is knowing what is fixed (usually voltage and resistance), and what varies (usually current). Also, where the hell do you measure the voltage (usually across each device when there is more than one in a circuit). It is helpful to know that current, like water, must flow all the way round a circuit and can be stored in batteries.

Put it another way, current in Amps = electrical pressure in Volts divided by resistance in Ohms. This tells you how much current will flow if you connect a given voltage across a given resistance. If you take a device like a 12-Volt car battery (which has very low internal resistance) and connect its terminals with another low resistance (say a spanner) then an awful lot of current flows. Certainly enough to melt the spanner. The power generated is given by another law given the nickname Ivy Watts, at least by my old dad who was a physics teacher.

$$IV = W$$

This says that power in Watts is just the current flowing through a device times the voltage drop across the device. A car battery can push 500 or so Amps through a starter motor, so if it did the same through a spanner, the power would be 500×12 or 6,000 watts. This is more than two electric heaters going flat out. I've found out from experience that it is best not to pick up a spanner that has been dropped on a battery for even a second or so unless you are wearing welding gloves at the time.

Mains heaters, and in fact most high power domestic mains devices, give good yardsticks for power and current because they are all 2,400 Watt devices running at 240 Volts. They take 10 Amps of current on full power since $IV = \text{Watts}$!

Conservation of energy says you can't get more energy out of a device than you put in. Applying this to domestic mains arc welders shows that one rated at 120 Amps cannot average more than 20 Volts across the arc – 20 Volts \times 120 Amps is the same power as 240 Volts \times 10 Amps. Interestingly, that is less voltage than two car batteries in series, and we have already noticed that car batteries are designed for 500 Amps or more (usually specified as Cold Cranking Amps or CCA). This is a good hint for bush welding!

Battery Capacity

Apart from knowing the voltage a battery produces (12 volts for most cars, around 20 volts for most laptops) you need to know how long it will last before it runs out of charge. This is specified in Amp-hours, or for small batteries, in milliAmp-hours, a thousandth as much. A typical car battery will be rated at 100 Amp hours which means it should in theory be capable of providing 100 Amps for an hour or 1 Amp for 100 hours.

My tiny HTC Diamond pocket device is another example. It weighs just 110 grams, and measures roughly 100mm long, 50mm wide and 12mm thick. It is a mobile phone / FM radio / Windows PDA / video camera / dual still cameras / Wi-Fi / Bluetooth / TomTom GPS / OziExplorer GPS / 4-Gbyte USB device and MP3 player. With the standard 900-mAh battery and OziExplorer in moving map mode the battery will last for about 3 hours. The device makes a great hand warmer, if not quite as

good as a dropped spanner.

I don't think my car USB power supply can quite keep up with its power demand.

Typical currents

Feel free to adjust these numbers, but my guesses at currents drawn by some devices are given below. If the device gives its power consumption in Watts and you know the voltage across it, you can always use Ohm's law to work out the current.

Current Consumers:

Cold diesel starter motor	500 Amps
Warm starter motor	200 Amps
Stalled winch	150 Amps
Small arc welder (mains end)	10 Amps
Small arc welder (business end!)	120 Amps
Spotlamp	11 Amps
HF radio (transmitting)	10 Amps
3-way fridge on 12Volts (continuous)	8 Amps
20-Volt laptop on 12-Volt supply	5 Amps
Headlight	5 Amps
Running compressor-type car fridge	4 Amps
Fluorescent lamp	1 Amp
UHF radio	0.5 Amps
Mobile phone/PDA	0.3 Amps
Unused vehicle (clock, CD player)	0.2 Amps
Superbright LED	0.1 Amps

Current Producers:

Car alternator (typical)	80 Amps
Car cigarette lighter outlet (typical)	20 Amps
Standard domestic outlet maximum	10 Amps
Honda 20i generator 12-Volt outlet	8 Amps
50 Watt solar panel (max)	4 Amps
Cheap 4-Amp mains battery charger	1 Amp
USB computer outlet (5-Volts)	0.5 Amps

From these numbers you can immediately see why battery leads are 50 times thicker than domestic wiring, why you cannot crank an engine for more than a few minutes on a single battery, why you should winch with the alternator running, why you need a second battery to power a fridge for more than a few hours, why solar panels need to be big unless you run the engine most days, and why it only takes 400 or so hours to flatten the battery on most unused vehicles.

You can also see that you might have to run a generator all day to recharge a flat battery, but this beats the days it takes a standard crappy mains charger which

will only deliver the claimed current when the connected battery is flat.

Protection

Spanners are not the only things that can melt when connected to batteries. Any short circuit – where there is little electrical load in series with a power supply - will act the same way. Without protection, things will get so hot that wires melt, potentially causing electrical fires. So makers add protection in the form of circuit breakers (for houses, generators, some devices and power stations) or fuses in series in the circuit.

The Amp rating of a fuse should roughly indicate the continuous current it can take before it melts and opens the circuit. When a fuse blows it is worth finding out why. Never replace a fuse with a higher rated one unless you really want to start a fire somewhere or are absolutely desperate, in which case you could also consider foil from chocolate bars (note: now dual purpose and therefore mandatory on trips).

Don't bother looking to buy a spare 500-Amp fuse for the starter motor, or for your winch. The currents here are so high, no protection is provided for these circuits. Most vehicles however do have an over-riding protection for all the other circuits, and it usually sits close to the battery in the lead that does not go to the starter motor. Known as a fusible link, this bit of wire can blow to protect everything except the starter and winch. I have found they can also vibrate to failure, and it pays to invest \$25 or so for a spare. If nothing electrical works, check the voltage drop across this link, while wiggle it a bit.

Inverters

Inverters usually behave like mains arc welders in reverse – they produce higher voltages at the output than you feed in. A big 1,500 Watt 240-Volt inverter looks great for running a microwave oven or hairdryer until you work out it must draw at least 125-Amps at full power if fed 12-Volts. Even a little 300-Watt inverter for a laptop will take 25-Amps at full power, which is more than a standard cigarette lighter socket is designed for.

Fluctuations

Everything above applies to perfect static conditions. In reality car battery voltage will vary between say 15.7 Volts when charging to less than 11 Volts when under heavy load or flat.

Incandescent lights have low resistance until they heat up, so they have massive initial current surge. Have you ever noticed at shows that, when demonstrating how many lights a generator can power, the lights are slowly switched on one after another? Same thing applies to most electric motors, which may take ten times as much current when starting up as when running. Some generators do not like this – for example my 2000-Watt rated Honda will not even look at starting my mains air compressor.

Manufacturer specifications can be misleading – 2000-Watts may mean 1,600 continuous! Check out the Honda!

‘Flat’ batteries may not be as flat as they seem – just a few minutes charge can bring the voltage up enough to nudge an engine into life.

Arc welding is far from static – except for the interference generated by the high frequency oscillations in the current drawn! This is why making a choke by winding the lead round an axe handle helps control the arc (and provides another use for the axe). But here we are into alternating currents which are outside the scope of this diatribe.

Trips

If all that electrical stuff seems too hard, most trips will have somebody along who understands electricity and will help out if you are stuck.

Just as we are getting to the best part of the year for trips, the magazine goes on holiday. (No magazine in January.) While we do like trips to be advertised in one or more magazine editions, there is nothing to stop trips being circulated by email so if you feel like leading a trip over the summer, just drop me an email describing it and wait for the circular email to arrive.

Christmas Party

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 McEncroe	6241 8188	0429 008 436	doreen.mcencroe@act.gov.au
Neil Telfer	62919683	0427 263 805	ntelfer@tpg.com.au
David Whight		0438 882 696	tdavidwhight@hotmail.com

This should be even bigger than the Bush Skills weekend! If you have not been to Talooge Park recently, it will be well worth the effort. With the rain, tree plantings and weed control measures, Talooge Park has never looked better. There is a brand new shed to house the firetruck and tractor, the kitchen now has extended panoramic views, there is extensive paving and the shelter on Thurbon Flat is ready for use. There will be driving events on both Saturday and Sunday, plus all the social fun and games. See the advert elsewhere for details on what to bring.

See you on a track somewhere, and of course at the Christmas Party.

Richard Brand - Events and Trips Coordinator

ABOUT TRIPS

TRIP GRADING

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

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

DRIVER EXPERIENCE

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

TRIP PLANNING

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

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

CB RADIOS

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

FIREARMS & PETS

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

TRIPS AND EVENTS



8 - 9 Nov

Water Crossing and Sand Driving Course

(2008-030)

Note: Date changed from 25th - 26th October

Trip Leader: Peter Reynolds

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

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

11 Nov

Monthly Club Meeting

(2008-014)

Start: 7:30 PM

Description: **Woden Tradesman's Club—cnr Launceston and Furzer Sts.**

NOTE CHANGE OF VENUE FOR THIS MONTH

12 Nov

Talooge Park and its Flora #2

(2008-076)

Trip Leader: Graeme Kruse

Email: gkruse@bigpond.net.au

Phone: 6292 3073 (h)

Vehicles: unlimited

Grade: 1

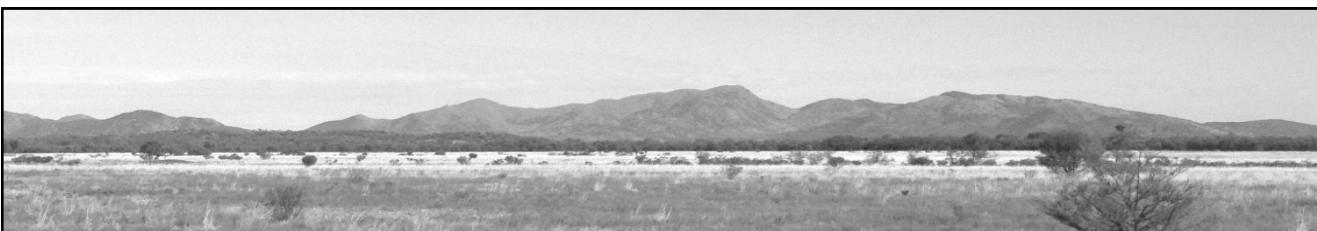
Start: 9:00 AM

Departure: Calwell Shopping Centre

Fuel: Full tank

Requirements: Spare seats, lunch and liquid refreshment.

Description: We are hosting another visit from the Australian Native Plant Society to Talooge Park to undertake a second plant survey. Higher altitude vegetation will be covered along Strike-A-Light firetrail from our gate to the bottom. We expect a dozen or more visitors, so will need seven or more vehicles to help transport them. The first Flora at Talooge trip was run back in November 2005 when we concentrated on making a plant species list for the area around the Driver Training Shed and down to the lower toilets. The outcome was a list of 70 odd species that ranged from grasses to trees. Eventually, selected specimens (hopefully from each species) from that list will be identified with a small discrete label. As the fire trail is at higher elevation than the DTS area and the geology very different, the species of plants will also be different in this survey.



TRIPS AND EVENTS



27 Nov - 3 Dec Return to the High Country

(2008-078)

Note:	New since October magazine
Trip Leader:	Neville Simpson
Email:	bl.ng@bigpond.net.au
Phone:	6295 9021 (h)
Vehicles:	8
Grade:	3
Start:	12:00 AM
Departure:	Hume layby
Fuel:	Full tank at start, more along the way
Maps:	Hema Roof Top, Victorian High Country
Requirements:	Basic Driver Training, basic recovery gear, radiator blind, bushmans saw, axe and chain saw if you have one, UHF radio and good tyres, well maintained vehicle, food and drinking water for several days.
Description:	Neville is renowned in the club for leading brilliant trips into the Victorian High Country. This will cover a smorgasboard of destinations and tracks linking them - too many to name here. The finish date will be determined by the last man standing! Expect to visit Davies Plain, Omeo to Wonangatta, Howitt Plain, high country huts and lots of water crossings. The finish date will be determined by the last man standing, and members who cannot make a Thursday start or Wednesday finish can join late and leave early.
Comments:	Sorry - no trailers

29 - 30 Nov Blue Waterholes

(2008-062)

Trip Leader:	Michael Patrick
Email:	Michael.patrick2@bigpond.com
Phone:	0412 377 941 (m)
Vehicles:	8
Grade:	2
Start:	8:30 AM
Departure:	Point Hut Crossing Car Park
Fuel:	Full tank
Maps:	Southern NSW
Requirements:	Basic driver training, basic recovery gear, UHF radio, Aeroguard (horse flies are big) food and drink
Description:	Blue Waterholes is located in the Kosciuszko National Park and has excellent camping facilities. The plan is to depart Point Hut crossing and head to the southern side of Namadgi National Park. Whilst passing through this area we will check out Bobyan hut. We will then transit through Yaouk valley to Adaminby. From there we will head up the Snowy Mountain Highway and turn onto Long Plain track. This area has lots of old homesteads so we will view these on the way to Blue Waterholes. There is a lot to see from Blue Waterholes and the caves that are abundant in this area. We will depart Sunday after lunch and proceed via Long Plains and Broken Cart back to Canberra. This is a very easy trip and off road camper trailers are welcome.

29 Nov Driver Trainer's Christmas Party

(2008-067)

Trip Leader:	Peter Reynolds
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TRIPS AND EVENTS



Email: debpete1@bigpond.com
Phone: 6251 1258 (h); 0428 623 458 (m)

6 - 7 Dec Christmas Party at Talooge

(2008-031)

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 and labelled 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 comaraderie 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.

25 - 26 Dec Christmas

17 - 18 Jan Bird watching and Pink Pyjamas in the South East Forest NPs

(2009-001)

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TRIPS AND EVENTS



Note:	New since October magazine
Trip Leader:	Vivian Henderson
Email:	vivian@st4wdc.org
Phone:	02 6288 3629 (h); 02 6289 4670 (w); 0407 969 057 (m)
Vehicles:	6
Grade:	2
Start:	7:30 AM
Departure:	Williamsdale
Fuel:	Full tank, refuel at Cadelo
Maps:	Badja 1:25000 Belowra 1:25000
Requirements:	Basic Driver Training, Basic Recovery Gear, UHF radio, good tyres, well maintained vehicle, drinking water, binoculars, bird book, pencil and happy hour nibbles
Description:	This trip will traverse rocky fire-trails, Tuross River, Postman's Track and the rolling plains of Belowra – taking in the scenic views of the Wadbilligia and Deua NP's. The trip is aimed at those who wish to gain more 4WD experience without the pressure from the other half and go bird spotting or wildflower hunting, bushwalking or just relax and read a book. Not suitable for young children (too noisy for the birds and too boring for them). Please see Vivian if pink pyjamas are a problem.
Comments:	Fellas - don't rush out to buy pyjamas - this trip is for the ladies!



Jackson (left) explains his new toy to an interested Senior



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Helicopter Recovery

Peter Reynolds



A few weeks back as I was arriving at 'Talooge Park' to attend a working bee, I was informed over the radio by 'Plod' that we had just acquired a new piece of recovery equipment.

Now knowing Plod as well as I do, and knowing that he would never ever tell porkys to me, I asked back "what is it Plod?" and the reply was, "you'll just have to wait and see." Well, I couldn't believe my eyes as I drove into the home paddock and saw the huge white helicopter that had been given to us for Recovery Exercises by the AFP (or so I thought). My head was spinning at the thought of the endless possibilities that had been opened to us, only to be told that "no sorry Peter, it's broken down and can't be flown" (Bugger).

The AFP guard had been at Talooge for a number of days guarding the machine. They weren't prepared to leave it unattended as it was worth a few million dollars. Speaking with him later I tried to explain that it would be safe in our hands and we wouldn't try to fly it, but for some reason he wouldn't believe me – must have been talking to Plod I reckon.

The AFP guard told me he had to be back at work on Monday and his son and mate would be out to continue to look after the copter through the week until the Insurance people decided how they were going to extract it from the home paddock. By the way for those of you who don't know, the AFP, with whom we have an agreement to use Talooge, fly their people in and out many time a year doing remote area training before being deployed overseas.

So back to the extraction. I started becoming quite intrigued at this stage about how they would do it. One option was to bring in an even larger chopper and try to lift it out- wow I'd like to see that. The second option was to truck it out on the back of a semi-trailer after dismantling the rotors, gearbox etc,- I would also like to see that as the track is not what you would call semi-trailer friendly. So after arranging with the guard to call me when they decided to remove the chopper, I headed home at the end of the day.

The next day I was explaining to my daughter and her partner what had happened and they said that their young son, my grandson Jackson, was fascinated by Helicopters (loves MASH) so we made plans to return to Talooge on the Wednesday. Jackson, his dad Nathan and I travelled in Nathan's 4WD to see the Helicopter. Now I'm not sure who was the most excited - me, Nathan or Jackson, but I know who had the biggest smile as he was put in the pilot's seat "Me"!! NO, NO, just kidding. Jackson was so mesmerized by all the controls etc. the look on his face made the trip

really worthwhile.

We had lunch with the young guys watching over the chopper. They thought 'Talooge Park' was such a fantastic place with all the facilities, and that our members were so lucky to have such a place to camp and 4wd that they will join at some stage with their



dad. They told us that the helicopter was going to be moved out the next day by truck and I said I'd be back to see them as I wasn't going to miss that event.

On our way out through Southwell's place we saw a huge front end loader on the back of an equally huge semi-trailer heading in to do some work on the track and the crossings to make it easier for the trucks to get in and out.

I arrived back at 'Talooge' one more time on the Thursday at about 1000hrs thinking that it was going to take them a long time to get their trucks in. You can imagine my surprise when I saw that not only were there two very large semis in there but also a truck with a 'cherry picker' so they could remove the rotors, and a crane which they had already used to very carefully pick up the chopper. Carefully – considering how much it was worth.

They accessed the Home Paddock via the Horse Paddock and the front end loader was at this stage trying to make the tracks more accessible to drive through.

The fence directly out of the gully had been laid down to provide straightline access and there were people everywhere from Insurance Companies, Hawker De- Haviland engineers, the owners, AFP people, truck drivers, crane drivers, and me taking photos. Well all six of them as the batteries went flat



after that, don't you hate that when the batteries let you down, worse than a computer I reckon.

The loading operations included packing all the rotors into boxes on a separate semi-trailer and meticulously tying down the chopper on the special semi which was built with a large number of air bags underneath to cushion the ride over our rough roads. After the AFP guy and I stood the fence back up and made sure everything was locked up, the convoy headed out at about 1400hrs. Yep they started loading at about 0800hrs after starting out at 0600hrs to drive into the place - 6 hours so far.

It certainly was steady as she goes as the semi inched its way out of the Home Paddock into the first gully, dragging its belly as it went in. Then as it started to climb out the wheels lost traction and so the loader had to tow it up and out. Then into the creek crossing inch by inch; by now the loader had deposited a lot of rock and sure enough as I told them, down the trailer went - bugger.

What a sight that was, if only I had a camera.

Luckily my AFP mate

had one. Once again the loader had to pull it out; at this stage we had only gone 200 metres and one hour had gone. I realized it was going to be a long day indeed (I know what you're thinking, I'm cleverer than you thought.)

As the convoy snaked its way out of 'Talooge Park' the front end loader was busy widening corners, lopping off branches, and towing where it had to. Engineers were busy on the UHF radios telling the driver

to be careful, watch out for trees etc. Remember this is a few million dollars worth of equipment they were towing.

After leaving the Talooge front gate the track became a little easier although steady was the call all the way out. At this stage, after two hours or so the engineers, insurance people etc decided the worst was over and left the convoy to head back to Melbourne and Sydney, leaving us to continue on with it, with me in the lead opening and closing gates as we went. Then the next obstacle was turning left outside Mr. Southwell's front gate. Inch by inch again as the rear wheels on the left hand side of the prime mover came off the ground as the trailer rode the bank on the way down. The driver mentioned something about his pants changing colour?

Easy going after that and we finally arrived back onto the Jerangle road at 1800hrs. That's right, four hours from the home paddock to the Jerangle Road and they started the recovery at 0600hrs. At this stage one of the truck drivers asked me if I could give him a lift back to 'Talooge Park' to pick up his ute that had been left there. Oh well another late drive home but I wouldn't have missed that experience for anything.



Ro's Wine Ramble

Jayne Hines



Leader:	Rosemary Orr – with Tony Hamilton and Zoe Loughton Jayne and Mick Hines with Kerry and Rob Lejsek Doreen and Plod McEnroe Wendy and Rick Holland
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We awoke to a beautiful sunny day – finally the weather was starting to turn. Only problem with that was it was just a bit too bright for some members who had significantly over-indulged the night before. Now we know you should never arrange a trip, let alone a wine tour, when an event such as Peter Reynolds, our illustrious Chief Driving Instructor had a 60th birthday celebration the night before. As for some of the rest of us – a dinner party is also not the smartest way to go.

We headed off from the Dinosaur Museum at Federation Square at 9.30am along the Barton Highway until Kaveneys Road. We pottered along this road to Dog Trap Road and arrived at Greystones Winery.

After dodging a huge number of Terriers excitedly patrolling the property, we were welcomed by our host. Unfortunately they had no power so we all sat out in the yard to enjoy the early morning sunshine. Yes winter was on its way out. We spent about an hour there partaking in some good wine tastings. Well not all of us did – some were still a bit seedy from the night before.

After purchasing some nice wines, especially the Ice dessert wine, we headed off along Dog Trap Road again in search of Long Rail Gully Winery. Now

Rosemary was so busy enjoying herself we missed the turnoff and went exploring the old highway. Luckily Peter Watson's property wasn't far away and we called up for directions. Fancy that we all missed the turnoff.

Long Rail Gully Winery has the largest shed I think I've ever seen. Our hosts decided that it was such a beautiful day we should have our tasting at the picnic area near the dam. This winery rocks - there was a special fondness for the 2003 Shiraz and the Pinot Gris. We all took part in the tastings this time and all bought up big. Several cases, especially of the 2003 Shiraz changed hands.

As we spent so much time at Long Rail Gully Winery we were running behind schedule and decided that lunch should be our next stop. Lunch was at the Shaws Winery which would be superb in summer sitting on the balcony, sipping some lovely wines and admiring the view. The menu is a bit limited and it would be advisable to book – especially in the warmer months. Shaws sell huge pizzas that are good value for \$20 as they easily feed two.

We bought a couple of bottles of wine for the club raffle with the money we had left over from lunch – we have no idea how we did that. By this stage it was 3pm and we decided after such a big night before, we were all wined out. So we headed back to Canberra at our own pace. Thanks Rosemary it was a lovely day.



Bush Skills Weekend at Talooge

20-21 September

Bob Allen



Participants

Graeme Kruse	James Carpenter
Phil & Julie Henderson	Peter Fenwick
John Kjar	& Catherine Panich
Malcolm Parker	David & Helen Sutton
Lindsay Jones	Ian Flannagan
Kay and Leon Pietsch	Rosemary Orr
Robert, Lynne, Daniel & Gemma Donaldson	Carl Cameron
David & Barbara Campbell	Mick & Jayne Hines
Rob & Kerry Lejsek	Steve & Sue Angelo
Warren Shardlow	Richard Brand
Michael Patrick	Julie Buttriss
	Bob Allen

of tent – completely ruining some of its metal poles and leaving its occupants without shelter. Fortunately, that family was able to move into the newly paved Driver Trainers' Shed for the night – sheer luxury, some have all the luck.

Following lunch it was back to the training room for cooking and food storage tips. There were no Gordon Ramsay F words, only plenty of useful advice gleaned over thousands of kilometres of outback travel from Rosemary, Catherine and Helen. Camp ovens (cast iron or Bedourie), preserving bread, preserving eggs, and vacuum sealing anything from bacon to tyre pliers were all duly explained.

Saturday

The weekend began, as all good ST4WDC training weekends do, in the training shed – now newly extended with extra space and picture windows. Richard Brand as coordinator and facilitator opened the proceedings with two important, and for me prophetic messages, “we will be discussing Ohm's Law and remember, everything you take on a trip should have a dual use”. Electricity was never a strong subject of mine and volts, amps and resistance didn't really matter as long as the car started and I had spare batteries for the torch. Dual use? – some of the stuff we crammed into our Cruiser for previous big trips would be lucky to have a single use. Prudence (and almost 40 years of a happy marriage) prevents me from mentioning specific items.

The group then moved outside for a “show and tell” of everyone's camping setup. This was an informative and relaxed way to have all participants introduce themselves and their particular attitudes to outback travel. It also showed that club members have widely different concepts of “roughing it”. This was far better than visiting a camping and caravan show. Here we were talking to club members as they stood beside their outdoor investments which ranged from hike tents, to large dome tents, to modified 4WD vehicles, to tray-top campers to off-road camper trailers. There was no hard sell, no brochures, no promises, just plenty of hard facts and friendly answers to questions.

As we walked down the slope towards Thurbon flat and more camp sites, the strong wind, as if on cue to Richard's planning blew down a very popular brand

Cooking was followed by Dave Sutton on tyres, batteries and welding – he is a natural lecturer and his main messages spelt out on the whiteboard were clear:

- tyres – “a consumable item” - so don't risk the rest of your vehicle for the sake of protecting tyres.
 - batteries – “are like humans without oxygen, a little bit of voltage lost and they're very sick” - so read ‘Ohms law for dummies’ and buy a voltmeter to check your batteries.
- bush welding” – “don't even think about it if you can't stick weld” - so if you don't have some basic welding experience, don't bother to pack a few welding rods and expect to join up two batteries and repair broken leaf springs in the Simpson Desert.

The afternoon continued with useful advice from Richard Brand on changing trailer wheels, adjusting bearings and the importance of carrying spare wheel studs. Unfortunately for Richard his trailer wheel this time did not come off as easily as it did during his recent misadventure on the Jerangle Road – see the October 2008 edition of Southern Trails. So it was back inside to the training shed for Steve Angelo on the practicalities of HF radios and the limitations of Satellite phones.

But there was much more to come, after all it was only about 4.00 pm and Dave Sutton took the group outside and showed us some more practical tips:

- it can help sometimes when winching a truck out of mud to lift the back wheels off the ground to change direction – a stack of tyres under the winch strap can do the job

- snow chains are not just for snow and used properly are good for mud – a decent pair could be part of “must always carry” recovery gear, but practise fitting them at home before hitting the Victorian High Country this summer

And steel stakes, the sort used for anchor points when there are no trees around for winching, can be laid under tyres to gain traction when stuck in sand.



By now it was happy hour time to be followed by a pot luck Dinner – but there was still more! This time it was fitting tyres to rims by master pyrotechnician Dave Sutton. My experience with tyres so far had in-



volved repairing bike punctures with dessert spoons as levers and taking punctured car tyres to the local garage. I was a bit surprised to see that a “few capfuls” of Shellite (plus a carefully applied spark) were needed to re-seat a truck tyre to a rim before it could be re-

inflated. The group watched in fascination as Dave applied the spark – me morbidly expecting a flaming tyre to end up Soweto-like around someone’s neck. But no, after a few attempts and some loud bangs the tyre was seated. I normally carry two spares on a big trip, perhaps I need to carry three?

Following dinner, Mick Hines gave a talk on photography in the training shed – as well as displaying a range of cameras, lights, flashes, tripods and other photography toys that had many of us salivating. Mick’s formal talk carried over into one-on-one discussions with those hungry for more technical advice on painting with light. For me, his advice to keep my current camera and not bother to upgrade for more mega pixels saved me about \$1500 and more than paid for my petrol to Talooge – thanks again Mick.

Believe it or not, that was the formal end of day one. A full-on day – so much to absorb and there were still more relaxed discussions around a roaring fire on a reasonably cold night.

Sunday

Day two began at the civilized hour of 9.00am with a practical demonstration of bush welding. John Kjar couldn’t let an opportunity pass to complete some real work at Talooge, so the welding was performed on the Club’s mower – a perfect example of a dual use presentation. This demonstration confirmed Dave’s earlier advice – bush welding with car batteries is not something for novices. And more importantly, a voltmeter should be on hand to check the setup and monitor the drain on the batteries. Steve Angelo then followed up his earlier talk by demonstrating his HF radio system in action – talking to Richard Brand on his HF radio situated 2 metres away. I am still not sure if this counted as a real demo – perhaps next time the Club can arrange for a member to call in from the Canning Stock Route.

Back in the training shed Peter Fenwick explained the pros and cons of a range of camp lights and other gadgets that he has found to be useful over the years – a key point being that the newer LED lights are much more robust and Tanami track-friendly than fluoro lights. Michael Patrick, with some assistance from Richard Brand, then gave a presentation on GPS. Entry-level GPS units and even combination street navigators/ Australia-wide mapping units are becoming cheaper. But unfortunately they are still reasonably complicated (even with printed instructions) for those technically-challenged and computer-illiterate people such as me – we no longer have any bright-eyed 12 year olds around our house to program our DVD recorder. Luckily for me, and I expect for many others in the Club, this session concluded that there is a need for a full weekend of GPS training (both theory and practice) at Talooge to do

justice to this topic.

This was the end of Richard's program, but there was still more! Graeme Kruse took a group on a short botanical-awareness walk of Talooge. Graeme showed us a small range of the relatively large number of different species of trees, shrubs, ferns and grasses that make Talooge such a great place to visit – he also pointed out some of the persistent weeds (both grasses and shrubs) that will require significant effort from the Club to control and perhaps eradicate.

It was almost time for lunch, but not yet. Richard announced John Kjar would like some volunteers to pick up stones on the slopes so Fergie the tractor could do its mowing job without fear of losing blades. So after collecting our buckets, we re-visited that old school yard bush skill of the emu parade. And dare I say it – no stone was left unturned.

After John Kjar's emu parade it was finally time to have lunch, pack up and head home. To my embarrassment, my Cruiser wouldn't start.

As a friend once said, flattery will get you nowhere and she was right – the main starting battery was dead. Perhaps it was because I had left the accessories switch on since Friday to keep my phone alive and connected to the in-car system and the external aerial? My second 100 amp hours battery had been driving the Engel for about 48 hours. What current does it draw, will it have enough charge left to start the Cruiser? I don't want to face Richard, Dave et al and ask for a jump start.

I connected the positive terminal of the second battery to the starter battery's positive terminal and then with a shaking hand I turned on the ignition. Instantaneous connection – there was sufficient potential difference (V) left in the battery, the jumper lead's resistance (R)



was not too great, and so there was enough current (I) to kick the engine into life. Thank you Professor Ohm - and it is true, I does equal V/R!

Clearly the weekend was a big success. Naturally, some people learnt more than others. But because of Richard's "open learning" structure to the weekend everyone participated in the sharing of experiences. And more importantly, because it was a "field exercise" everything didn't go according to the script – as it does when traveling. This sort of weekend at Talooge, like the previous working bee weekend is what the ST4WDC is about - a diverse group of people enjoying themselves and helping each other in a common interest. Make a note in your diary when the date for the 2009 bush skills weekend is announced.

WORLD'S EASIEST QUIZ - to pass you need to answer 4 questions correctly

- 1) How long did the Hundred Years' War last?
- 2) Which country makes Panama hats?
- 3) From which animal do we get cat gut?
- 4) In which month do Russians celebrate the October Revolution?
- 5) What is a camel's hair brush made of?
- 6) The Canary Islands in the Pacific are named after what animal?
- 7) What was King George VI's first name?
- 8) What color is a purple finch?
- 9) Where are Chinese gooseberries from?
- 10) What is the color of the black box in a commercial plane?

EASY ? See answers on page 34

Hill End

4 to 6 October 2008

Mick Hines



In drought-stricken Canberra, we always look favourably on those rare times when it pours with rain – even when it's at the start of a long weekend 4WD trip to Hill End.

Saturday morning at 0830 - the heavens were well and truly open and delivering plenty of rain, glorious rain as we huddled together on the balcony of the Eagle Hawk Hotel for the start of our Bridle Track adventure.

We had a good mix of people and vehicles - James & Teresa in the little Zook, Richard and Jen in an Adventra, Mick & Jayne in a Prado, Jim & Heather in a Pajero and trip leader Michael & Tina in the mighty Patrol.

The rain didn't look like it was going to clear any time soon, so we headed off on a low-visibility, Zook paced cruise towards Goulburn and then Crookwell. By the time we got to Crookwell, which is the birthplace of the inventor of the Rotary Hoe, the rain had all but stopped.

We propped for smoko in the park, with a couple of adventurers heading into town to get a "proper" cup of coffee. Richard needed a power lead to run the fridge in the back of the Adventra and was treated to some good ol' fashioned country customer service when the hardware guy actually made up the lead from components in the shop – and at no extra charge over the parts alone!

Back in the truck for a leisurely drive towards Bathurst via Tuena with a stop at the Abercrombie Caves for lunch. We didn't go into the caves, but had a good poke around the well equipped camping area. Our lunch companions included a beautifully coloured parrot and we all had a good sticky at Polly the Possum and her daughter sheltering above the BBQ in one of the picnic huts. Polly has been placed on a fruit only diet and it looked like she needed it. Talk about a chunky possum.

One quick stop in Bathurst to fill up the Zook and we headed off towards the Bridle Track. We'd taken the Bridle Track turnoff and gone past a few signs indicating that the road ahead wasn't suitable for caravans, but were still on the blacktop. The road was getting smaller and windier, but not what you'd call a 4WD track when Michael P said that he didn't think a great deal of the track. Richard, who spent a bit of time at Uni up in that part of the world, dryly responded with "You're not on the track yet".

We finally hit the dirt and were confronted with the most impressive warning sign I've ever seen ! Everything from river crossings to falling rocks – no less than 12 advisories on this thing. NOW the track looked like it was getting a bit more serious.

It was pretty obvious that the area here had copped a



fair bit of rain – the track was slushy, muddy and slippery and everyone engaging 4WD to stay straight on the path.

The Macquarie River, which runs alongside the track for much of its length, has several camping reserves on the way. We were surprised at the already large number of campers dotted along the river.

There were no really hairy moments on the drive, although the track up to Monaghan's Bluff is extremely narrow and was badly rain affected. The sun was clawing its way through the clouds a fair bit now and the views across the valley were magnificent.

It was getting late in the afternoon so we had a radio discussion on whether we should go into Hill End or camp at one of the reserves on the way. Our major concern was the number of campers we had seen enroute. If there were that many by the river, it was a pretty fair bet that Hill End would be chockers.

We ended up deciding to stop at the Turon Crossing reserve, which didn't have too many people there already **and** had a composting toilet.

Accommodation at the campsite ranged from James roughing it in his Burke & Wills swag through to Mick & Jayne's Cavalier trailer, with a fine selection of tents in between.



The biggest hassle for the night was getting a decent fire going, but our resident pyromaniacs managed to get a bright, if not very warm fire out of the saturated wood. The rain fairy wasn't quite ready to call it quits yet and we ended up with a fair soaking in the wee hours of the morning.

Our first taste of the area's history came with an early morning walk (drive for some) to a mineshaft and stamper only a few hundred metres away from our campsite. While it doesn't look like much now, the mine head was surrounded by a huge pile of dug out rock and had a BIG stamper firmly bolted to the rocks.

They certainly did it tough in the late 1800s up here – but reaped plenty of golden rewards too.

The whole area has literally hundreds of mineshafts dotted around. While most of them are concentrated on Hawkins Hill, they really are all over the place. Most of them have been covered up or filled in to some degree, but there are plenty that are only covered by a few logs with branches and leaves thrown on top. This is NOT a good place to let the kids go wandering by themselves in the bush – unless you really don't want to see them come back again.

We drove the Bridle Track for around 30 minutes into Hill End to have a look at the historic village. We were amazed to see a little red Ford Laser negotiating its way up the track ahead of us. The poor old driver was weaving all over the road trying to avoid scraping the bottom of his car on what really isn't too bad a track at this end. It gives you an appreciation of how valuable a bit of ground clearance is.

As expected, the camping areas at Hill End were pretty full.

We parked at one end of town and spent the morning admiring the old buildings, checking out the shops, cafe and the pub and basically exploring on foot. The publican told us that there were about 60-70 people currently living in the village and around 240 in

the district. The October long weekend is one of the busiest times of the year for Hill End. The wet weather may have kept some people away, but there was still plenty of activity.

The group headed off in separate directions with some taking a tour of a historic homestead with the others heading to the NPWS museum. A short film playing at the museum showed just how big and busy Hill End was at its peak. Over 700,000 Troy ounces



of gold were taken out from the area – and that's only the stuff that made it into the official record books.

Hill End was mostly reef gold, which meant digging BIG holes to find the stuff and resulted in a much bigger investment in infrastructure and a more permanent settlement than nearby Tambaroora which was mostly the more easily obtainable alluvial gold.



With the current financial crisis going on, it was interesting to note that the growth in the stock exchange in Sydney seemed to be bigger than the growth in the gold fields – and a lot of small investors were burned in the process!

The Hill End Gold Mining Company has the only active mine at Hill End now and they offer tours of the mine. Several people went to check out modern life underground, including a very long climb up a series of ladders to get back to the surface.

Apparently the mine is mostly exploratory but they are still managing to find rich seams of gold. The publican told us that the mine had recently made its fourth 150 oz gold bar, with each bar worth over \$100,000. There are mainly geologists working at the mine to assess its future viability. More info is available at the company's website at www.hillendgold.com.au.

Jayne & I went for a drive up along Bald Hill to look at a few more of the old mineshafts and get an idea of the size of the old mining operations – and to snaffle some quartz to crack to see if we could find some gold.

The others continued exploring the local area, including Tambaroora and Sofala, where the quirky Aussie film "The Cars That Ate Paris" was made in 1974.
http://en.wikipedia.org/wiki/The_Cars_That_Ate_Paris.

We all gathered back at the campsite late in the afternoon for dinner and a drink and to sit around a blazing campfire thanks to James & Teresa's wood foraging efforts.

Monday morning saw an early start by most of the group to get packed away for the drive back to Canberra. A couple of lucky souls got to have a bit of a sleep in as they were staying put for a couple of days of relaxation. The weather didn't let us down again –

cold, cloudy and wet.

The drive back was pretty uneventful – following the route up in reverse and arriving back in Canberra mid-afternoon.

A very enjoyable weekend and a worthwhile place to visit. Don't forget your gold pan and rock-hammer ! Oh – and one of our collected rocks DID have a small gold seam !



Seasoning your Camp Oven

Rosemary Orr



While many of you have well seasoned ovens which you have used for years, others may not know how to season your new camp oven. So here are a few tips to get you started:

For a cast iron camp oven – to prevent rust it needs to be “seasoned”. The first step with a new cast iron camp oven is to peel off any labels and then wash the oven and lid in warm water only, rinse and dry completely. Grease the oven and lid inside and out with a good grade of olive or vegetable oil. Do not use lard or other animal products as they will spoil and turn rancid. Do not use a spray in coating the oven but rather use oil soaked in a paper towel.

Heat the oven until the oil starts smoking. This can be done in coals on the open fire, in your oven at home or in a hooded BBQ. You may like to repeat this process to obtain the desired uniform black patina that provides the non-stick qualities and protects your oven from rust.

When cleaning your oven do not use detergent. If detergent is used you will have to re-season your oven

over again. Use hot water to clean the oven and dry thoroughly. Once dry lightly oil all surfaces and then pack or store in a dry place with the lid ajar.

Good luck and good cooking.



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



Yerranderrie

6th & 7th September 2008

Warren Shardlow



Trip Leader	Ian Goodacre
Participants	Phil & Julie Henderson
	Warren Shardlow

A small group ended up attending this trip after a couple of vehicles had to drop out due to illness of the owners.

We met at the Shell servo at Mitchell where we had a chat, a cuppa and Ian provided a briefing of the plan and an information handout. We headed out of Canberra approximately 0945am, and headed for Goulburn.

Arriving at Goulburn, we made our first stop for the trip, at the bakery. It was a short pit-stop before we headed towards Taralga, where morning tea was taken.

After morning tea, we headed off further and were soon on the Wombeyan Caves road. Once on it, we let some air out of our tyres. This turned out to be fortunate, not only for the fact that it was a dirt road but also because the day was getting wetter. The rain pretty much followed us from Goulburn to Yerranderrie

With just 2km left on the Wombeyan Caves Rd, we encountered a very large tree across the road. It looked like it had been hit by lightning as it was split in two, with the biggest half across the road.....of course. It was way too big to get a chain and pull it away. As none of us had a chain saw, we had a choice of finding a way around it or turn around and find another way in. After doing a walk around, we were able to determine a path around the fallen tree, within the scrub. The first 2 vehicles, Ian's Hilux and Warren's Rodeo, got through but Phil & Julie got stuck. This was probably due to 2 reasons. The first being that the first 2 vehicles had softened and churned up the ground and Phil & Julie were towing extra weight with a camper-trailer.

We managed to avoid any snatching or winching by doing some digging, placing some solid objects under the tyres, deflating the tyres, a bit of rocking back & forth, and some brute force by pushing the trailer sideways. This was made easy with the muddy, slippery ground.

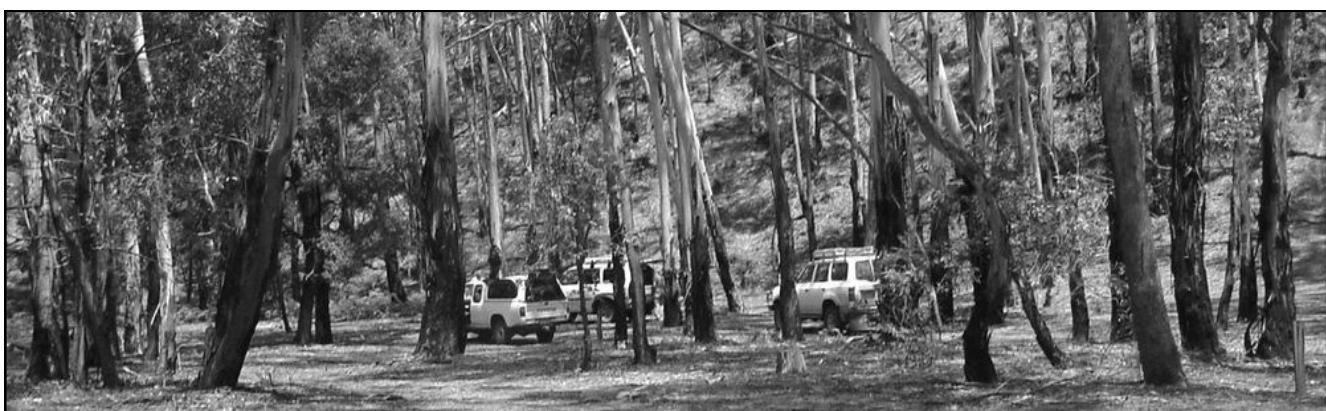
After that we were on our way again. We stopped along the road for some lunch and eventually arrived at Yerranderrie, still in good time. Fortunately, the rain stopped when it came time to set up camp on the old tennis court. We got a fire going, had a bit of a walk around the town, took some pictures and then we settled in for happy hour.

The next day, was dry, bright and sunny. We all had a further walk and look around. The mountain was not challenged on this trip.

As there is only one road in and out, we had to leave the way we came in. We stopped for lunch at Bedrock Public Shelter. This place looked like it had been a genuine home at some time as it had all amenities.

Given the fallen tree, we had to make an alternative return run, which was only a little out of our way, but enabled us to see another part of our beautiful country. It brought us back to Taralga, then home via Goulburn.

Thank you Ian for a nice relaxing weekend and a very good location.



Shepherds Run Lunch

28 September 2008

Michele Huet



Participants

Trip Leaders: Catherine Panich and Peter Fenwick – Freelander 2

Chris and Julie Nicholls – Patrol

Richard Brand and Jen Martin – Adventra

Rosemary Orr – Suzuki

Val Holbrook and Gordon Stone – Prado

Jim and Michele Huet - Patrol

Compressor, pressure gauge, snatch strap, stick, long range fuel tanks, first aid kit, batteries, storage system, high lift jack, UHF radio,Hang on, we don't need this check list for a Grade 1 trip and especially not for this one. A more appropriate list is hat, sunscreen, walking shoes, water bottle and a taste for good wine food and congenial company. The Shepherds Run Lunch trip delivered all of this and more.

We met at McDonald's car park Queanbeyan at 10 am with welcome 'hugs all round' from Richard. After establishing who had UHF and who would be Charlie we left for Molonglo Gorge where our trip was to begin with a walk in the gorge. It was a beautiful Spring day, warm and sunny, perfect for a walk.

The Molonglo Gorge Recreation Area is off the Sutton Road, 10 minutes from Queanbeyan. It is a picturesque section of the Molonglo River at the western end of Molonglo Gorge. According to the information displayed at the beginning of the walk in the gorge car park "Molonglo Gorge is 15 million years old. It was formed when two faults, Lake George and Queanbeyan, lifted a section of land across the path of the Molonglo River. Rather than being blocked by this barrier the gorge was formed as the river cut through the

rising land. The headwaters of the river are near Captain's Flat. Downstream the river is held by Scrivener Dam to form Lake Burley Griffin before joining the Murrumbidgee River downstream from Uriarra Crossing."

The walk itself is a 6.5km (return) moderately graded walk along the edge of the gorge. As we were



booked in for lunch at 12.30 it was decided to walk for approximately an hour and a half. The walking track along the gorge starts at a car park at the western end. It follows the river bank for some hundreds of metres before climbing up the hillside. Along the gorge, the track follows the river, sometimes high above it, at other times right beside it. The gorge is quite spectacular, the steep rocky sides fall sharply into the river which sometimes bubbles and flows and sometimes surprises with small waterfalls. The hillside was heavily treed and there were some dense areas of ferns. The Canberra to Sydney rail line was visible high up on the opposite side of the gully. There were plenty of photo opportunities and some of us snapped away enthusiastically.

We set off in single file, but it wasn't long after we started when someone was heard to comment loudly "I thought this was a Grade 1 trip" as we were met by a steep, narrow and rocky climb. "Has anyone



got a winch or a snatch strap?" But the track soon became easier with only the occasional climb. It was ideal for working up a thirst and appetite for the next stop, lunch at Shepherds Run.

Shepherds Run at Wamboin is a winery cellar door, café, vineyard and shop just 20 minutes from Canberra at 344 Norton Rd Wamboin - on the way to the historic village of Bungendore. <http://www.shepherdsrun.com.au/>

The ideal way to enjoy this venue is to begin with a wine tasting, which our group took to with little hesitation. The 2005 Cabernet:Merlot was declared a favourite as was the Pinot Noir and my (Michele's) favourite was the 2005 Riesling. The view from the dining room over the Wamboin Valley and the Yass River created a great atmosphere. Choosing something from the extensive and interesting menu didn't take us too long and soon we were tucking into risotto balls, tandoori chicken, an Australian antipasta plate, and.....ask Ro about the yummy green lip mussels. Conversation was lively and varied, ranging from politics to motor bikes and everything in between.

Bungendore just down the road was then an option for those wishing to indulge further and finish off with a browse through the art and craft delights in the village. This trip certainly set the standard for trip lunches. As this was the first club trip we (Jim and Michele Huet) had been able to go on since we joined the club last

year (besides Safe One training for both of us) it was a welcome introduction to a social outing and a chance to meet more club members.

Thanks to Catherine for planning and leading a very



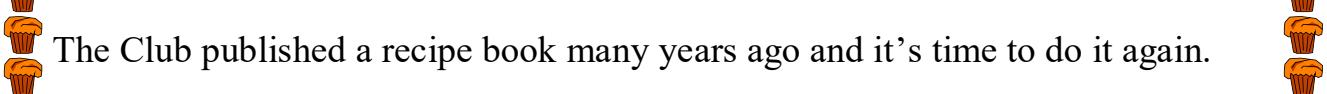
enjoyable day.



Calling for recipes!!!!



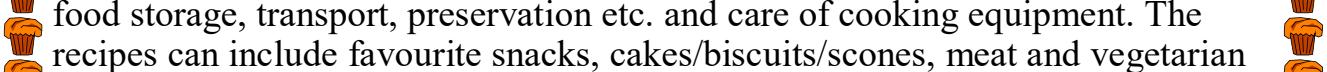
The Club published a recipe book many years ago and it's time to do it again.



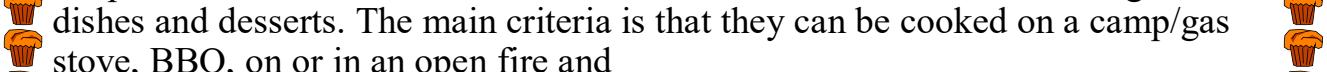
We want your favourite, tried and true camping recipes, including any hints on food storage, transport, preservation etc. and care of cooking equipment. The recipes can include favourite snacks, cakes/biscuits/scones, meat and vegetarian dishes and desserts. The main criteria is that they can be cooked on a camp/gas stove, BBQ, on or in an open fire and include ingredients fairly commonly carried when camping in the bush or travelling to remote regions.



Please email your recipes and ideas to Catherine Panich at capan@homemail.com.au



If you wish to be part of the team that puts this recipe book together please let Catherine know.



Bendethera Caves

23-24 Aug 08

Michael & Tina Patrick



Michael & Tina Patrick	Patrol Trip Leader
Greg & Vickie Taylor	Patrol
Don Wiltshire	Jack
Pom	Cruiser
Joe	Patrol
Thereasa & James	Suzuki
Warren Shadlow	Highlux (Thing)

This trip started out with very few people coming. But after the ST4WDC Tuesday meeting a few showed interest and they turned up at Macca's QBN on the Saturday morning.

This report is a bit different as this is only my 2nd officially led trip. I will be talking about how I navigate and a bit of the trip.

I use OziExplorer as my main navigation tool and it runs on a Dell 14 inch laptop. This laptop is Gaffa taped to the back seat of my patrol and is running off a 300w inverter strapped to the cargo barrier. Also I have a 4 connection plug board attached to the inverter. When I use the laptop for navigation I adjust the rear view mirror so I can see the OziExplorer map. The only disadvantage is that the image is inverted so I have to be careful to do the opposite to what the mirror says. (ie when turning right it should be left). Also on this trip I experimented with a small 8 inch TV screen that I got from Hong Kong. This screen was Gaffa taped to the dash board and displayed OziExplorer maps.

We departed Queanbeyan at about 0900 and proceeded to Braidwood in standard convoy. On arrival at Braidwood we had the usual stop at the bakery and had some goodies. From there we headed onto Araluen and Dry Creek for morning tea and to air down the tyres. Now considering that we have had Macca's, Braidwood bakery and now morning tea at Dry Creek we were doing well. While we were airing down two 4WDs turned up on their way to Bendethera. They had never been there before and were doing a day trip. They asked if we knew the condition of the track and how long it would take. I advised that I had been in contact with Parks & Wildlife and the track was in good condition. They decided to proceed before us just in case they got in trouble. (Their vehicles were definitely set up for off road work with excellent tyres and both vehicles had their suspension done).

We departed Dry Creek and ran along the Merricumbene fire trail. This run was relatively easy except for the Suzuki which had to readjust some of its lines. Prior to getting to Bendethera we picked up fire wood.

Going down into the valley was a very nice drive and heading towards the camp site we had a few water crossings. On arrival at the camp site we did the usual and picked our sites. This place was full of huge



wombats & some were the size of a small horse.

Now it gets interesting. My daughter and her new husband James have just bought their new tent and were setting it up for the first time, this was a fine test for a marriage. Don, Joe, Rob, Pom, Greg and I decided to partake in some refreshments & watch the antics.

There were some words said but the tent went up with love I think. Then they all had a laugh as my daughter's new husband set up his swag away from the ladies tent and slept alone. (So did I)

That night we had the usual fire and cooked dinner.



Now we had Warren who decided to make a mini damper for himself. So Warren took some hot coals from the fire and buried them with his damper in an old fire hole, Pom decided to wash his dishes later, and poured the dishwater onto Warrens damper and made it rather soggy.. Hmm

The usual stuff was talked around the fire and we solved the problems of the world. We went to bed late and it got cold. The temperature dropped to minus 6 degrees and James's and my swags froze with ice inside the swags.

Next morning was beautiful and crisp with sore heads. More wombats and lots of skippies were around. Warren invented the new concept of a tea bag. Tents were dried off and pack up commenced.

We departed Bendethera and headed up Minuma trail to Dampier fire trail. On the way up we started to see snow beside the road. At the end of Dampier we aired up and Greg and Pom went their own way back to the dark side of Canberra. We proceeded onto Slap Up fire trail and over Bald Mountain which rises to 1400 metres.

After being on this track for about 3k and started to get higher in altitude we began to encounter partially

melted snow and lots of slop.

This made us all very cautious and our speed was very slow. Well we got higher and higher and started to encounter virgin snow from last night. The snow was about half a meter deep. Highlux and the Suzuki were starting to bulldoze and we all had to be very alert. I estimate that it took us about 2 hours to travel 30kms.

Well we made it through Tallaganda National Park



all in one piece but very tired. Once we hit the Monaro highway we all went our own way back to Canberra.

Guys and Gals thanks for a great trip and see you on the next one.



You and your UHF radio

Catherine Panich



Our club uses Ultra High Frequency (UHF) CB radios and has adopted channel 14 as our standard. UHF CB radio provides 40 channels (frequencies) covering the range 476.425MHz to 477.400MHz. The law has set patterns for their usage and it's a good idea to be familiar with these, to follow radio etiquette and use correct frequencies. All the points below are covered in the Safe One Driver Training.

Since UHF signals travel in a straight line, the terrain plays an important part in how far the signal is transmitted. Transmitting power is limited to 5 watts, which, depending on your aerial, can provide a range of up to 20km under ideal conditions though this is much reduced in thick bush or rough terrain. There are occasional reports of UHF working under freak conditions over distances of up to 100 km, but in general the useful range is limited to about 5–10 km.

Range is influenced to some extent by the gain of your antenna. Typically this will be 6 dB, with some antennas as low as 4.5 and others up to 9 dB. All radiate transmitted energy in all directions, including upwards, but the higher gain types tend to focus it more horizontally. Higher gain improves range (a little) in open country, but may not be so good when climbing hills. 6dB is probably a good compromise, though the 4.5 dB antennas have advantages. They are inexpensive and being smaller are less prone to damage.

Range can be extended by using a UHF repeater, a special transmitting/receiving station located on a high point. These stations, which are usually owned by businesses, clubs or owners of big properties, receive the original transmission on a particular channel and re-transmit it on another channel. Because of the frequency change your radio must be switched to Duplex (or Repeater) mode to operate with a repeater, and you must know which channels the repeater caters for. By setting your radio to the appropriate channel in the range 1–8, it will receive on that channel, but actually transmit on the corresponding channel in the range 31–38. In duplex mode, your radio will automatically transmit on the higher frequency and receive on the lower one; the repeater receives on the higher frequency and retransmits on the lower.

Please respect the fact that repeaters are erected and maintained by private individuals to meet their own needs and you should restrict your usage to essential matters.

The use of CB radios, including our UHF radios, is governed by regulations regarding frequencies and

equipment standards. Users must operate within the regulations on a shared and cooperative basis. For details see <http://www.exploroz.com/Vehicle/Accessories/UHFRadio.aspx>

Although, from a technical perspective, any channel can be used, regulations and custom provide as follows. When travelling always use an appropriate frequency.

Channel 1 to 8

these channels, which are established by regulation, are used in conjunction with repeater stations to increase range.

Channels 9-10

used for conversations

Channel 5 and 35 EMERGENCY USE ONLY

Channel 11

calling (rarely used); this is used to call or locate another station. Parties will then switch to another channel to continue their conversation

Channels 12-21 used for conversations

Channels 22 and 23 data only (no voice)

Channels 24-28, 30 used for conversations

Channel 29 and 40

highway communication; these channels are used mainly by truckies (especially channel 40). Listen in to pick up details of road hazards and police activity in your vicinity.

Channels 31 to 38

these channels, which are established by law, are used in conjunction with repeater stations.

To summarise: Channels 9-10, 12-21, 24-28, 30 and 39 for available general chitchat. The channel chosen by our Club is 14 but another can be chosen when 2 convoys travel in close proximity.

Channel 5 and 35 are for emergency use so stay off these at all other times. In populous areas these frequencies are monitored by emergency services, but elsewhere are best avoided anyway, (even in an emergency) since no other users will be listening. Note channel 5 may be used by a repeater station if there's a suitable one within range.

Etiquette

To make our CB radios an effective form of communication we must follow a few basic rules.

Hold the microphone close to your mouth, but to the side, and talk across it so that it catches your words, not your puffing and blowing!

Be clear: Don't yell; this will distort your voice. When opening a conversation say the name of the person you want to talk to and give your name. eg Mike, this is Catherine, do you copy? Wait for acknowledgement then proceed with your message. Don't assume that everyone will recognise your voice, give them a clue, your name is a good one.

Wait a moment: When you push the talk button, take a breath then talk. There is usually a delay and this may cut off your first couple of words, so don't rush it.

Don't interrupt: Before transmitting always make sure you are not powering over someone else's conversation. Have a quick listen first. In a convoy if you try to talk over someone else neither of you will be heard. It's also good practice to periodically allow a couple of seconds quiet to allow any more urgent traffic a chance to butt in.

Show respect: It is an offence to use bad language or to broadcast music. Remember you don't know who else may be listening to your conversation. (Never make adverse comments about the locals or their town.)

It is a serious offence to interfere with an emergency call (intentional or accidental). The consequences may be life changing.

Be careful: Make sure the talk button isn't accidentally depressed, as can happen if the mike is wedged between your leg and the seat. This can be very embarrassing, also prevents others from transmitting and important messages may not get through.

Bibliography

[Copy That?](#) by Petri Miniotas from Australian 4WD Action October 2008

Notes adapted from <http://www.exploroz.com/Vehicle/Accessories/UHFRadio.aspx>



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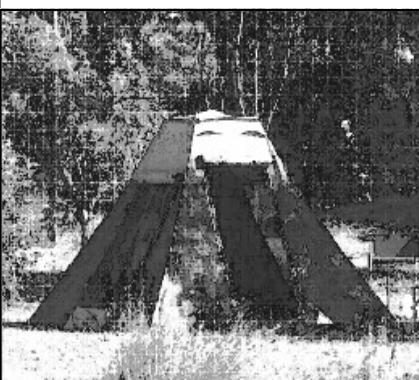
FOR SALE/WANTED/LOST/FOUND



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.



Sewing Machine - medium/heavy duty - available for short term loan. I have custody of a medium duty Singer sewing machine that is ideal for all those small canvas repair jobs or to create new tent peg bags, tool rolls, billy can bags, camp oven bags, etc. How far does your creative imagination go? The machine will handle up to three layers of medium weight canvas and uses very strong upholstery weight nylon thread that is great for reasonably heavy jobs. Don 02 6161 1880. 0408 649 732



For Sale -

Tent - Southern Cross Ultimate 10, 3m x 3m 'as new' having been used only 3 times. Includes both centre and internal side poles. Cost over \$1,100 in Feb 06 but will sell for \$500. Contact Jim on 0413 612 305

For Sale

ARB steel roof rack to suit 100 Series Land Cruiser. Dark grey in colour, with mesh floor. Excellent condition. Also Milford cargo barrier to suit 100 Series. Best Offer. Gerry or Monika 6280 6626 Bh

PAJERO (late 90s model) PARTS FOR SALE:

NEW Goodyear Wrangler Tyre LT235/75R15 on ROH Track 2 steel rim \$225.00, Cargo barrier and drawers \$75.00, ARB Compressor in box \$100.00, Hydraulic Jack 8,000kg \$20.00, ARB snatch strap 8,000kg \$35.00, 20L Green Water Drums (Qty 2) \$25.00, Pajero V6 spares (head lamps, radiator hoses, oil filters, air clearnars, Pajero workshop manual (1997 - 2005), fuel filters, fan belt, and lots more) \$75.00.

Don Ph 6161 1880 mob 0408 649 732

For Sale OBRIERN'S OFF ROAD TRAILER

This trailer is for sale and has the following features.

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al storage cabinet mounted on the draw bar. 3) Space behind this storage cabinet for chains and tow ropes etc. 4) Mounting for 9 kG bottle. 9 kG gas bottle included. 5) One plug lead for trailer tail, brake and indicator light. One lead with "Anderson" plug feeds directly to the on board deep cycle battery. 6) Four 12V power outlets inside trailer for lighting and other accessories. 7) Two spare wheels, one mounted above the storage cabinet and one mounted on swing out bracket on the rear of the trailer. 8) Provision on top of storage cabinet to mount a solar panel. 9) Two water tanks mounted under trailer each with separate water filler and water outlet. Both water tanks can be completely drained when trailer is not in use. 10) Separate LPG gas point on rear of trailer for gas lighting etc. 11) Custom built table that can be mounted at the end of one of the two slide out drawers. 12) Canvas annexe, complete with all poles, ropes and pegs. The annexe can be attached to the rear of the trailer when the tent has been erected to provide sun and rain protection. 13) The trailer comes complete with 85 litre, 12V, fridge and two burner gas stove with grill.

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TELEPHONE:- (02) 6286 1433 FAXSIMILE:- (02) 6286 1433 MOBILE:- 0412 484 699 E-Mail:- polacsekr@hotmail.com

For Sale

Engel 39 litre Turbo Fan Fridge/Freezer (two tone grey model) 12vdc, 240vac \$850.00 Ph Peter B 0417480856

For Sale

2 tyres Cooper Discoverer ST-C 265/75R16 good condition \$130 each. Contact Michael on 0428 928 242

ANSWERS TO THE QUIZ on page 22

- 1) How long did the Hundred Years War last? 116 yrs
- 2) Which country makes Panama hats? Ecuador
- 3) From which animal do we get cat gut? Sheep and Horses
- 4) In which month do Russians celebrate the October Revolution? November
- 5) What is a camel's hair brush made of? Squirrel fur

6) The Canary Islands in the Pacific are named after what animal? Dogs

7) What was King George VI's first name? Albert

8) What colour is a purple finch? Crimson

9) Where are Chinese gooseberries from? New Zealand

10) What is the colour of the black box in a commercial airplane? Orange (of course)

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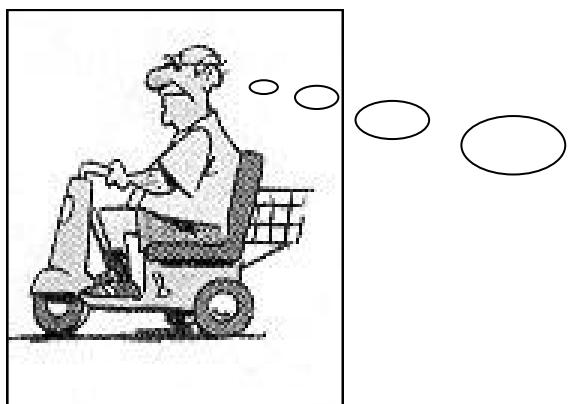
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NEW MEMBER APPLICATION

SOUTHERN TABLELANDS 4WD CLUB INC.
PO BOX 661 FYSHWICK ACT 2609
www.st4wdc.org



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

(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: (Memher 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: