



SOUTHERN TRAILS

ISSUE 342 October 2007



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Closing date for inclusion of articles in the next issue of SOUTHERN TRAILS is October 12th.

**Next Meeting Tuesday 9th October
at 7:30pm Deakin Sports Club**

Five new trips this month - See page 7

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

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

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

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

All magazine correspondence should be directed to the Publications Coordinator.

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

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

SOUTHERN TABLELANDS FOUR WHEEL DRIVE CLUB INC.



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

at 7.30pm on the second Tuesday of each month.

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

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

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

Publications

Website

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

Southern Trails is the ST4WD Club monthly Magazine.

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

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

Talooge Park

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

Many details are on the Club's website, and intending visitors should check there for current access details including how to obtain gate keys and other information.

Code of Ethics

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

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

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,
Practical Map Reading,
Navigation,
Route Planning,
GPS.

Other specific training relating to Club activities such as camper trailers etc. may also be introduced.

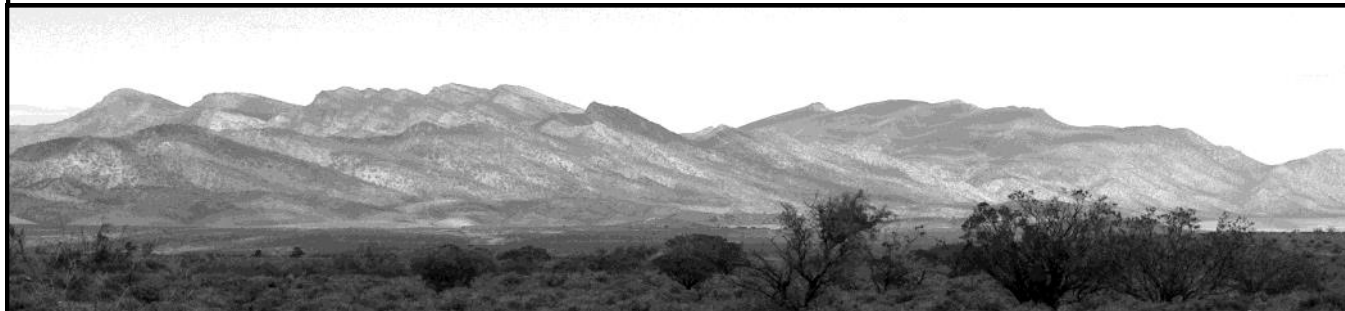
Training for Driver Training Instructors

Trainee Instructor,

Assistant Instructor,
Instructor, and
Chief Instructor

Visit the ST4CWC web page for full details which are expanded on in detail in the Driver Training Policy document located under the Training menu tab.

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



PRESIDENT'S PONDERINGS

Peter Fenwick



September Meeting

The September general meeting was certainly different, and very productive. The facilitator arranged by Richard Brand, David Leaney from Clear Lead, certainly worked us all very well. In about 60 minutes he elicited, categorised and ranked some 81 suggestions for the development of Talooge Park. We are holding a special committee meeting to consider those suggestions and plan a way to implement as many as possible. If you have any further thoughts, please email them to Jim Raleigh.

A puzzling outcome of David's work is that many members appear never to have visited Talooge Park. They requested, as new developments, things that already exist or are being developed. Perhaps it is time for some more day visits to showcase the property. I am also pleased to note the quality of some of the suggestions and their popularity with members. I look forward to seeing you all at the working bees that will be required to implement some of those suggestions.

I extend my sincere thanks on your behalf to David Leaney who gave his time and effort so freely to our club. This is extraordinarily generous, as David has no affiliation with us.

February Show

The 4WD Spectacular

(<http://www.4wdspectacular.org.au/>)

is fast approaching us. In February 2008 your club will need your support in manning the gates, directing cars to parking, setting up and staffing the club tent, preparing meals, building the test track and dozens of other jobs. Wendy Holland has agreed to coordinate your volunteer efforts this time and will have rosters for you to nominate your task preferences and availability. Come prepared to sign up at the October meeting. Remember, this is our big bi-annual event to recruit new

members and fund raise. In 2006 our show injected almost \$45,000 to charities and local community service organisations so please give generously of your time and energy to continue this great tradition.

Membership

Current membership stands at 215 which is very healthy and makes some clubs quite envious. An interesting statistic was revealed recently; only about a third of the membership has actually participated in a club trip in the past 12 months. With all the great trips and events currently on offer this is a little surprising.

I have been investigating inter-generational challenges in the workplace and think some of this information could apply to our club and its functioning. What impact do you think the following has on our club?

Veterans & Baby Boomers

(Born pre 1965) Generally

- have only one or two careers and 1-2 employers
 - were often forced into career change by other events (redundancy in the 1990s)
 - prefer classroom style learning and off-site meetings
 - talk about management & leadership training but are not convinced it is needed
 - enjoy team building exercises and socialising
- dislike on-line learning and communication.

Generation X (Born 1965 – 1979)

Generally

- have 3 or more distinct careers, eleven or more employers and are self employed at least twice
- are definitely interested in soft skills, management and leadership
- have more than one degree by early 30s usually in different areas

- enjoy brainstorming and interactive on-line, expressive learning
- want coaching/mentoring by a credible and experienced senior in the field of endeavour.

Generation Y (Born 1980 – onwards)

Generally

- have over 5 distinct careers, 20 plus employers and choose self employment several times
 - will work abroad several times for short periods
 - insist that training be relevant, interactive, personalised and entertaining
 - want lots of variety and immediacy so use on-line communication extensively
 - regard training as an essential tool to achieve their goals
- want coaching/mentoring by a credible and experienced senior who can see things their way.

Do you see this reflected in our membership?

As always I look forward to talking with you or seeing you at the next meeting, at Talooge Park or on the track as *we are going places*.

Peter Fenwick

President

WANTED

WE WANT YOU !!

4WD SPECTACULAR - 2008

WE NEED YOUR HELP

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

Volunteer to help with our Club Tent

Volunteer to help with parking

Volunteer to help with gates

Volunteer to help with Catering

Volunteer to help with anything

**ROSTERS WILL BE AT THE NEXT CLUB MEETING
OR CONTACT A COMMITTEE MEMBER**

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



EVENTS AND TRIPS

Richard Brand



Keeping us on Track

OziExplorer Workshop

We got such a great response to this event that in the end we had to run an additional workshop on the Saturday, and even then both Saturday and Sunday were over-subscribed. We had 10 guys and 2 gals in each workshop. About a third of attendees had never used OziExplorer while about a third were pretty experienced. Everybody, including the facilitators Jim Raleigh and myself, learnt something new!

The facility at the PC Users group was excellent. For the record, it took a couple of hours to set up 11 computers to behave as host machines, and another three hours to load the workshop environment as virtual machines. The benefit was that every attendee started with exactly the same set up, and it only took a few minutes to reset all the machines for the Sunday session. Deleting and un-installing took less than an hour.

(It did take a couple of days to configure the workshop virtual machine beforehand!)

My sincere thanks to Jim for his superb contributions, and to John Kjar for finding the venue and doing a huge amount of the liaison work.

E-mail bookings

This was the first club event where registration was exclusively through email, and my mail box contains over 100 new emails as a result. For me personally this is much easier to manage than dozens of phone calls, and a lot cheaper too.

Nigel Moth is running a new trip to Yerranderie and because he is traveling in the interim, has requested bookings be made by email. We have agreed to use this as a prototype for the mooted

“Central Booking System”. The contact details for this trip are therefore mine. Email bookings are much preferred and will be forwarded to Nigel. If you really do not have access to email, call me on my mobile and I’ll create an email to Nigel on your behalf.

However you book, you should receive an email giving you Nigel’s direct contact details. Note that with central booking, it is still up to the trip leader to decide whether or not to accept your booking request.

New Trips

Yerranderie is one of this club’s great destinations and sits on the rim of an ancient volcanic crater some 60-km wide. From the top there are views almost to Sydney. Yerranderie is an old silver mining town, now in private hands, and many of the buildings survive. Because there is limited camping space, try to book early for this trip

Fraser Island is another iconic place, and represents another trip new to this month’s calendar. Like our own Brindabella Ranges, access to Fraser is becoming more and more restricted so if you can get away, I highly recommend that you do this trip!

Following the recce which did not make it to Mount Dowling, the 13-14 October trip now has an expanded itinerary taking in the Cascades in Wadbilliga National Park. For the energetic, Tuross Falls are a decent hike from the overnight camp spot and the whole area is quite delightful.

Altogether there are five new trips this month, which is about what we need to make our ob-

jective of 50 trips for the year.

Talooge Park Workshop

A staggering amount of useful suggestions came from last month’s facilitated workshop, and your committee has arranged a special session to discuss them all. When we first acquired the property we ran a series of exploration days and it seems that there could be a call to run some more, especially for newer members. We will aim to incorporate one exploration into the Christmas Party. If you would like to see more, please email mail.

Social Events

I am still laughing from our last cultural event – Bell Shakespeare’s The Government Inspector. We had a good turn out for this awesome production – though I for one was not prepared for the riotous pommy farce tradition that underpinned this two-man show. You won’t keep me away from The Seven Year Itch ...

Meanwhile, keep those trip proposals coming in!

Richard Brand
(acting) Events and Trips Coordinator

MEMBERSHIP MATTERS

Jim Hanigan



While I have been away there has been an influx of new members as follows:

Joe and Susan Briguglio	WARAMANGA	Patrol
Jock Bennison	ARANDA	Hilux
Robert and Diana Leaver	HACKETT	Pajero
Malcolm Parker	SCULLIN	Triton
David and Hilary Robertson	HAWKER	Prado
Mick and Jayne Crompton	AMAROO	Prado
Lindsay and Janet Jones	FRASER	100 Series
Brian Fleming and Lynne D'Aquino	WANNIASSA	Hilux
Jim and Michele Huet	GARRAN	Patrol
Rob and Kerry Lejsek	RED HILL	80 Series
Mark Pritchard and Kim Chalker	KINGSTON	Cherokee

In addition, there have been some late renewals so that the club membership is now as follows:

Renewed and rejoined Memberships	184
New Memberships	25
Associate Members (Competition)	3
Life Members	3
TOTAL	215

On the previous page there is a call for volunteers for the Promo Weekend next February. Please keep that weekend free as well as the “working bee” weekends leading up to it, and come along to enjoy the friendship of our club and join with the members of other clubs. This is an excellent opportunity to introduce friends and neighbours who own 4WD vehicles to the benefits of belonging to a 4WD club and in particular to YOUR club. I will be announcing details of a membership drive competition next month so watch this space.

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

Jim Hanigan Membership Secretary Phone / Fax 02 6291 6392

New trips added this month

13 - 14 Oct Cascades - Wadbilliga National Park and Cowra Creek (2007-046)

Trip Leader: Alan and Marj Jones Vehicles: 8 Grade: 2

22 - 31 Oct Fraser Island (2007-072)

Trip Leader: Michael Jones and Wendi Johnson Vehicles: 6 Grade: 2

9 - 11 Nov Saltwater Creek (2007-071)

Trip Leader: Richard Brand Email: trips@st4wdc.org Vehicles: 6 Grade: 2

10 - 11 Nov Dubbo Zoo (2007-073)

Trip Leader: Rosemary Orr Vehicles: 8 Grade: 1

24 - 25 Nov Yerranderie Ghost Town & Silver Mines (2007-070)

Trip Leader: Nigel and Trish Moth Email: trips@st4wdc.org Vehicles: 6 Grade: 2

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

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



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WE WON'T LET YOU DOWN.

TALOOGIE TOPICS

Jim Raleigh



Latest News

Many thanks to those who participated in the working bee on the weekend of 25/26 August and in particular to Baz, Thommo and Plod who got a head start by clearing some tracks on the previous weekend. The working was highly successful in that all driver training tracks were cleared of many trees, the horse paddock track was repaired and the Hole-in-Wall creek crossing was improved to eliminate the risk of bogging.

For those who have not been involved in a working bee at Talooge, you are missing out on lots of fun activities and enjoyable company, particularly sitting around the campfire at the end of the day. There is always work to be done at Talooge and if able to use a chain saw (you must be qualified to use the Club's saw) there are still several large trees to be cleared from tracks which are not used for Driver Training.

Security

Security at Talooge is an issue which should concern all of us. There have been two cases recently where gates have been left unlocked and a problem with a building lock (broken off key) resulted in it having to be left open for several days. Whilst your property is covered by insurance, it is essential that all gates and buildings are securely locked before the last person departs on any occasion – please don't assume, CHECK. Any problems with locks or security generally should be reported to Jim Raleigh, Alan Jones, Peter Fenwick or another committee member at the

first possible opportunity.

The lack of readily available keys to Talooge is understood to have been a disincentive for some members to visit. To overcome this all locked gates through which you must pass to get to Talooge (only one if entering via Southwell's) have now been fitted with combination locks. The number to the combination has been mentioned at club meetings but for those unaware of it, please contact any committee member. **Please do not give the number to anyone who is not a current club member.**

Action is currently in hand to totally eliminate the need for keys. The locks to the sheds will be fitted with combination locks similar to those on the gates, however, they will be set with a number different from that used on the gates. When the change has been completed a notice will be posted on the web site and the number will be available, to those who need it, from Committee Members.

Many would be aware that the generator at Talooge has been giving us some problems. While we are still working on its repair, we now have a new and slightly more powerful generator which will give us a backup capability in the event of failure.

Talooge Development

The Talooge development workshop conducted at the last monthly meeting was a most useful exercise in that many ideas were put forward which will be considered in the

preparation of a Talooge Development Plan as well as for more immediate action. Although some suggestions may have bordered on the impractical or appear beyond our modest means, by far the most suggestions related to Camping facilities.

A full response to the workshop results will be provided after due consideration by the Committee at a special meeting on 2 October. Of concern however, a significant number of the camping related suggestions sought the provision of facilities which are already available at Talooge. This suggests that either we have not adequately publicised what is available or that there are a significant number of members who have not visited Talooge recently.

While there are several things we can do to better publicise the facilities at Talooge, the best way of finding out is to go there. Access is unrestricted; you do not need a key for the gates, just the combination lock number. The weather is getting much warmer and the grass at Talooge is even green – so think about a visit.

Calendar of Events

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

From	To	Activity	Contact	On
22-Sep-07	23-Sep-07	Envirofund Working Bee	Graeme Kruse	6292 3073 (H)
16-Oct-07	18-Oct-07	AFP Training Course	Jim Raleigh	0413 612 305
1-Dec-07	2-Dec-07	Christmas Party	Richard Brand	0418 568 358

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"SAFE ONE" BASIC 4WD VEHICLE OPERATION COURSE

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

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

Purpose:

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

Meeting Time/Place:

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

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

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

ONLY ONE DRIVER PER VEHICLE PER COURSE ALLOWED

WHAT TO BRING

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

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

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

PLEASE DO NOT BRING PETS OR FIREARMS.

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



If you want advanced email notification of newly approved trips, just email a request to trips@st4wdc.org

9 Oct Monthly Club Meeting

(2007-045)

Start: 7:30 PM

Description: Deakin Sports and Social Club

NOTE - All participants in the Water Crossing and Sand Driving Course (27th and 28th October) are requested to attend a briefing to be held at the conclusion of the main monthly meeting on 9th October.

12 - 14 Oct The Extreme Winch Challenge

(2007-067)

Trip Leader: Chris Nash

Phone: 6230 2227 (h); 0438 418 001 (m)

Departure: The Rock Farm. About 15-km south of Bredbo, turn right past the Numeralla River at the Dromore Produce sign

Description: Organised by our sister club, the Brindabella Ranges 4WD Club, this is an opportunity to see extreme 4WDs in their natural habitat. Held at Chris Nash's property, The Rock Farm, there will be training for marshalls on Friday, while on Saturday and Sunday there will be six and three special stages open to public spectators. Volunteers are needed to assist with gatekeeping, parking, marshalling and shuffling the public into the property, which is 750 acres with scarcely a flat spot.

12 - 14 Oct Catering for the Challenge

(2007-068)

Trip Leader: Doreen McEncroe

Email: plod_mcencroe@bigpond.com

Phone: 6241 8188 (h);

Departure: The Rock Farm. About 15-km south of Bredbo, turn right past the Numeralla River at the Dromore Produce sign

Description: Our incredibly hard-working Doreen McEncroe has volunteered to provide catering for The Extreme Winch Challenge. She is looking for volunteers to assist, with proceeds returning to this club.

13 - 14 Oct Cascades - Wadbilliga National Park and Cowra Creek



TRIPS AND EVENTS



(2007-046)

Note: Expanded destination

Trip Leader: Alan and Marj Jones

Phone: 6284 3456

Vehicles: 8

Grade: 2

Start: 8:15 AM

Departure: Williamsdale

Fuel: Full tank

Requirements: Basic driver training well maintained vehicle, good tyres, water for the trip, morning teas, lunches, dinner and happy hour requisites

Description: Cowra Creek is the site of the decommissioned Cowarra Gold Mine. Meanderings around the site will reveal old workings, ruins, abandoned shafts and massive tailings dams as well as the "Hanging Telephones". Travel through the Bridges and Inaloy Fire Trails to Numeralla for lunch before heading to Wadbilliga National Park. Overnight at the Cascades, then just enjoy the tranquil setting, or for the energetic, a walk to the Tuross Falls before heading home via Cooma.

22 - 31 Oct Fraser Island

(2007-072)

Trip Leader: Michael Jones and Wendi Johnson

Phone: 0417 412 972 (m); 0437 132 521 (m)

Vehicles: 6

Grade: 2

Start: tba

Departure: Rainbow Beach on Monday 22 October early morning (time to be advised according to tides) and take the short journey up to Inskip Point to get the barge to Hook Point on Fraser Island

Fuel: Full tank at start

Maps: Fraser Island
Rainbow Beach

Requirements: Basic driver training, basic recovery gear, UHF CB. Well maintained and reliable vehicle and good tyres. Take everything you need for a 10 day camping trip. Some supplies are available on the island
People will need to make their own way from Canberra to Rainbow Beach and back to Canberra

Description: We will spend 10 days exploring the island, fishing, swimming generally relaxing and having a good time. Plan to visit some fresh water lakes/lagoons, Maheno Wreck, Eli Creek and lots more

Comments: Additional Costs: Return barge ticket from Inskip Point to Fraser Island is \$80 return; Camping fees are \$4.50 per person/night or \$18.00 per family/night; Vehicle Service Fees for 1 month is \$35.40

27 - 28 Oct Water Crossing and Sand Driving Course

(2007-047)



TRIPS AND EVENTS



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

NOTE - All participants in the Water Crossing and Sand Driving Course are requested to attend a briefing to be held at the conclusion of the main monthly meeting on 9th October.

3 - 4 Nov Driver Training Unit Workshop (2007-074)

Trip Leader: Jenny Martin
 Email: jenny_a_martin@optusnet.com.au



Phone: 9477 5955
 Departure: Freeman's Waterhole / AWABA (hosted by Central Coast 4WD Club). Full directions on registering
 Requirements: Open to members of our driver training team. Contact Peter Reynolds for more information about pre-requisite skills.
 For official assessment as a trainer, written assessment tasks must be completed before the weekend.
 Description: Arranged by members of the NSW and ACT Association's Driver Training Unit, the focus of this Workshop is to assess experienced club instructors in the unit "SRODRV001B - Drive and Recover 4WD vehicle". The Workshop will cover: what is involved in accredited 4WD training; what should be done to deliver and assess accredited training; what costs are involved; what help is available for our club; how to get accredited; what qualifications are needed. The Workshop will comprise formal presentations, discussions, demonstrations, formal assessment and networking / socialising opportunities. There are opportunities to be formally assessed over the weekend, both as an instructor and as a DTU assessor (peer review).
 Comments: Cost of \$50 includes camping fees, Saturday lunch and dinner, and Sunday breakfast and lunch. An additional fee of \$40 applies for assessment. All fees must be received before October 6th

3 - 9 Nov Snowy Mountains Trout Festival (2007-048)

Trip Leader: Peter Reynolds
 Phone: 6251 1258 (h); 0428 623 458 (m)
 Vehicles: 8
 Grade: 2
 Departure: tba
 Fuel: Full tank
 Requirements: Basic driver training well maintained vehicle, good tyres, water for the day, morning tea and lunch

4 Nov Family fun at Weston Park (2007-060)

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

TRIPS AND EVENTS



Start: 11:00 AM

Departure: Weston Park

Requirements: Drinks, food, blankets, chairs, crockery, cutlery (disposable of course), games.

The kids, partner, husband, wife, girlfriend, boyfriend, mother, father, grandparents, aunts, uncles, nephews, nieces, friends, enemies, colleagues, stragglers and anyone else who fancies a fun day

Description: Do you like the thought of lazing around on a lovely warm spring day, glass of wine (men read beer) in hand, watching the kids play cricket or football, sharing a BBQ with friends and no washing up? Games for the kids (big and little) will be organised – football, cricket, bocce \ Frisbees or take a ride on the miniature railway. A side trip to the Yarralumla nursery could be arranged, if enough interest is expressed, for the gardeners in the club. The exact location will be evident from the very long stick with a pair of pink bloomers blowing in the breeze tied to the top (only kidding!). A map of Weston Park, with our chosen spot marked, will be available at the October meeting or via email, fax or snail mail.

9 - 11 Nov Saltwater Creek

(2007-071)

Trip Leader: Richard Brand

Email: trips@st4wdc.org

Phone: 0418 568 358 (m)

Vehicles: 6

Grade: 2

Start: 8:00 AM

Departure: Williamsdale

Fuel: Full tank

Maps: Kiah 1:25000, Eden, Candelo, Bemboka

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

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

10 - 11 Nov Dubbo Zoo

(2007-073)

Trip Leader: Rosemary Orr

Phone: 6241 0464 (h); 0141 568 358 (m)

Vehicles: 8

Grade: 1

Start: 8:00 AM



TRIPS AND EVENTS



Departure: Murrumbateman Pub car park

Fuel: Full tank

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

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

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

17 Nov Day trip to Wee Jasper (2007-050)

Note: Changed destination

Trip Leader: Rick Holland

Email: rholland@actewagl.net.au

Phone: 6292 6537 (h); 0412 335 962 (m)

Vehicles: 8

Grade: 3

Start: 8:30 AM

Departure: Uriarra homestead (corner of Uriarra and Brindabella Roads)

Fuel: Full tank

Requirements: Basic driver training, basic recovery gear, UHF radio, well maintained vehicle, good tyres, drinking water, lunch and snacks

Description: Brindabella National Park is a wonderful area to spend a day. We will explore some of the grade 3 tracks on the way to Wee Jasper. Our route will take us to Flea Creek, Webbs Ridge trail, Baldy Range trail, Link trail and Doctors Flat into Wee Jasper. We will have a lunch break at Wee Jasper, then home via Nottingham and Brindabella roads. We should be back at Uriarra station by 5pm.

23 Nov Free-Rain Theatre Company: "The Seven Year Itch" by George Axelrod (2007-061)

Trip Leader: Catherine Panich

Email: capan@homemail.com.au

Phone: 6281 5175 (h)

Departure: The Courtyard Studio, Canberra Theatre

Requirements: Suitable for children 15 years and over. Cost: \$27.00

Description: Like many other Manhattan husbands, Richard Sherman sends his wife and son to the country for the summer, while he stays behind to toil. Though revelling in temporary bachelor freedom of lifestyle, he's resolved not to carouse and philander like some others. But his overactive, over-vivid imagination goes into overdrive when a delightfully unconventional, voluptuous blonde moves in upstairs. Come prepared to laugh yourself silly

Comments: Bookings and money to Catherine by 19 October

24 - 25 Nov Yerranderie Ghost Town & Silver Mines (2007-070)

Trip Leader: Nigel and Trish Moth

TRIPS AND EVENTS



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

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

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

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

Vehicles: Unlimited
Grade: 1
Departure: Queanbeyan Showground

TRIPS AND EVENTS



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

23 - 24 Feb

Misty Mountain Run

(2008-002)

Trip Leader: Gordon Stone & Val Holbrook

Email: valandgordon@netspeed.com.au

Phone: 6248 8679

Vehicles: 6

Grade: 2

Start: 9:30 AM

Departure: Gibraltar Street, Bungendore

Fuel: Full tank

Maps: South Coast Forest Map

Requirements: Basic driver training, basic recovery gear, UHF radio, good tyres, gas stove for cooking

Description: This is a gentle two-day run, largely over formed roads, but with some grade 2 fire trail driving included. It offers relaxed driving, with a few challenges from time to time, and some great scenery both coming and going, with time to take photos of it. After a scenic descent from Clyde Mountain on Misty Mountain Road, we will visit the bottom of the historic Corn Trail. We then cross the Buckenbowra River and proceed via formed roads and firetrails to the magnificent views from Wandera Trig Point, then on to an overnight stay in the Deua River camp ground. The next day, after a leisurely start, we will travel to Majors Creek and then go cross country Hoskintown Road and home. The trip is suitable for trailers in good weather, although space will be limited at Wandera Trig Point and may be limited in Deua River camp ground, depending on numbers.

Comments: South Coast Forest Map is available from NSW National Parks and Wildlife service, 6 Rutledge Street, Queanbeyan

Using GPS

Jim Raleigh

This is the first of a series of articles arising from the recent Oziexplorer workshops. Here I discuss some of the issues and things to consider before setting yourself up with GPS capability. Later articles will discuss implementations and moving map displays, with particular attention to Oziexplorer which has emerged as a sort of standard within the Club.

I have been through the trials and tribulation of using all three types of GPS described below, and now use OziExplorer on both a Car Computer and a Laptop. The views expressed are mine, and there is lots of room for alternative (and perhaps better) views!

Background

The technicalities of GPS are com-

plex. Fundamentally though, by measuring the distance from a number of satellites (whose positions are known very accurately), the GPS units discussed here can find their position on the earth's surface very accurately (within 5 metres). The system was developed by the US military and has become an extremely useful tool for the broader community. For those with a technical interest, there's a wealth of information on the web including 'A Practical Guide to GPS – UTM' by Don Bartlett.

(<http://www.dbartlett.com/>)

GPS Options

The type of GPS you purchase will depend heavily on the use you plan to make of it.

There is a wide range of GPS equipment available. For our purposes in navigating a vehicle, this breaks down into three basic types:

The In-Car Navigator such as the Navman and TomTom devices and those now fitted by many vehicle manufacturers.

The pocket or hand held devices, such as those produced by Garmin, Magellan, Lowrance, Eagle and others.

GPS receivers which feed into a computer (with suitable software) and do not have their own memory or a screen.

The main differences between these three types are:

Feature	In-Car Navigator	Hand Held	GPS plus computer
Stand alone	Yes	Yes	Yes
Display Map/Data	Yes	Yes	Yes
Provide verbal driving directions (Navigation capability)	Yes	Some	No - visual only
Include inbuilt Map	Yes	Yes	User supplied
Proprietary Maps	Yes	Yes	No
Map Format (See below)	Vector	Vector	Raster
Additional Maps available	No	Very limited	Almost unlimited
Level of detailed Information on Map	Usually little more than roads	Often Roads only	Limited only by map used
Record a Track	Sometimes, but if so very limited capacity.	Usually but with limited capacity	Yes – Very large capacity
Store user defined Waypoints	Not normally or very limited.	Yes	Yes
Store & display a user specified route	Usually Destination only	Yes	Yes
Display current position in Lat/Long	Often No	Yes	Yes
Provide position data output to a computer.	No	Yes if interface available	NA
Exchange additional data with a Computer	No	Yes if interface available	NA
Type of Data Interface	NA	Serial/USB Cable or Bluetooth	Serial/USB Cable or Bluetooth
Approximate cost	\$600-\$1700	\$600-\$1200	\$90-\$300 +computer + software \$120

Map related issues

Maps will be discussed in more detail in the next article. Some issues relating to maps can influence the type of GPS selected so need to be considered here in the light of your particular requirements.

There are two basic types of digital maps for GPS use; Vector and Raster. These are fundamentally different. Vector maps are required by self contained GPS systems which have the ability to give driving directions. They amount to a database of points between which lines are drawn (roads) and include full details of street/road names and the locations of numbers along the streets. This allows them to identify a route from the current position to the address specified. By knowing exactly where you are on the map the device can tell you when and where to turn.

Raster maps are simply image files – in most cases they are simply a digital representation of a paper map. These are used by moving map systems such as Ozi Explorer, which simply indicate where you are on the displayed map. The software has no idea which road (if any) you are on.

Vector maps cannot be viewed without the appropriate software and the data files are often in proprietary formats. (Vector maps are readily identifiable by the fact that the road width on the display remains the same regardless of the level of zoom. The number of roads displayed will often increase as minor roads and tracks are added when you zoom in.)

So what do you need?

A few general comments

Most GPS devices do not perform well inside a vehicle without an external antenna. Without an external antenna (typically as little as \$20), GPS signals can be weak and satellite tracking lost particularly where there is heavy tree cover and the trees are damp, or even when surrounded by tall buildings. It's worth checking that small units can be fitted with an external antenna.

Most newer GPS devices have multi-channel receivers capable of processing the data from multiple satellites simultaneously. Also, recent advanced technology chips (such as the SiRF Star III) are able to operate with less power on a much weaker signal, and calculate a more accurate

position very rapidly after switch on. Most importantly, to get the best result, you should ensure that your GPS has at least 12 parallel channels (i.e. is capable of 12 channels of simultaneous reception) and the more channels the merrier. Most GPS's currently on the market are capable of 12 channels with some up to 20. Older equipment processed data sequentially and took much longer to determine a position. For these reasons, think twice before buying a dated second hand GPS.

In-Car Navigators or Portable devices with voice guidance are by far the best option for use within cities as they can give directions to the desired address. They are less useful in the country due to their more limited maps. Some In-Car Navigators fitted by vehicle manufacturers incorporate an inertial navigation device to ensure navigation continues when GPS data is unavailable or unreliable (e.g. when surrounded by tall buildings or in tunnels). This is useful but adds to cost, and is not normally an option with third party systems. It is rarely necessary off-road. In-Car Navigators or Portable devices using proprietary maps normally have only one map and updates can be expensive (typically \$200 – \$400). Additional Maps are available for some units.

Handheld GPS

If you require a device with basic maps, capable of indicating where you are and being carried while walking, then a hand-held device is suitable. Many of these can be connected to a computer, offering an upward path to an in-car moving map system. For optimal in-car performance they should have the ability to connect an external antenna, and draw power from the vehicle or computer.

In-Car Moving Map systems

If you are planning to purchase a GPS for use only as part of an in-car navigation installation with OziExplorer or similar software, the most cost effective is a simple "mouse" style GPS which has no display. This option will commit you to acquiring a laptop or in-car computer to actually make use of the GPS data.

The more expensive GPS receivers

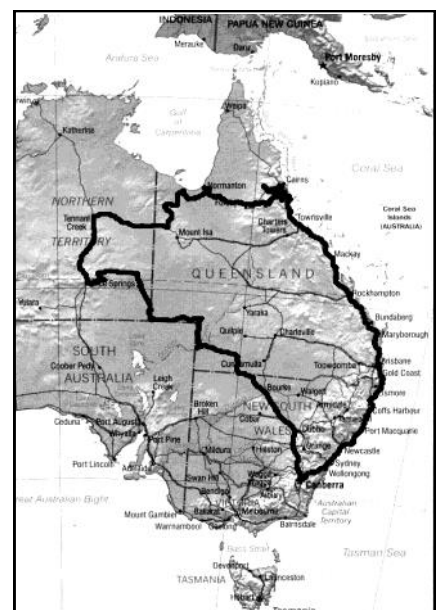
often incorporate Bluetooth (wireless) communication which has the advantage of eliminating a connecting cable. They are powered by an internal battery, or via a power cable. USB devices on the other hand have the advantage of being powered through the USB cable so require no batteries or recharging. They are normally equipped with a magnetic base and operate most effectively on the roof or bonnet which gives a good view of the sky. If you need to extend the USB cable, joins should be inside the vehicle out of the weather. Finally, if using a USB connection with a serial GPS it will require a USB/serial converter. It is worth checking that this is included in the package.

To interface with a computer device, the GPS should comply with (at least) the NMEA standard.

Ozi Explorer can also use the proprietary protocols of many GPS manufacturers, which may provide additional types of data transfer (Waypoints, Tracks, Routes etc)

Next month

Options for installing in your vehicle and some detailed information on Maps.



OziExplorer Workshop

Saturday/Sunday 1st and 2nd September 2007

Julie Buttriss



Leaders: Richard Brand, Jim Raleigh

Participants:

Saturday

Mike Barton

Adrian Gallman

Lin Clayton

John Wiseman

Val Wiseman

Ed Patching(Woody)

Ian Brown

Theo Cassidy

Julie Buttriss

Kerry Lejsek

Rob Lejsek

Rob Dobson

Sunday

Phil Henderson

Don Wiltshire

Graeme Kruse

Peter Jolly

Barry Woodyatt

Kerry Blakston

Leo Eyck

Alan Jones

Marj Jones

Greg Taylor

Lindsay Jones

as he was, he presented an excellent workshop. Knowing your topic helps!!!!!! And he certainly did that. We were taken through an overview of OziExplorer, how maps work in OziExplorer, the need to load maps into OziExplorer, create a high level route to Mystery Bay and some rough waypoints. We learned how to put all those waypoints into a route and to make alternate routes.

We went on to put more waypoints in the route so that when using with a GPS the whole track stays on the screen, planned morning tea and lunch stops – at least some got that far. Some could have done with more time for this exercise and for others it was sufficient. They probably had time to plan another trip.

Further into the workshop we learned how the GPS system works and how they communicate with OziExplorer and your maps to track where you have been.

Jim Raleigh took the next section discussing GPS options available on the market and

provided an excellent summary of the features available on most and their application. So many choices to choose from now – but in order to track where you are and record where you've been, a GPS plus OziExplorer and a small computer appear to be a must.

Then there's how to set it all up in the vehicle. On Saturday we were fortunate enough to see first hand how Jim and John Wiseman have set their systems up and I'm sure there are many other setups that other GPS wizzes in the club would be happy to show off. Just ask at a club meeting and quickly jot their names down.

A very relevant workshop, an excellent afternoon, very informative and I'm sure Ozi will have a few more sales as a result. At least we can start planning trips – even if the GPS needs to wait. . It doesn't stop there though guys. Now you've started something, please be available for more questions!!!!!!

A **huge** thank you from all that attended to Richard and Jim for giving almost all their weekend and for all the pre preparation time expended in order to research and deliver such a great workshop.

Well... What a hit this was!!!!!!!!!!!!!!!!!!!!!!
A workshop planned for 10 turned out to be 2 workshops for 24.

On the Saturday, there were more novices than experts attending so the experts probably didn't get as much from the workshop as they had hoped, except for some names and numbers of those to contact for future reference. Albeit they were able to help the presenters with a few extra tips and help those that needed it. That was great. We were the trial run for the real course on Sunday. Hope the Sunday session went as well as ours.

Richard was our trip leader. As nervous





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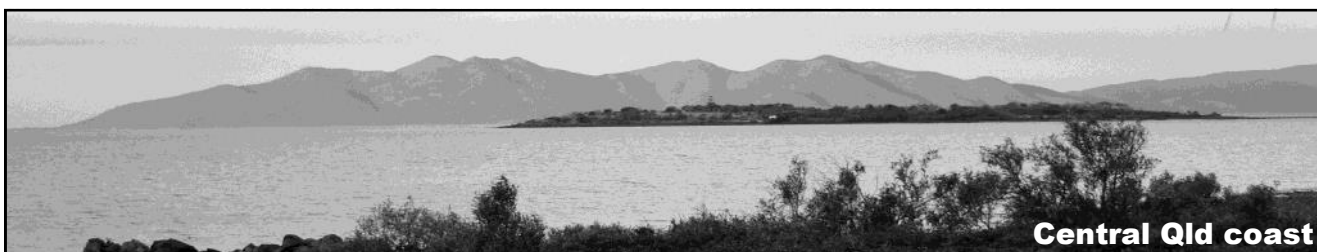
We are a one stop communications shop providing GARMIN GPS and Navigational equipment, Vehicle Tracking, UHF and AM CB radios, Marine VHF & UHF radios, HF Radios, Commercial Two-Way radios, Hands Free Kits for mobile phones, sales and rentals of Mobile and Satellite phones, HF, UHF and Commercial radios.

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

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

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

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



Central Qld coast

Trip Leader Mentors

The following members can offer valuable advice about planning a trip. 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	N/A	bl.ng@bigpond.net.au
Dennis Collins	6292 7423	0418 969 452	margden1@actewagl.net.au
Chris Nicholls	N/A	N/A	calypsol@gmail.com
Doreen & Plod McEnroe	6241 8188 N/A	0429 008 436 0427 008 436	doreen.mcenroe@act.gov.au doreen.mcenroe@act.gov.au
Neil Telfer	N/A	N/A	neilt1@bigpond.com
David Whight	N/A	0438 882 696	tdavidwhight@hotmail.com

Trip Report

Tallaganda State Forest Day Trip

19 August, 2007

by Ian Goodacre

Driver	Passenger	Vehicle
Peter Fenwick	Catherine	Pajero
Brian Brodie	Trish Crossley	Patrol
Ian Goodacre	Ben	Hilux
Ed Hudson		Pajero
Anthony Lock		100 series Cruiser
Phil Henderson Tail end Charlie	Julie	Prado
Greg Taylor	Vickie, Teenagers Katie, Kane & Tegan	Patrol
Richard Arranz	Rachelle & 2yo Sebastian	Prado

The day dawned sunny but cool. We gathered in MacDonalds' Queanbeyan carpark and some of us gathered a little extra breakfast for the road ahead. The body needs fuel to generate adequate warmth at this time of year, even with climate change.

Peter and Catherine arrived with maps and excellent handouts for all on the day's doings. The day was to be a combined Tallaganda National Park awareness-raising exercise and bush picnic as much as anything. Peter and Catherine obviously put a lot of thought and effort into preparing and providing information sheets, route instructions, flora and fauna notes and all anybody could possibly ask to get the absolute most out of the day. I was quite impressed with the thoroughness of their preparation.

MacDonalds' carpark was getting rather crowded by 9.30am so we hauled out of there and into the day ahead.

The day really began with a slight detour to take in some points of

interest such as the Mills Cross Radio Telescope and the Model Plane Club near Hoskinstown. I'd always assumed the radio telescope was part of our national defence system. It actually belongs to Sydney University.

Among our handouts for the day was a list of the various critters the idle, but eagle-eyed among us might note in the course of the day. I believe the list may have been prepared with capable and knowledgeable assistance of the National Parks' staff. Certainly, their critter-spotting skills were superior to ours on the day,

but we did spot one that missed their list. Our intrepid leader confidently identified a hairy-nosed Rufus Equus in a yard beside the road. It looked like a red horse to me.

According to our excellent handout on the Park, logging has been a core activity in the Tallaganda State Forest for 100 years and continues on a limited scale to this day. It was fascinating to see big, old stumps with plank holes where the tree-fellers had wedged their planks to stand on while they cut through the bole two or three meters above ground. Those old-time timber-getters must have had a wonderful sense of balance.

It is a beautiful drive through the Forest. While the roads are unsealed it is "Commodore country", as some are apt to say. There is really no need for a 4wd unless you venture off the main thoroughfare. But we all do that though, don't we? And so did we on the day. We followed a promising track into the bush a short way until it turned back on itself where the way appeared to have been blocked by fallen trees some



time ago.

As the handout says, “variety is the keynote of Tallanganda State Forest”. The altitude varies from 800 to 1400 meters above sea level and the rainfall fluctuates between 550mm to 1000mm, depending mainly on the elevation. The vegetation ranges from dry open woodland forests of scribbly gum, ash and peppermint to tall forests of brown barrel, messmate and ribbon gum. There even stands of almost pure snowgum. Along some of the walking trails in Lowden Forest Park the trees have been labelled to make identification easier.

We had a very leisurely BBQ lunch at the well-established picnic area in Lowden Forest Park. It is well equipped with some undercover tables and benches, bush toilets and large parking area. The remains of an old portable steam engine, which may have been used to power saw-milling operations, stands as a static display. More interestingly, the water wheel built in 1952 by William



Hopkins and Spencer Hush of Queanbeyan and installed to generate electricity for the camp has been restored and spins ceaselessly fed by an aqueduct and underground pipe from the weir set back a short walk away in the bush.

to see what else the Forest has to offer. It is worth it.

After lunch we packed up and had a leisurely drive home back the way we had come. While all the access roads through the Forest are easy driving, I'll be back another day with contour maps and a sense of adventure



Trip Report – Abercrombie River National Park

4-5 August 2007

Julie Henderson

Participants:

Barry Woodyatt and Kerry Blakston (Leaders)	Bundy
Alan and Marj Jones	Prado
Phil and Julie Henderson	Prado
Plod and Doreen McEncroe	Landcruiser

The weekend commenced at Exhibition Park at around 9:00 in rather chilly weather. The State had been experiencing a particularly cold inclement week and the track we had proposed to enter the National Park on was closed. Following a briefing from Kerry on the new route there was also a suggestion that as black clouds were threatening to produce more rain we may have to spend the night at a pub in Oberon if all went pear-shaped. Although the prospect of a warm fire indoors was appealing Phil and I were a bit disappointed as this was to be our maiden trip with our new camper.

The journey from Watson to Goulburn passed very quickly as we all provided a brief history of ourselves over the radio. This exposé was a new experience for us but certainly helped to break the ice and provide possible dis-

cussion points for the next two days.

An interesting piece of information on the legal necessity to use indicators to notify others of your intention to turn even if you are in a 'left turn only' lane was imparted by our resident law enforcer, Alan, and was something none of us will forget in the future.

Morning tea was a very quick stop at Taralga. This was possibly the coldest, windiest town I had experienced in some time; it was with some relief that we cut the break short to retreat to the car and listen to the updates provided by Marj on the dropping outside temperature as we headed north to our destination. We entered the Abercrombie National Park via Arkstone Road, turning left into Abercrombie Fire Trail. We fol-

lowed this trail until we reached what we thought was The Beach, on the banks of a river crossing. This was our predetermined lunch stop.

Afterwards, we set off still following the Abercrombie Fire Trail for our campsite at Silent Creek. A kilometre or so up the track we passed a sign pointing to The Beach along a track to the right. Oops! That's why we hadn't been able to locate the pit toilets that the Visitor Guide assured us were located at The Beach. Never mind, the real Beach couldn't have been any nicer than the spot we had just left!

We passed the Ranger who seemed quite impressed that we had brought our firewood with us although she advised us that there was some wood we could use at the Silent Creek campsite which we would have to ourselves.

Silent Creek proved to be a beautiful area, well protected from the wind that was roaring through the trees on the surrounding very high banks. It was still dry so we decided to set up camp for the night.

The lighting of the campfire following the setting up of tents heralded the commencement of relaxation coupled with food and refreshments that saw us well into the night. This great night was brought to a halt by the onset of the threatened precipitation.

After a sleep-in and a leisurely breakfast we packed up and headed off onto a fairly moist track for the 4 wheel driving part of the weekend.

We headed along Middle Fire Trail and Licking Hole Trail, parts of which were very steep and slippery. This was the challenge that





Phil had been hoping for. It's a whole new experience sliding into a creek with very little control only to see the right rear of the trailer in the side mirror as the trailer approaches at quite a different angle to that of the car. The Prado (and Phil) proved to be up to the challenge and we got through with no difficulties.

In fact there were no mishaps for anyone and I think we were all quite relieved when the track started to improve. Thank heavens we hadn't had any more rain! Our joy threatened to be short lived when we came across what appeared to be a deep fast flowing river crossing. The prospect of trying to turn around and go back the way we had just come was not thrilling. Fortunately, Kerry took off her shoes and rolled up her

pants and ventured into the freezing water as the rest of us looked on. After determining that it was not as deep as it appeared and that the base was solid it was back into the vehicles to execute the crossing. No problem!

It was a short drive to a well earned lunch break at The Sink. The name conjures up images of a majestic, natural geological formation. It was in fact a fairly ordinary, if not pretty but small, riverside campsite with a kitchen sink that had been cemented into the ground. There were also several campers. We were glad we had stayed at Silent Creek.

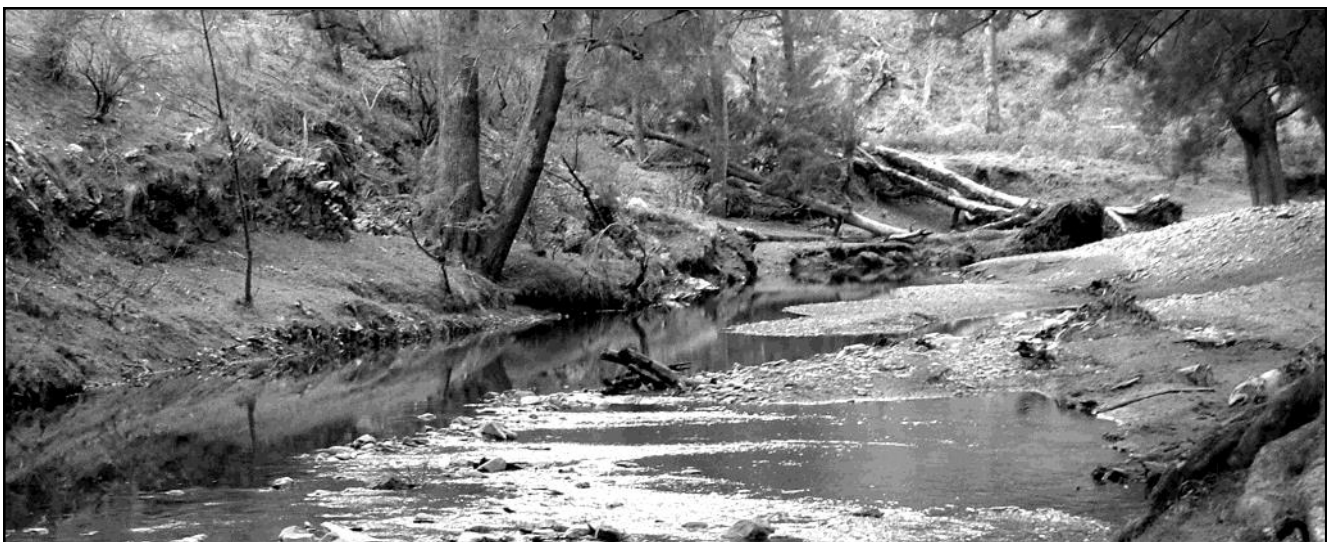
It was time to leave the National Park and head for home via Col-

lector. I don't think anyone knows for sure what happened, but after considerable driving it became clear we were heading in the wrong direction as Bathurst was getting closer. We kept going, planning on turning off at the next town which was Rockley.

I can only advise that if you are ever travelling through Rockley look very carefully for signs because they are either located behind vegetation or completely non-existent. This discovery led to a turn around and a guess at which road to take. At least we were heading south. Eventually we came to a sign indicating we were on the way to Trunkey Creek. A quick check of the map proved we were on our way home.

It may have been the long way home but we passed through some of the prettiest countryside and historic towns that we would not have seen otherwise.

Eventually we were home! Good food, good wine, good company, good fun, great trip!



Talooge Working Bee

Saturday 25th August 2007

Val. Wiseman

David & Barbara Campbell
Jim & Jayne Raleigh
Rick & Wendy Holland
Theo Cassidy
Tony Lock, Sonya, his fiancée
and Peter, a friend
Peter Renyonlds
Plod McEnroe
Thommo & Andrew Buttriss
Barry Woodyatt
Michael & Gillian Hayes
John & Val Wiseman
Alan & Marj Jones

branches but in some sections large trees had fallen over the track. These had to be cut into sections so that the logs could be rolled off the track. There were also widow-makers (broken branches hanging up in trees) over the track. These were carefully removed. Maybe it was the warm weather, maybe it was the energy and enthusiasm of the workers but most tracks were clear well before lunch.

near the offset mounds. It is said that a child lurks in every man (and woman) and the sight of numerous mature age adults playing in the mud, building dams, mak-



Heavy snow earlier this year brought down many trees and branches, wreaking havoc on most of the Talooge tracks. A

Then it was on to road-work. The track across the horse paddock had become deeply rutted so a variety of hand tools was put to good use filling in the worst of the damage. Having worked up an appetite we were pleasantly surprised to find that members of the Training Team had organised a BBQ. Steaks and sausages were eagerly consumed while we caught up with old and new friends.

ing canals, throwing rocks amply proved the truth of this old adage. Yet with all this fun the day's work also demonstrated how quickly tasks are achieved when many people participate. By mid afternoon the work was complete so we headed back to the sheds for afternoon tea.

Those who were down for the day headed back home, while those who were staying on set up camp and enjoyed a convivial night around the fire.

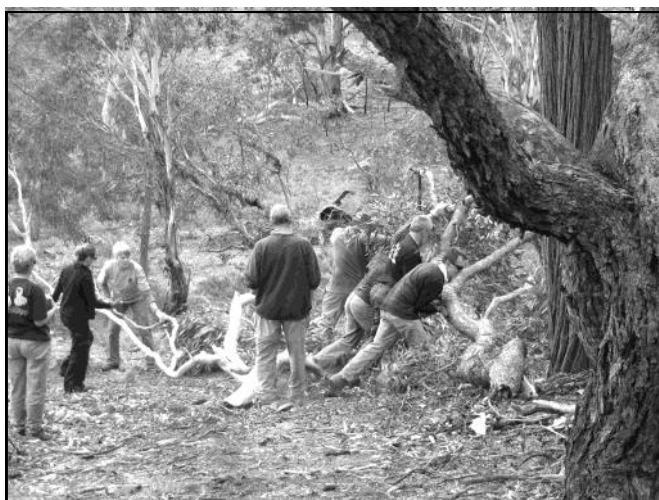


driver training day was coming up so it was urgent that tracks were cleared and other essential weather related maintenance was completed. So a working bee was organised at short notice and a band of energetic members answered the call.

Batteries recharged, it was time for more teamwork, this time placing concrete blocks in wheel tracks to harden a creek crossing

Thanks to Alan Jones and Peter Reynolds for organising this working bee, and to all those who worked so willingly.

Arriving at Talooge via the Strike a Light firetrail Peter Reynolds and Alan Jones arranged people into working groups to complement the members of the Training Team. They were already at work with chainsaws removing fallen branches. Some tracks merely required hand removal of fallen



Corner Country

1 to 19 July 2007

Ian Brown

Ian & Suzanne Brown with William & Emily
Harry Miller

Prado diesel
Prado petrol

This was my first trip as leader, so I started off with a simple(!) 19-day trip up through Cameron Corner to Birdsville and back through the Flinders Ranges and Lake Mungo, some 5,500 kilometres. The motivation for the trip was to fill the school holidays by showing the kids some new parts of Australia, not to mention getting to see it myself.

We were joined in our “convoy” by Harry Miller, with both of us driving Prados, so you could describe us as a “Prado Procession”.

Our route took us up through Grenfell for our first night in the caravan park at Peak Hill. We decided to eat out and had a choice of Australian or Chinese food at one club and Chinese or Australian at the other. This was a good opportunity for us to get to know Harry and for him to get to know us.

Day 2 saw us heading through places such as Cobar and on to



The Corner Store, Cameron Corner

Wilcannia, where all the buildings seemed to have bars on their windows, to refuel then on to White Cliffs for the night. After dinner we headed for the pub for a cleansing ale and enjoyed the local hospitality.

In the morning we looked around White Cliffs and spent some time

looking through a dug out that is being used as a bed and breakfast. We also spent some time fossicking for potch but didn't find enough to retire!

So we headed on to Tibooburra for night 3 and an evening drink at the Family Hotel. This is well worth a visit to see the Clifton Pugh and Norman Lindsay paintings on the wall. In the town park there is a replica of Charles Sturt's 27 foot whale boat that he took on his expedition in the hope of finding the inland sea. Overnight there was a very strong wind blowing. The occupants of one tent were so disoriented by the constant buffeting of the wind on their tent that they were going to get up and have their showers because they thought that it was morning at 3.00 am. We survived the night with a cracked tent pole as the only casualty.

From Tibooburra our journey took us to Cameron Corner, with lunch at Fort Grey and a detour around a flooded clay pan. After crossing the wild dog fence between NSW and South Australia we headed into Queensland to the Corner Store. The wind was still howling

so we decided to spend the night in a cabin (while Harry set up his tent beside the toilet block). If we had camped, we would have had to stick our \$5 camping fee to the ceiling of the bar, one of the local traditions. It can be done quite easily with the use of a thumb tack and a coin. The evening was spent watching the

rugby league State of Origin match in the bar with the three locals and a bunch of other travellers.

Day 5 saw us heading off towards the Strzelecki Track across an undulating track that crossed a lot of sand dunes. Being a well made track it was possible to maintain a reasonable speed but this did result in some of the passengers turning a bit green and requiring a stop to recover. On the way we passed the Yellow Bus, which has seen better days and is now home to a lot of birds. The Strzelecki Track was like a dirt super highway and we were soon stopping to marvel at the Moomba gas processing facility before continuing on to Innaminka and a night on the banks of Cooper Creek.

This is Burke and Wills country, so the next morning we visited three significant sites, the Wills' Memorial marking the place where he died, the King Tree which marks King's rescue in 1861 (he was the only survivor of the party that made the journey from Cooper Creek to the Gulf and back), and then on to the memorial marking the location of Burke's death. To complete our “Burke and Wills” experience, we spent the night further up the Cooper Creek in the reserve at the Dig Tree.

From the Dig Tree we set off for our second corner, with the intention of spending the night at Haddon Corner. Along the way we travelled through the stunning Saint Ann Range. There are spectacular vistas of eroded plateaus and gibber plains that are not adequately captured with a photograph. From rocks back to sand as we neared Arrabury station, with the dunes covered in flowers, as they had been all through the trip, we were benefiting from the rains

in the area several weeks earlier. The road in to Haddon Corner has a couple of small dune crossings near the end, but these were not a problem. However, with the wind still blowing strongly and no shelter in the area, we decided not to stay and drove on to Birdsville for the night.



The caravan park at Birdsville has a very high occupancy turnover during touring season. The morning after our arrival most of the people packed up and left, heading off down the Birdsville Track, crossing the Simpson or in other directions. We headed out to Big Red to have a play. We had three trained drivers in the two cars and each made it up first go. It was instructive to watch other vehicles attempting to climb the dune. Correct tyre pressures and enough momentum make a big difference (although if you're in an X-Trail you will probably still need to be snatched).

Back at the caravan park there was a steady flow of new residents for the night as groups completed their Simpson crossing. Dinner that night at the Birdsville hotel was an enjoyable experience. While Birdsville is only small there is a lot to see, including its geothermal power station.

From Birdsville we headed down the Birdsville track for a night at the Mungerannie Roadhouse. Our lunch spot was infested with flies, making it somewhat difficult to enjoy our meal. But there were plenty of wildflowers to provide a pleasant experience. After lunch

we had our first puncture, a stone through the tread of the tyre. Harry was on the job before I had stopped and we had the wheel changed quickly.

The thermal pool at Mungerannie was a welcome relief for several weary bodies and provided a good vantage point to watch several broilgas dancing around the waterhole.

There is also a tribute to the old Birdsville mail run with the remains of two of Tom Kruse's trucks parked outside the roadhouse.

We continued down the Birdsville Track and stopped to look at the MV Tom Brennan which was the small barge used for many years to cross

the Cooper Creek during floods so that the mail and other supplies could be transported to people living north of the Cooper Creek. We had lunch in Maree where there is another old truck that belonged to Tom Kruse as well as three old locomotives that used to operate on the old Ghan railway. We had a brief break from dirt road driving as the road from Maree to Leigh Creek was bitumen. Then we were back onto the dirt and heading into the Gammon Ranges for our overnight camp at Ita Lowie.

Day 11 saw us drive a loop around the Gammon Ranges via Arkaroola and heading down to Wilpena Pound in the Flinders Ranges. This was a good drive

with some opportunities to engage low range. The scenery was stunning with geological formations and upheavals to be seen all around us. The low point was our second puncture (another stone through the tread), so it was good that we had a second spare.

We spent two nights at Wilpena Pound and filled the day with a trip round Sky Trek on Willow Springs station. This track has some spectacular views of the Flinders Ranges and excellent hills requiring use of low range and testing the skills of the driver.

Our second night at Wilpena Pound was very cold, with a thick layer of frost on the tents in the morning. Once the frost had melted, we packed up and headed south. Our first stop was Hawker where we purchased a new tyre to replace one of the two punctured ones. We had tried to plug the hole but as it was about 30 millimetres in length, it was not surprising that the attempt had not been particularly successful.

We continued on and arrived at Peterborough for the night. As it was threatening to rain we decided to stay in cabins at the caravan park. There are some interesting attractions in Peterborough, including the Federation quilt, the five different railway line gauges and the workshop of Colin Campbell, who made the model train engines that can be found at each of the entries to the town. We had visited Colin on a previous trip and were looking forward taking Harry to meet him but unfortunately he was out of town.



Gammon Ranges

From Peterborough we travelled to Broken Hill for two nights. We spent an evening exploring the Sculpture Symposium but the sunset was not very good. The following day was spent visiting several art galleries (there are plenty to choose from), this is a rewarding experience if you have time to talk to the artists.

Day 16 saw us leaving Broken



Hill and heading for Menindee then on to Pooncarie. Pooncarie is a very pretty little town on the banks of the Darling River and was a pleasant place to stop for lunch. We then continued on to Mungo National Park.

The sunset that evening was the best we saw on our trip. Seeing the changing colours as the sunset reflected on the sands of the Lake Mungo lunette was magnificent. The next day there was a strong wind blowing again when we

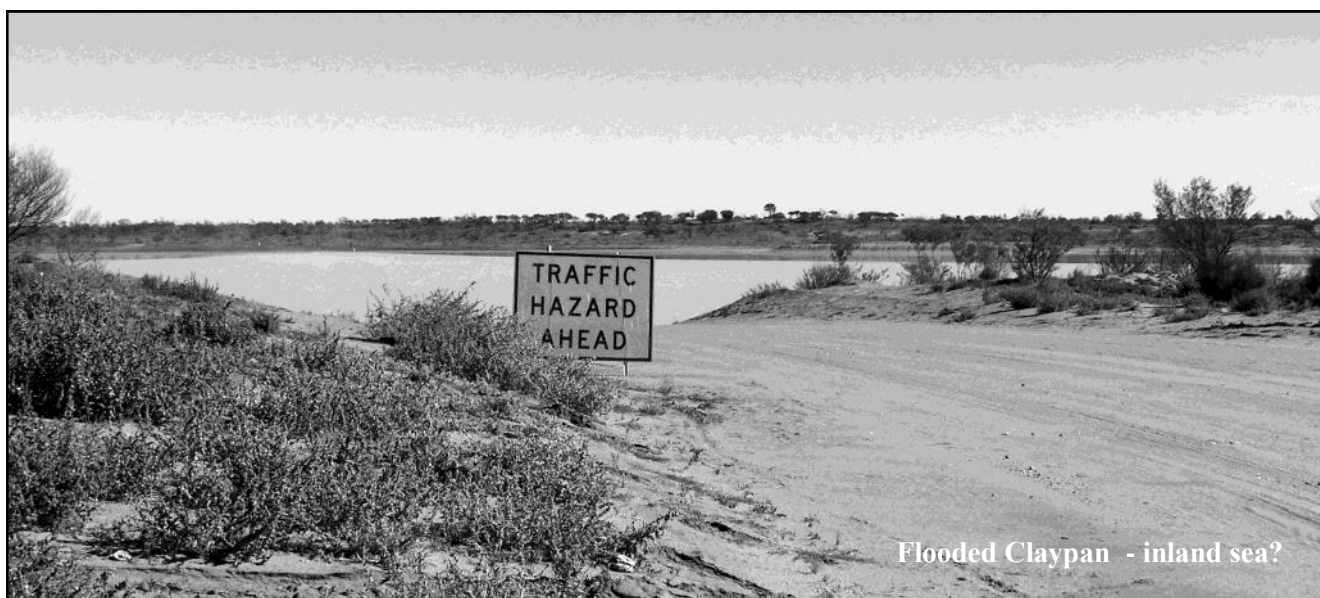
headed off to drive the loop around Lake Mungo. The wind meant that it was not very pleasant walking around exploring the dunes on the edge of the lake but it did show how quickly the landscape can be changed by nature. We enjoyed travelling back through time exploring the Mungo woolshed and imagining how it must have looked when it was in full operation.

When we returned to camp we found that the wind had rearranged out tents. Harry's had been flattened while one of ours had partially collapsed. But these were soon put right. We adjourned to the picnic shelter for

happy hour and dinner and were joined by another traveller who entertained us with his guitar.

In the morning the tents were covered with a layer of frost (but at least the wind had stopped) so it was a while before we got packed up and on the road again. We drove down to Wentworth and saw the confluence of the Murray and Darling rivers before spending some time in Victoria where we had lunch. We then headed to Hay for the night.

Our last dinner on the trip was at the pub outside the caravan park. Our final morning was once again very cold with ice on the inside and outside of the tents. We managed to thaw them out and packed the vehicles for the last time. We then headed for home with a stop at Wagga Wagga for a final refuel and lunch then continued on the Murrumbateman where we said our good-byes and headed home.



Flooded Claypan - inland sea?

Criss-Cross Australia 2006 : Part Three

29 May—24 September 2006

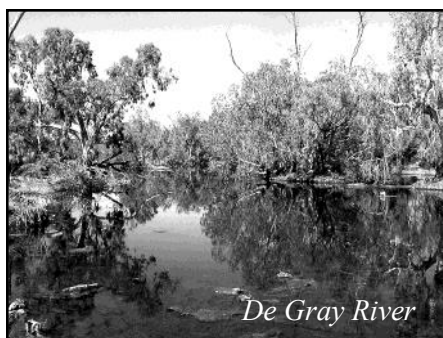
Participants

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

MARBLE BAR VIA SHAY GAP

The drive from Broome towards Port Hedland has long straight roads and no scenery.

Travelling along the North West Coastal Highway we turned off the highway sixty kilometres past the 80 Mile beach turnoff onto the Boreline Road - a good dirt road when the weather is dry, it takes you past the dismantled site of Shay-Gap townsite and abandoned Shay-Gap mining settlement. Turn right onto Muccan Shay Gap Road and onto De Gray River. The river itself is very beautiful but the camp sites are all pebbly. We needed to use some



of our own wood as there was only paper bark along the river and it does not give off much heat. Continuing on to Coppins Gap there was a creek crossing that required walking. The gap in the mountain is fed by an underground spring and the rocks either side of the spring are laden with jasper. Fantastic swirls and

curves of jasper layers between what looked like iron stone. Just beautiful and worth a visit.

Back onto the Woodie Woodie Road and down to Marble Bar - many places to visit in this area and around the township. Marble Bar is renowned as the hottest town in Australia. It derives its name from the immense band of jasper, or column marble, which crosses the bed of the Coongan River about 5 kms from the town.

A visit to Marble Bar Pool offers a very intriguing and colourful display of jasper. The best way to view the rock is to splash water onto it and see the colours become vibrant. For the rock lovers, samples can be taken. Chinaman's Pool is a very attractive deep pool stretching along the sand and grass lined river bank - what a boon this must have been to the early settlers!! A visit to the (non-working) Comet Mine was worth the \$2 entry fee - a museum of old photos, history, samples of minerals and stone, old machinery. We also visited the Corunna Downs WWII (Liberator) bomber airfield - kept secret to avoid bombing by the Japanese. Raids were made into old Java from Corunna Downs. In the town itself Marble Bar public buildings are one

of the finest examples of early Government architecture and are still in use. The Ironclad Hotel is certainly worth a visit as well

MARBLE BAR TO KARAJINI

As we moved onwards towards Glen Herring Gorge, only about 26 km from town we came across a couple wandering along the road - no vehicle in sight but they wanted to talk with us. It turned out they had a fantastic camp site and really didn't want us moving in and were quite happy to give us directions to another campsite albeit not as good as theirs. The drive into Glen Herring was just brilliant. The surrounding countryside was covered with wildflowers, especially Sturt Desert Pea with its vibrant red and the



Mulla Mulla with its different shades of mauve. The gorge itself was quite pleasant.

Departing the bush camp on Shaw River we continued the trek towards Woodstock, Port Hedland/ Newman railway line and the Great Northern Highway. One scenic vista unfolds after another all the way, including quite a few remarkably crumbled red granite hills, huge granite outcrops imitating a smaller version of the Devils Marbles. The tracks from Boreline Road to Marble Bar to Great Northern Road were all good and took us through some very interesting countryside. A lot of time could be spent visiting different gorges, swimming holes etc most of which are just off the tracks.

Once on the highway we travelled about 50 kms and stopped at a parking bay for our morning cuppa. It was about 240km from Newman on the right - a fabulous stop with heaps of bins, picnic tables and areas for a campfire. It wasn't sign posted as an overnight stop but that was obviously what it was. A short walk through the scrub and over a couple of rocks led us to a spring pool with a small water feature waterfall. Heaps of Sturt Desert Peas and other wildflowers adorned the area. It was magic.

Once we turned left towards Auski Roadhouse the scenery declined, although immediately after Auski you drive through East Munjina Gorge which is pretty spectacular. A stop at the lookout is a must

Turning right off The Great Northern Road onto Karajini Drive we made our way to Karajini National Park the second larg-

est national park in Western Australia and one that is bound to leave its imprint in your mind long after you leave. It encompasses a section of the rugged Hammersley Ranges. A landscape of ranges and deceptively calm flats, on closer inspection opens up to reveal earth scarred by deep craggy gorges formed by years of erosion.

We stayed at Dales Gorge Campground. There are individual camping bays here, some singles, some will fit 2 caravans, some will fit 2 small tents and a vehicle, pit toilets, free gas barbeques and picnic tables. There is a problem with dingos - you can't leave your shoes out overnight and rubbish must be locked away. The flies are very pesky here although about 5pm they disappeared. Oh and it looks like we can experience -5 degrees overnight and 22 degrees through the day. Camping \$10 per night

Plod, Duck and I left camp and made our way to Fortesque Falls - fairly steep climb down but at least the stairs were flat. Even the walk down to the falls was picturesque. Once at the falls we sat and watched others swimming in the milky green pool at the bottom of the falls.

We then walked a further 300 metres up the gorge to Fern Pool. For the aboriginal people this is a spiritual place. The water is crystal clear - we could see fish swimming. The pool is surrounded by ferns and tropical trees and at the top end a gentle waterfall - very spectacular and tranquil.

We then went to Circular Pool lookout and Three Ways lookout both spectacular and both quite different. Some of our people did the walk to Fortesque and Fern Pool, then along the bottom of Dales Gorge to Circular Pool and up to the top and walked along the top of the gorge. The information that is given to you

when booking in describes each track and degrees of difficulty. All the walks are graded and go from class 1-6. Some of the more adventurous did up to Class 5, where you walk through water or shimmy along gorge walls.

Junction Pool lookout where three gorges meet was really something. It was at this site in April 2004 that a young SES volunteer lost his life at 4.00am when a flash flood came through the gorge where he was rescuing someone in trouble. Oxers Lookout shows the junction of 4 gorges - really spectacular.

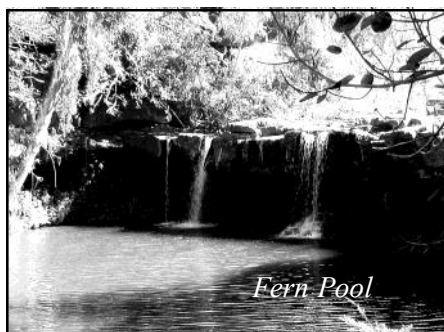
We then travelled down the road to Mt Bruce - I did the short walk to the lookout to view the Mine Marandoo and view the valley that it is in. Once again spectacular - very soft and green outlook. Then on to Tom Price. Caravan Park very nice - large sites - swimming pool - large camp kitchen - \$25.00 per night for a powered site

TOM PRICE TO NEWMAN

We decided to go off the blacktop at the Karajini Rangers station and make our way down a dirt track through the southern part of Karajini NP towards Juna Downs



station then bear left and make our way to the highway to Newman. We had morning tea just after we got on the track so some could reduce tyre pressure. The track was very good and the countryside was most spectacular. We all thoroughly enjoyed the detour. Once back on the highway we drove south towards Newman for 44 kms, then turned left to see the Wanna Munna Rock Carvings. What a beautiful place - small swimming hole and all surround-



ed by rock carvings - very special. There are many places of interest in and around Newman. Mount Whaleback is the world's largest open cut ore mine. Silent Gorge just 12 kms from Newman has amazing volcanic rock formations, with an outcrop of "Iron Ore Trees".

RUDALL NATIONAL PARK

Leaving Newman for our big 14 day trip to the desert, we headed east towards the Talawana Track



which is a pretty good track. We stopped for morning tea on a dry claypan at the last survey marker set by Len Beadell for the CRDC at the northern end of the Talawana Track. Some mongrel had nicked the original marker but Len's daughter had erected a replica. Lovely working windmill was there too. Doreen and Plod found a crutch for Duck.

Talawana at this end runs between our first sand hills which do not seem to follow any particular direction. The track eventually turned to cross the dunes where they flattened out providing a bit of entertainment.

Turned left at Rudall River heading into the park. This road had been so recently graded that we caught up to the road crew at our planned water bore campsite. They kindly moved their heavy equipment out so we could fit in informing us that it was company policy (Rio Tinto) not to get in the way of travellers like us. One of the grader drivers joined us after tea and regaled us with tales of his experiences in the area while he was in the army where he taught survival techniques. He was a bit shocked that the company had

sent a young lad down from Port Hedland to fix the grader and did not supply him with back up or even water.

Everyone was glad to be back bush camping again. Very good campsite, with timber and shade, grasslands and the occasional red sand hill, spinifex. Pump was very convenient, providing clear warm bore water.

Some members were up before dawn for a walk up the graded road. Incredibly busy nocturnal animals, the freshly graded road was liberally covered with all manner of tracks, the only easily identified being dingo (dog?) and snake tracks. The 2 graders (owned by the Aboriginal group with control of this area), the Rio Tinto workers, the repair man from Port Hedland, the community observers (4-5 blokes in a Landcruiser), the truck towing Harry de Wheels meal wagon were all gone by 0800. Grading from Telfer down to the Talawana Track for Rio Tinto, the gash had been



Reflections, Queen Baths

instructed to grade the whole 160km track as a "benefit to the community" while accessing a site still owned by Rio Tinto that needed some work.

Left camp on our newly graded road - good sandy, sometimes sharp gravel, sometimes en-

closed by scrubby sides. About 61 km later turned right for the 18klms into the Desert Queen Baths on a tributary of the Rudall River. We passed Compton Pinnacle, a mini version of Chambers Pillar. Lunched at an interesting location featuring dark rust brown - black irregular rocks, many with a cup-like internal shape. A large rock was broken and showed a fine white crumbling sandstone centre, similar to the yoke of an egg with an external casing. The smaller broken versions must also have had soft centres.

Progress was very slow on 2 wheeltracks since leaving the Telfer Road. Scrub was close, usually scraping the sides - mirrors were pulled in. Arrived at a good large shady campsite under red rock ridges, near to the first pool and had a pleasant evening around the campfire, fuelled by timber carried from all points of the compass, the Tanami track, Halls Creek and some local.

The Rudall River NP is one of the world's most remote wilderness areas. There are no facilities, no National Parks notice boards, no markers to show you which way to go. We had this campsite to ourselves. This morning Bill was up early, as usual and went for a walk up towards the caves about 400 metres from where we camped. Some of the group wandered off up the gorge to find the Main Pool at the Desert Queens Baths. This was a 40 minute rock hop from one side of the gorge to the other and back again. The water looked inviting but there were quite a few rocks on entry that were a bit slippery. A swim at the swimming hole was very quick - quick because it is so cold. To get the best photos of the reflections is best to get up very early and capture the wonderful reflections while the pool is very still.

The scenery was very colourful in the morning light. The journey was slow over the rocky terrain and narrow winding road that had

bushes protruding on both sides. By the morning tea stop Jackeroo was a bit behind the other four vehicles in the convoy and was negotiating the very narrowest part of the track when a call of oncoming vehicle was received. This turned out to be a 4WD tag-along group with a very pushy tour guide who despite being advised we were on the track and proceeding towards him started off and said that we had better get off to let him pass!!!! Eventually we had to pull off and let him pass, not that we really wanted to. When you meet people like that on the track it is sad to say they are a 4WDriver.

Then back on the main track we traveled south and turned into Pool No2 on the Rudall River for



lunch. After crossing the Rudall River we found the turn to take us along the track beside the Rudall River towards Cotton Creek. Many ups and downs, dry creek crossings, two minor turn arounds (one when Turbo found himself up the creek without a paddle). Conferring between Doreen, Duck and Neil regarding GPS co-ordinates and a little "head of the convoy exploration" found the main track. We continued till just after 4.00pm and looked for a campsite. Most of the terrain was scrubby, covered with pebbles. An area was located and deemed suitable with three tents on the lower area and Duck and Diesel up on the "heights". Noticed by Doreen and Sandra as we set up the tents was a beautiful soft perfume from one of the bushes. It was slightly minty but a sweet aroma, very pleasant.

Next morning, turned right on a local aboriginal road - not on He-

ma map. Sign said no access to us "plebs" but Doreen said we were covered by our permits. Keeping a worrying eye out for locals we forged through the bushes doing more exploratory driving trying to find the way out. A couple of retreats finally got us to Cotton Creek where there was limited fuel but enough for us - \$2.41 per litre. We had arranged with Cotton Creek prior to leaving Newman that it would be alright for us to buy fuel there. Left Cotton Creek and made our way south to the junction of the Talawana Track. Found another water pump, much hilarity as everyone washed their hair. Water smells of sulphur but everyone will smell the same. The girls said it was beautiful to have "clean" hair, but thought it was funny. Turned onto the Talawana Track again, a bit rougher than the other end, many corrugations. So many corrugations that the rear mudguard on the Duck truck gave up the ghost. Unbolted and carefully placed on the long suffering bed it was carried on to Georgia Bore. Lovely fresh water from the hand pump there so all the water from the other bore was relegated to the environment. Just beat another group to the bore so we had the pick of the campsites. Poor old Tony and Bill picked a great spot under a tree and the newcomers decided to join them. As Rejeat said "we are sleeping with the enemy". Another two vehicles arrived during the night so it was the most crowded bush camp we have had. The water was so good Julie set up a shower for the troops and washing lines were everywhere. The night was topped off by Tony and Julie cooking a delicious scone cake in Tony's virginal Bedourie. 35 - 40 minutes over a slow fire - absolutely perfect.

CANNING STOCK ROUTE (CSR)

The "enemy" were 5 vehicles - 2 with tray top campers, coming south from Halls Creek along the CSR. From here they go to

Newman to pick up a member who suffered an eye injury from a flying wood chip earlier in their journey. The 2 late newcomers were young blokes with heavily modified vehicles: Holden caprice body - tray back attached, Holden 1 ton ute chassis, Jeep transmission, Chev V8 diesel, turbo charged and intercooler, Rear diff thought to be about to explode - returning today to Perth (1500 klm) to build with different axles! An early Jackeroo had driven 1400 klm in the last 3 days from well 16 to Telfer and return to pick up a wheel bearing for his mates.

We are all looking forward to heading south on the CSR, lots of traffic coming through here - another 2 early then another 2 before 0930 hours. At the first sand hill - Duck ended up taking a long straight run through scrub to avoid sharp left hand turn (a slowing turn) at bottom of hill. Diesel had taken several attempts, pressure being lowered each time to be in front of Duck to snatch if necessary. Duck screamed to the top, Diesel not needed.

Red lights on Turbo's dash - while traveling serenely through one of several large desert oak glades. A hasty check of driver's manual showed this one to be the "water in fuel filter" warning light. Thommo with his usual enthusiastic approach, drained the filter in no time. The job was more difficult because the drain butterfly jammed and was inaccessible, so the whole filter was removed to get at it.

Our campsite was a cleared area with parts of Lake Disappoint-



ment visible nearby. Another 8 vehicles camped on the edge of the water about 1km away. Desert oaks all around, aggressive bull ants kept at bay.

It was pretty slow traveling today, probably averaged 25-30kph. Sand is pretty deep, the track twists and turns round trees and we zig zag backwards and forwards weaving through the sand dunes. Not to mention the dunes we had to go over.

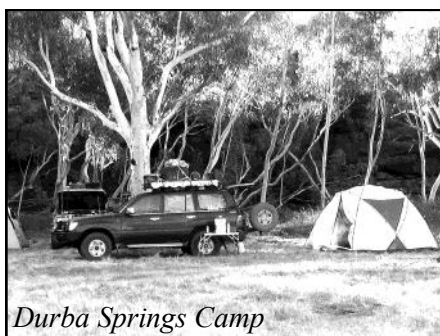
At morning tea we had arrived at a spot on the track marking the Tropic of Capricorn. There was an opportunity for the collection of wood for the next couple of campfires. Just before lunch we took a slight detour to Terrence Hill where there was a short walk from the car park to Onejunyah Rockhole. Not much further down the track is Well 18 where we had lunch. There is a big square well with timber platform to stand on, with metal doors on top to stop leaves and litter blowing into the well - and there is water in it.

When we arrived at Durba Springs we were surprised to find a huge grassed camping area surrounded by high walls of Durba Hills rock, really a gorge, well shaded by tall gums and a couple of date palms. There is a purpose built toilet. Campers from another group were leaving this morning, so at 5am the toilet door was banging, motorbikes were revved up, horns were being blown, yelling from one end of campground to the other until they had all gone about 7.30.

After lunch Julie and Tony went for a short drive to Killagurra Gorge which is a registered sacred site, to view the aboriginal rock art. It is reported that traditional ceremonies are still held here. We were the only visitors to that site this afternoon. It felt like we were being watched. By 4.30 the Durba Springs camp ground had turned into a city accommodating a group of 5, a group of 15, a group of 2, a single and 3 groups of 3.

The plan was to leave Durba

Springs early in the morning and take short breaks during the day and make camp at around 4.00 - 4.30 so as to make maximum use of the day. Accordingly we



Durba Springs Camp

left around 8.15am traveling in the early morning light around the edge of the Durba Hills. Our first stop was at the Canning Cairn location where Julie, Thommo and Tony climbed to the top of the range to see the cairn. The rest of us watched and filmed their progress for the record. Ten km further down the track we turned into the road for the Calvert Ranges. We stopped at Sunday Well which turned out to be abandoned except for the bees desperately searching for water at the small hole in the ground. The surrounding area was very dry with salty white everywhere and signs of animal tracks from the wet times.

The road to Calvert Range was very colourful with desert plants, spinifex and the occasional desert oak. Sand dunes



Durba Springs

aplenty were negotiated with some needing a special run up for speed. Calvert Range had an area of aboriginal art and we explored the area taking many photos. The road circled the range and the drive around saw picturesque views of large rocks and desert plants growing up the side of the range. The decision was made to get to Well 16 ruins and camp the night. On the return journey Jackeroo slipped to the side of the road on the down side of a dune and needed Reject's assistance with a snatch to get back on track. Also Duck noticed something on the road that he stopped and picked up and it turned out to be a skid plate from the front of Jackeroo which had broken off on the trip in. At Well 16 after camp was set up Bill, Thommo and Neil welded into the night to repair and replace it. Overnight Jackeroo had a flat on left hand rear.

Another early start to try and make up some miles so as to be closer to a dentist for Thommo. This was achieved even though Jackeroo needed a wheel change. Had a lengthy stop at Well 15 as it had sweet water. "Ned Bucket" was put into action filling every conceivable container. This was done using the bent windlass provided. Plod got a handle in the chest and Thommo had a bucket of water thrown at him. Found the remains of a fairly well set up and newish trailer that had given up the ghost 2 days earlier.

We aimed to do 7 wells today and by common consent decided to only visit those within 2km of the track. As it turned out they all were. Much to everyone's disappointment we reached the last sand dune and the road deteriorated to corrugations. Turbo had a race with some camels and won. Met a single oncoming vehicle who seemed hell bent on suicide - many predictions on when and how he would come to grief. When we reached our target of Well 9 we deemed it unsuitable for camping as it was a working property and very rocky. We decided to push on to Well 8 which turned out much better. As it was

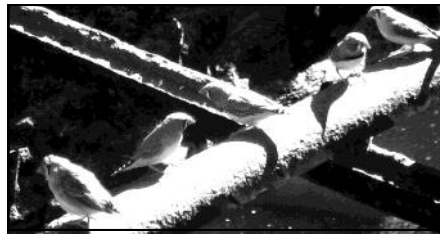
getting nearer to sundown it was good that we are now experienced in setting up camp. The site was complete in half an hour followed by a quiet evening as everyone was tired after doing 208km of hard rough driving.

Beautiful morning at Well 8 which is a working stockyard. It has a functioning tin trough fed from a concrete tank filled by windmill which was stationary during our stay. A recently shot camel was nearby. We intend to reach Well 1 tonight as Thommo still has an inflamed jaw.

We passed through varied countryside as we drove on to Well 7 which is situated in a 3-4 kms long "forest" of mulga (or is it mallee?), tall and healthy. The location is very well shaded and cool, and must have been a delight to the drovers, but now the well is inoperative. The track here winds through the forest and speed is not an option. We traveled along sections of rutted hard clay that showed evidence of difficult, muddy passage of vehicles in the past.

Well 6 was reached after varying countryside, with long open flats covered in gold, greens, purple, and pink wildflowers and some slow stony sections. Well 6 turned out to be a grand operative well with windlass, steel rope and small milk can to carry up the water. It carried a plaque commemorating restoration by members of Geraldton 4WD Club July 1991.

56klm from Well 8 we reached Well 5, an attractive site with scattered 6 metre high mulgas, golden grassland on flat land stretching into the distance. Stopped for lunch at Winditch Springs - well 4B being missed when coming through a closed property gate - "3 hrs to Well 3(?) don't stop don't camp". Arriving at Well 3 we found a very pleasant campsite, ringed by mulga. Despite that a restless night was had by most. You guessed it - great campsite but birds were



screeching from 3.30am. That's the price to pay for a good campsite. Morning tea was held at the Granites - Well 2a. Hundreds of finches were in and around the well, quite spectacular. Track twisted and turned around mulga trees, and there were plenty of rocks to negotiate, lots of ruts until we left well 2. What a fabulous track.

From there it wasn't too long before we reached Wiluna, having missed Well 1 as it was off the main track. After a photo shoot at the start of the track we made Wiluna Hotel just in time to order lunch. Then a 2 1/2 hour drive to Meekatharra on good 90km/h dirt. But we stopped and asked one of the road workers who won the football - some topics are very important.

CAPE LEEWIN AND KARRI FORRESTS

Our route took us along Caves Road to Cape Naturaliste where we took a scenic route through the Karri Forest before reaching Augusta. At Cape Leewin Lighthouse Julie, Thommo and Doreen took the 1/2 hour tour of 176 steps up the 101 year-old lighthouse. We took photos of the two oceans meeting - the Indian Ocean and Great Southern Ocean. The wind picked up 10 knots and a strong weather front is forecast to come in from the Southern Ocean.

From here we headed off to Karriale then NE on the Brockman Highway for 42 klms and then cut across to the Vasse Highway heading toward Pemberton. This is all agricultural land dotted with towering Karri trees. Arum lilies grow wild here. We took the old Vasse road for a few klm

which led us to the Warren National Park and the Pemberton Wine Centre. It was nearly 1.30 so what a good place to stop for lunch. A bite to eat and a little wine tasting and purchase and we were off again taking the scenic Heartbreak Trail. It was wet and windy now so the view from Warren Lookout was marred by fog but we drove through one pretty fantastic Karri forest, stopping at the 75 metres high Dave Evans Bicentennial Tree which most made an attempt to climb despite it being a bit wet and windy for



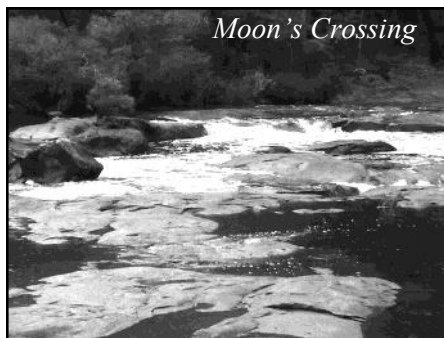
The end of the CSR the challenge.

The Chesapeake Road was closed for road works so our next stop was the Glouster Tree one of the highest fire lookout trees in the world. There are 153 rungs that spiral dizzily to the viewing platform 60m from the ground. The wind and rain weren't letting up and we could feel the tree moving. We'll have to go back to that one summer. Following the Burn Road and Spring Valley Road we continued, only to find that at Moons Crossing the water was rushing over a ford too fast for our liking. This was the 3rd water crossing Julie has walked and where were her waders? Being saved from over use on the roof. The ford was slippery and too fast for Julie to continue so it was decided to back track to Pemberton and continue on the Vasse until it met up with the South Western Highway for the 100klm stretch to Walpole. Giant Karri trees dominated the landscape between dairy farms and vineyards till it was too dark to see. We arrived in Walpole in the dark and in the rain but were assured of an ocean view from our cabins in the morning -

if the sun is shining.

Our first stop on a clear morning was the Valley of the Giants Air Walk. High above the magnificent forests of tingle and karri trees we felt part of the ancient forests. Following the Air Walk we had a bonus with a close up of the "Ancient Trees" walk, in and around the trees which, as they grow, split at the bottom trunk area to reveal small caves and often larger holes through the base of the trunks. One tree was called a "grandmother" and full of character. Continuing on the Valley of the Giants Road we went via Bow Bridge and onto Peaceful Bay, a quite small holiday area on Foul Bay. A dirt road then took us to Conspicuous Cliff, a rugged rocky bay with magnificent views from the lookout. The pathways abounded with flowers, plants and photo opportunities.

Back along the highway via Nornalup, first settled in 1909 by Pierre Bellanger and family who took up 400 acres of land. Some of this later became the Nornalup National Park. We proceeded along Hill Top Road to the Giant



Tingle tree for lunch. This tingle tree is shown in a photo around 1960 with a car parked inside the split trunk. We walked down to view the tree and could see that it would have been possible then but not now as the roadway had been blocked.

We asked another person to take our photo inside this tree and it transpired that this man was walking the Bibbillmun Track, a walking trail 964 klm between Kalamunda in Perth to Albany along

the coastline. Overnight huts are provided every 20 klm for walkers. Earlier in the day we had met a Canberra couple at the caravan park who were also doing the walk. Hearing these stories made us glad to be 4W drivers. The waterfall and Circular Pool was foam covered and red with tannins after the rain making a very different view.

Heading to Denmark and Albany our first stop was Greens Pool, a rugged coastal beach surrounded by smooth rocks called Elephant Rocks. A short morning tea was the order of the day. Back on the highway a left turn took us along Scotsdale Tourist Drive through timbered areas and many cottage industries, viticulture and horticulture properties. A bonus was Doreen's turn around/circular tour, which provided two opportunities to photograph the tall trees in one area. A little guess work and good luck found us in Denmark beside the river and the main town area.

Continuing on towards Albany we again traveled along a tourist road running parallel to the highway. A right turn near town took us to Frenchman's Bay and Torndirrup National Park where the attractions were "the Gap" a natural bridge, carved from ancient granite by the forces of nature. The gap has a 25 metre sheer drop to the swirling waves as they crash in from the Artic Sea. The smooth granite provides such a contrast to the foaming sea. Our lunch stop was at Whale World and some hours were spent looking at the old whaling station, taking a tour and watching movies on whales and sharks. The station closed in 1978 and from the photos in the museum the life of the men at the station would have been a hard physical job. A short stop at the blowholes on the way into town was possible before dark.

ALBANY TO WAVE ROCK
The route took us through Mt

Barker and Kendenup to the scenic route through the middle of the Stirling Range National Park. Our first port of call was a sign posted Red Gum Springs about 2 klm off our route. We followed a short walking trail that made a small loop out from the carpark. Good on ya Plod another mulberry bush tour. A good chuckle was had by all, and then it was lunch time. That's what this place really is anyway - with toilets, BBQ and picnic tables. There are quite a few of these spots with some short trails to view the flora.

The real walks in this park are a minimum of 2 to 4 hours and some up to 3 days. Rock climbing and abseiling are also very popular but most of all it's the plants and wild flowers that besotted us. The Stirling Ranges are rugged and consist of a chain of peaks towering above broad valleys covered in prickly shrubs and heath. The variety of plants was incredible and the number of plant flowers was even more incredible. The park claims to be home to more than 1500 species of plants with all sorts of colours of Banksias and Eucalypts and we only saw a small portion. There are fabulous mountain peak vistas including Bluff Knoll. We were stopping every 5 seconds for photos. At this rate we're never going to make Wave Rock!

Looking for a campsite for the night, about 3.00pm we stopped in at Stirling Range Retreat but it was a bit early to set up camp. Not long after that we arrived at The Lily - an authentic, full working Dutch windmill. This was just for comfort but no-one was home - or perhaps they saw us coming.... Further on Julie was reading her Beautiful South Book and discovered that today must be Monday - because the Lily is open every day except Monday.

Finally we arrived at Borden after some fabulous scenery with large paddocks of canola - with the sun glistening on them they were iridescent yellow. A lot of water lying on the ground for about 20

klms prior to arriving at Lake Grace. Accommodation had been booked en route as there was no way we were going to achieve Wave Rock before dark. It was about 5.15pm by the time we arrived to find that there were only 2 double cabins, the third was a single so Thommo and Julie decided to camp.

The prediction for rain was correct. It rained most of the night clearing around about 9.00am as we set forth for Hyden. Thommo and Julie unfortunately had a wet tent pack-up. We stopped at Salt Lake Lookout for photos then continued through to Pingaring to check at General Store re how to get to the area called the "Breakaways". Good directions were given but the weather closed in and the ground was muddy to walk on. Despite this we were able to take photos of the Sandy Breakaway and of course the flowers of the area. We then continued through farmland areas on dirt roads arriving in Hyden just before lunch. We walked along under the Wave and then around up to the top of the rock observing the dam which was created years ago. Then a walk along the left side of the rock viewing the granite formations, including falls, slides and, of course, on to the Hippo's Yawn. Julie and Thommo ventured to the Wave Rock Walk, an interpretive sign posted circuit. Julie and Thommo drove to the areas of Gnamma Hole, Mulka's Cave and The Hump and recommended that returning to the cabins at the caravan park would be the best option in view of the rain. Sandra visited the Lace Place and viewed the wonderful collection of laces and wedding dresses.

Traveling from Wave Rock to Kalgoorlie via Southern Cross and Cowardice there were acres and acres of wheat paddocks. The sky is overcast day, and the road slightly wet dirt. Southern Cross is a town with a number of shops closed and no chemist. From Southern Cross we were on tar

until Kalgoorlie. Stopped to look over a rock outcrop - smooth and rounded and layered like Wave Rock, and we could see similar smooth shelves to left and right off into the distance. Coolgardie must have been an impressive town in the 1890's with large government buildings, mining registrar and magistrates buildings - very impressive. There were also large pubs but a noticeable number of closed small shops - another town needing more gold.

Next Month: The Gunbarrel, Simpson Desert, Birdsville, Innaminka and home.



PILBARA IRON ORE TOUR

A tag-along day tour on the CrissCross trip

Doreen McEnroe

We had booked a 4WD tag-along tour with Jo and Maria of Pilbara Iron Ore Country Tours who have lots of local knowledge.

Maria especially had interesting information on the plants and how they had been used by the aborigines. Joe was more into the rock formations and just getting out into the bush to show tourists the wonderful sights around Newman.

After an 8am start we saw Ruby Dock red flowers (noxious weed), Apple Bush, Senna Bush, White gums known locally as Cabbage Gums. The trail led us to turn left off the highway near Homestead Creek, through the creek bed which had a lot of shale and Jackeroo had trouble with one patch but reversed and went another way. Morning tea was on an old runway previously used by the aero club but abandoned in the 80's. This runway had been soaked in diesel oil to make it firm and not sandy. Hence even though it has not been used for a long time the runway is still reasonably well established and only breaking up slightly.

Making our way along the highway we went past Mt Whalebone where the iron ore is being mined. Mt Whalebone is the world's largest open cut iron ore mine. We were then taken up the top of Mt Newman for a wonderful look at the surrounding countryside.

Views of the Ophthalimia Range and its surrounding countryside could be seen from here. It is acces-



sible only by 4WD vehicles unless you hike up it. The tracks taken had some wash-aways and small ledges which made an interesting drive.

Lunch was at Three Pools a very pretty waterhole. Crystal clear water, lovely gum trees forming lots of

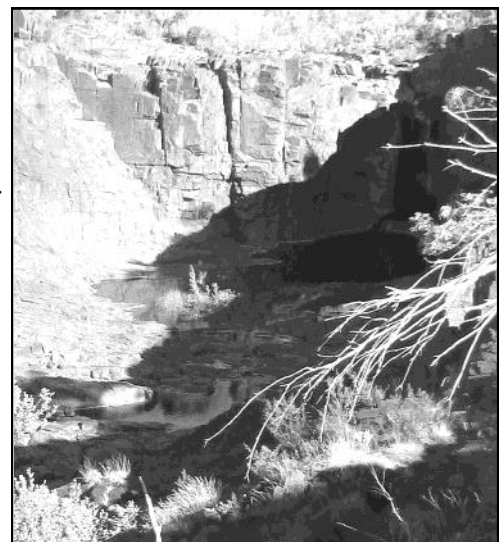


shade and wildflowers galore. "The challenging drive to reach this destination is well worth the effort, offering undisturbed scenery to compliment the gorge and its pools. The charm of this place is enhanced by its beauty" (from the website). Lunch was very leisurely and we had an opportunity to talk with Maria and Joe. It was evident that they both thoroughly enjoy being in the bush - Joe would like to do the tours full time but that is not possible so he works at the mine and does the touring in between shifts or during holidays.

We then went on to Eagle Rock Falls, a large gorge area. Only a little water was falling over the two falls, 33 metres and 8 metres. Lots of photos were taken of the falls and the gorge. The view was quite magnificent as we could look down and over the gorge viewing the countryside for miles. Colours in the rock walls were a vibrant copper/red and in one area we could see where there had been a rock slide. We all agreed it was good that we were not around when that happened.

Trees and bushes clung to the rock faces; how they could live with their roots in rock is hard to believe.

It was quite a sight to see white trunk gums against the copper/red colour of



the rock - quite spectacular.

We left Eagle Rock Falls and made our way to another waterhole/creek where Joe and Maria thought this would be a good area to show us some unusual rock formations. The rocks had lines of quartz going through them, straight lines vertically or horizontally rather than zig zag - very unusual. In some ways it looked as if the rocks had been laid like a brick wall. The rock collectors really enjoyed this section. There was plenty of water in the creek, forming beautiful pools of crystal clear water.

On the way back to camp we were lucky enough to see a spectacular sunset over Mt Newman - what a way to

end a day!!!

This tag-along trip was worth every cent and if you are in the area please contact Maria and Joe and arrange your own tag-along tour with them. For more information visit their website:
www.pilbaraironcountrytours.com

Tours can be arranged to suit you.

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Daniel Swindley

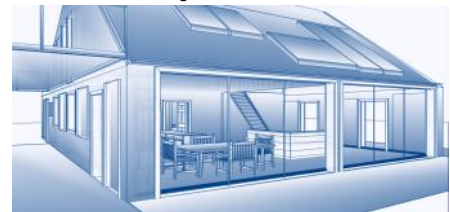
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The Club membership year runs from 1 January to 31 December. (Rates effective 1st January 2004.)

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

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

Full membership of the Club (and participation as a driver on Grade 2-5 trips) requires successful completion of the Club's Basic Driver Education course, or recognised equivalent prior learning/qualification approved by the Club's Education Coordinator.

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

Member 1: (Preferred first name, last name)

Member 2: (Preferred first name, last name)

.....

Address:

Suburb: State: Postcode:

E-mail:

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

Vehicle Make: Model: Registration No.

(Optional) Personal Details: Member 1

Member 2

(Occupation)

.....

(Relevant skills/additional info.)

.....

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

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

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

Form & fees received: Fees forwarded to Treasurer:

Membership database updated: Membership package despatched:

Membership Card: Receipt Number:

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

Other comments: