



# SOUTHERN TRAILS

## ISSUE 353 October 2008



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

**Next General Meeting— 14th October**

**Guest Speaker  
Will be advised on the night**



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

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

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

This edition of Southern Trails was printed by: INSTANT COLOUR PRESS, 21 RAE ST, BELCONNEN, ACT 2617.  
All magazine correspondence should be directed to the Publications Coordinator.

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

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

# SOUTHERN TABLELANDS FOUR WHEEL DRIVE CLUB INC.



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**General Meetings** are held at the

**Canberra Deakin Sports Club, Grose St, Deakin**

at 7.30pm on the second Tuesday of each month.

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

Ideas for guest speakers are welcome. Contact Vivian Henderson if you know of someone who could make an interesting and topical presentation. Many members gather before and after the meeting to enjoy a meal or drink at the club.

### **Publications**

**Website** [www.st4wdc.org](http://www.st4wdc.org). The site is used to provide timely information regarding Club activities and variations from previously announced plans. When visiting the site, always check the "What's New" page for recent announcements and current news. Especially, check for any last minute variations to trips you are undertaking.

**Southern Trails** is the ST4WD Club monthly Magazine.

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

Closing date all material is the Friday following the monthly meeting. Send contributions to [publications@st4wdc.org](mailto:publications@st4wdc.org)

### **Talooge Park**

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

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

## Code of Ethics

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

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

## Training

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

The current courses are:

### **Mandatory Courses**

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

### **Supplementary Courses**

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

### **Training for Driver Training Instructors**

Trainee Instructor,

Assistant Instructor,  
Instructor, and  
Chief Instructor

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

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

## Web Master

[john.wiseman@exemail.com.au](mailto:john.wiseman@exemail.com.au)

# RO'S RAMBLINGS

Rosemary Orr



My ramblings are late. Our Editor – Ed – spoke severely to me while we were at the working bee at Talooge this weekend and encouraged me to write my piece on his lap top. But who had time! Some much to do!

And now I am home and so tired – so this may be very short as I fall asleep over the keyboard.

What a wonderful weekend and how much work was done? I still can't believe what was achieved – and I was there.

There were many teams, organized by John Kjar, who assembled at Talooge and put in an effort that was unbelievable. One team was assigned to work on the big shelter on middle Thurbon Flat – they concreted posts, put in supports and generally go the shed ready for the roofing.

Another team tackled the paving of both the “bunkhouse” shed and the area outside the “driver training” shed.

Another team out, picked up, transported and stacked firewood. This then enable our wonderful “Fergie” to level out a lot of piles of dirt and rubbish and also to cover the trench between the water tanks. There are now many more camp sites and the whole “Administration” area looks cleaner and neater.

Others completed an extension to the kitchen area of the “driver training” shed. We now have more room, some windows to see the wonderful view and much more.

Another team worked on “Ducks Crossing” and it can now be used for driver training and for those wanting to use the track leading from it.

And yet another team cleaned out the second shed where many of our bits and pieces are stored including our weed chemicals.

And the last but not least team, what the team who feed the workers. The catering crew did a wonderful job. What a joy that the workers did not have to worry about food.

## Hire a Tvan

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or South Coast Caravan, Camping and Holiday Expo, Batemans Bay 7-9 November*

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# RO'S RAMBLINGS

Rosemary Orr



And as always our wonderful horticulturalists where planting trees, filling sand bags and just doing anything that had to be done.

I have not mentioned many names because I will forget someone and I want to really thank everyone who helped – it was a team effort and everyone played a part no matter how small. So THANK YOU ALL!!! A truly wonderful effort and the results speak for themselves.

Some of our team arrived on Friday night and after a very mild night where up early the next day and into it. Saturday was truly a beautiful day. Everyone in t-shirts and using sun block. Again a very mild night on Saturday night and a great time sitting around the fire and swapping yarns and measuring our achievements for the day.

Then about 2.00am down came the rain for about an hour. Awoke to a not too bad day with the rain having laid the dust. Weary bones out of bed and off to work once again. A couple more storms saw many packing up wet tents but there was enough sunshine between the rain for the work to continue. Those who had finished their jobs the day before just helped out somewhere else.

UNBELIEVABLE – and at the next meeting there will be lots of picks so we can all re-live the weekend and those who were not able to come and see just what went on.

Lots of other things happening in the magazine – so look at the great trips that are coming up and just

enjoy.

I hope all this makes sense - I really need my bed so – that all from me this month.



**We loved these ladies. The amount of work done by the men always was backed by the ladies supplying the food and also the manual support.**

**Haven't got a photo of who was painting ST4WDC on the roof**

## Planning a trip?

The following experienced trip leaders have offered to assist new trip leaders in planning their trips.

Budding trip leaders are encouraged to seek their advice.

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# Keeping us on Track

Richard Brand



## The Laws of Physics

Most motorists worry about the rules of the road, but the rules of physics are pretty important in many facets of four wheel driving.

As many of you know, I had an unfortunate incident on my way to a pre-working bee at Talooge Park. John Kjar had asked me if I was bringing my 'big' trailer, and if so to pick up some gravel. Closer to the time of departure, I got a steady stream of additional orders, mainly for hollow section steel which was needed to extend the legs of the Queanbeyan shelter.

Eventually, I rolled into Bredbo Sand and Gravel, and unloaded the steel. I told Buzz, the operator, that I only had a \$50 and a \$10 note. He grinned and asked if I wanted \$60 worth, and we headed off across the Bredbo river to get loaded. Buzz' front-end loader is quite big, and I ended up with a bit of a mound on the trailer, which Buzz packed down with his bucket (at least I think that's what he did, because I had my eyes shut). A great machine like that looming in the mirrors is quite frightening. Back across the river, I re-loaded the steel and paid Buzz \$50. He said that his bucket normally held four tonnes but he had not put it all in the trailer, which by the way is a single axle box trailer for a Trak Shak camping top.

The trailer measures 7 x 4 but the sides are half a meter deep. Flush to the top it holds about 1.3 cubic meters, so if it were completely filled with water, the payload would be 1.3 tonnes. That's almost exactly what the builder rated it at 15 years ago, although he confessed at the time the rating was pretty much a guess. The trailer is fitted out with 80-series wheels and tyres exactly the same as my truck, and is very heavy duty. When you consider that the entire weight of a loaded Landcruiser can be carried at times on just two wheels, there did not appear to be a load problem, and I have carried bigger piles of gravel or sand in the past.

What I forgot was that with Buzz' sand and gravel mix, the sand fills the holes between the gravel. It was also wet, and water fills the holes between the sand grains. Believe me, and the guys filling sandbags, the end result is that this stuff is dense. Everything was OK bouncing across the Bredbo river and running down the dirt track to Jerangle Road, but I has only gone a kilometer or so on the bitumen when there was a massive bang and I was

watching my trailer wheel bouncing through the sheep paddock on one side while the verge closed in on the other.

Turned out all six wheel studs had sheared off, the trailer had fallen onto the wheel before spitting it out and running on the brake drum and eventually the chassis. I was in some need of help! I tried phoning John at Talooge Park on my mobile, and left a message after nobody answered. I tried Channel 14 on the UHF – no answer. Getting on the HF seemed like overkill. So I jumped the fence and went to get the wheel, and by the time I got back a couple of locals had stopped. They assured me that like New Zealand, Cooma was shut on Saturday afternoon. I was in the middle of sweeping the loose gravel from the road when our neighbour Richie Southwell appeared. He promised to radio through to Talooge when he got back home after finishing his errand – the message asked for two or more empty trailers plus crew!

While waiting, I thought I might as well pull the brake drum off. Now there was not much clearance underneath, so I started working both the high lift jack and the truck's bottle jack. Because of the weight I could not get more than half way with the high lift, but fortunately Plod arrived looking for me (actually, I think the guys at Talooge needed the steel!). Plod's ten ton hydraulic jack got the brake clear of the ground, we pulled the drum out and punched out the remains of the studs.

After discussing the option of bringing in a welder, and temporarily welding the wheel to the brake drum, I figured the best thing for me to do was get back to Tuggeranong in search of new studs, which had the advantage of keeping me out of the way while the gravel was transferred (thanks to Rick and John and co for all that hard work). A couple of hours later, I was back at the now deserted, 2/3 empty trailer wondering how on earth to line up the Treg coupling when Graeme Kruse and Don Wiltshire pulled over on their way home. We got wheel back on, but it would not turn freely. Running on the brake had ground off some of the backing plate and some had bent into the wrong shape. Graeme decided removing the brake innards would help. Naturally when I tried to put them back in the next weekend, I had some leftovers. That's a law of nature.

## Moral

Wheels that come off at speed can be lethal. Apart from the forward momentum, they have high

# Keeping us on Track

Richard Brand



rotational energy which will keep them rolling for a frightening distance. They also tend to bounce through the air towards oncoming traffic. Finally, big tyres have enough energy stored in compressed air to kill if they explode nearby.

By the way, if you look closely, you can still see the scar on Jerangle Road, just where another trailer carrying water tanks got blown sideways a few months ago.

Wheel studs are subject to tensile forces when the nuts are tightened. Then they are subject to shear forces when the load is applied. As the wheel turns, the shear forces oscillate at each rotation. Metal fatigues as tiny cracks form and grow, especially under alternating stresses. Adding high tension accelerates the cracking until eventually there is catastrophic failure, especially in high strength steel which does not draw out much.

Now, how many times after a vehicle service have you found it hard to undo your wheel nuts? Once I had to use a breaker bar, plus a four foot pipe extension, plus a jack on the extension, just to release the nuts on a Commodore. Torque wrenches which allow accurate setting to manufacturer's settings are very cheap these days. It's not a bad idea to loosen and re-torque wheel nuts after somebody else has used a rattle gun on them.

My aftermarket air-brake mechanism was 'professionally' installed in my truck with half mounted on the chassis and half on the body. The relative movement caused total brake failure, fortunately in the local supermarket car-park. It pays to mentally rehearse applying the handbrake in emergencies, and with a manual gearbox, double-declutching into lower gears.

My trailer has a very simple axle with leaf springs and heavy duty shock absorbers. The chassis rails have been slightly dented by the spring u-bolts, but that happened years ago on the Gulf Track with just camping gear loaded. On that trip, when the trailer was new, I had lots of problems with failing hydraulics. Turns out the brakes were installed upside down, with the bleeders low down where they were being bombarded with stones.

Now that I know where the weakest link is, \$15 of spare studs live in the truck.



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Some of our newer members are probably not aware that ST4WDC is part of 4WDNSW & ACT the peak State 4WD body which in turn is part of the Australian National Four Wheel Drive Council (<http://www.anfwdc.asn.au>). Part of your annual membership fees go to the state association to fund operational and promotional costs. 4WDNSW&ACT represents nearly 100 clubs.

In May 2007 Greg Redfern, President of 4 Wheel Drive NSW & ACT, drove down from Sydney to address ST4WDC and the presidents of the ACT Landrover Club and the ACT 4Wheel Drive Club, who attended our club meeting. And discussed the association aims and operation along with the possibility of working more closely together to achieve our common aims.

Greg spoke about the state association and its attempts to improve communication between affiliated clubs and to better represent the wishes and interests of members of all clubs to politicians, the general public, road safety commentators, NSW Parks and Wildlife Service and State Forestry. To achieve this a number of initiatives have been developed. These include;

- a Memorandum of Understanding with NSW National Parks and Wildlife Service to further develop the relationship and introduce new projects acceptable to both parties
- a public relations team to actively and consistently promote a positive image of responsible off road driving for the association and affiliated clubs in NSW and the ACT
- the need form partnerships with other regional clubs to achieve common goals
- a regular update newsletter for inclusion in the magazines of affiliated clubs
- the benefits of affiliation: insurance, organizational and financial support for activities
- the development of a standardized driver training programme
- the improvements to the association website (<http://www.4wdnsw-act.asn.au>)

state and national priorities and the need to form partnerships with other groups such as State Forestry

and NPWS.

Following from the meeting a regional 4WD council was formed to represent the 7 state affiliated 4WD clubs in the region. Both the state association and regional council met at the 4WD Spectacular in February 2008 at Queanbeyan. The regional council meets quarterly and the next meeting will be in October before the next state association meeting in November.

The following are important Association news items that will be of interest to ST4WDC members.

- The last Quarterly meeting of 4WD NSW&ACT held at Port Macquarie voted unanimously that all affiliated clubs must submit brief trip reports to the state body as an integral part of the MOUs that we now have or are finalizing with every Government Land Manager in NSW and ACT. These reports should indicate the number of vehicles, the trails travelled and any trail maintenance done or needed. This data will help justify our access under the MOUs to many restricted areas and prove the value of admitting 4WDs to these areas in the face of mounting opposition to 4WD access. A simplified Trip Report/Survey forms, will be available on the association website to assist this.

- As a result of the MOU with NSWNP&WS many cooperative maintenance and trail access projects have been initiated with more in the planning stages. If your club is aware of areas needing attention please suggest these as projects through your club's association delegate.

Related to the above the Association has received a standing invitation to attend Regional Management Group (RMG) meetings of the Central Branch of NPWS; I believe other Branches will follow in the short term. This is a further demonstration of the constructive changes occurring within NPWS as a result of the good work done by many Clubs under the MOU.

# What Ever



- “Reporter” please contact me or David Rossiter at [forum@4wdnsw-act.asn.au](mailto:forum@4wdnsw-act.asn.au)

Finally, the last Quarterly meeting hosted by the *Port Macquarie 4WD Club* was very successful and a lot of fun. 23 Clubs attended and many enjoyed dinner Saturday evening and participated in a spectacular day trip on the Sunday. Why don't we do joint trips more often? The local 4WD Clubs knows where to go and the camaraderie and sharing of experiences was fantastic. A copy of the Trip Report is on the website <http://www.4wdnsw-act.asn.au>. I would like to start a “thread” on the forum on joint trips to see if we can get a few Clubs getting together and doing more of these common activities. The weekend was a great credit to the Port Macquarie Club

**Greg Redfern, President**



## Bottle of Wine

A woman and a man are involved in a car accident on a snowy cold Monday morning; It's a bad one. Both of their cars are totally demolished but amazingly neither of them are hurt. God works in mysterious ways.

After they crawl out of their cars, the man is yelling about women drivers. The woman says, 'So, you're a man. That's interesting. I'm a woman. Wow, just look at our cars! There's nothing left, but we're unhurt. This must be a sign from God that we should be friends and live in peace for the rest of our days'.

Flattered, the man replies, 'Oh yes, I agree completely, this must be a sign from God!' But you're still at fault...Women shouldn't be allowed to drive.

The woman continues, 'And look at this, here's another miracle. My car is completely demolished but this bottle of wine didn't break. Surely God wants us to drink this wine and celebrate our good fortune.'

She hands the bottle to the man. The man nods his head in agreement, opens it and drinks half the bottle and then hands it back to the woman.

The woman takes the bottle, puts the cap back on and hands it back to the man. The man asks, 'Aren't you having any?'

The woman replies, 'No. I think I'll just wait for the police....'

## MORAL OF THE STORY

**Women  
Are Clever,  
Evil Bitches.  
Don't Mess with Us**

## The Kimberley A Travelers Tale

Val Wiseman



After an enforced stopover in Kununurra for major repairs we collected our repaired Troopy lunchtime Friday. Time for a test run out to Ivanhoe crossing, and all seemed to be well, though our helpful mechanic had advised a fair amount of oil had leaked from the gearbox/transfer case. We will have to keep an eye on that. So now its time to pack up, do the final shopping and get on the road again tomorrow morning. Our companions, Jim and Jane in their 100 series and Alan and Vivian with their traytop camper, had gone on ahead and we planned to rendezvous along the Gibb River Road (GRR). (The GRR is the most northerly route west across the Kimberley. Once a serious challenge, it proved this trip to be a very easy passage, gravel, but much of it of virtually bitumen standard.) They were out of both UHF range and phone coverage, and severe radar interference made HF contact impossible, so we simply headed west and hoped the earlier plans held together.

It was good to be on the road again with Troopy running smoothly. Soon we were on the Gibb River Road on a good gravel surface. We took a short detour into Tier Gorge, a pretty spot with a good swimming hole. This, and other areas here are now controlled by the expanding El Questro and a permit is required to use them. El Questro has also taken over Home valley and Digger's Rest, so the Old Karunjie Track now comes under their permit system. Progress? The GRR was quite busy with a lot of traffic going to and from El Questro. Jim and Jane with Alan and Vivian had been exploring some of EQ but we bypassed it in order to catch up with them further west at Ellenbrae.

We were admiring the spectacular scenery of the Cockburn Range when suddenly we had a flat tyre, our first for the trip. The GRR is notorious for its sharp spiky gravel which destroys tyres. The water at the (croc infested) Pentecost River crossing was a little over 40cm deep, which deterred quite a few travellers, a prudent decision for some who were very ill prepared. West of the river the scenery becomes less varied but patches of orange flowering grevilleas and gums added interest. The road continued in very good condition, and since our last trip here six years ago quite a bit of bitumen had been added to steep sections. .

By mid afternoon we were able to make contact with Jim on our UHF radio, so we checked into Ellenbrae homestead and found our friends. Jane's hot scones cooked over the campfire capped off a warmly welcome reunion

Next day we were on the road early, soon reached the Kalumbaru Road turn-off and headed north towards Drysdale River station, a busy refuelling point. There were patches of corrugations and bull dust but the road was generally good, far better than we'd found it in the past. We saw our first brolgas and fan palms, and reached the Mitchell falls turnoff, crossing the King Edward River mid afternoon.



We found a great campsite close to the water and had time for a swim before getting the fire going. The next day was spent enjoying this beautiful place, swimming and exploring. Then it was time to head off to the Mitchell falls. First there were two art sites close to the King Edward River campground to explore. These are truly spectacular sites displaying both the elegant Bradshaw paintings and huge and dramatic Wandjina figures spread over quite a large area. A bit of scouting around added a sense of discovery, as did lying on our backs to see some of the figures. *(Insert art site photo)*

# GET A GRIP



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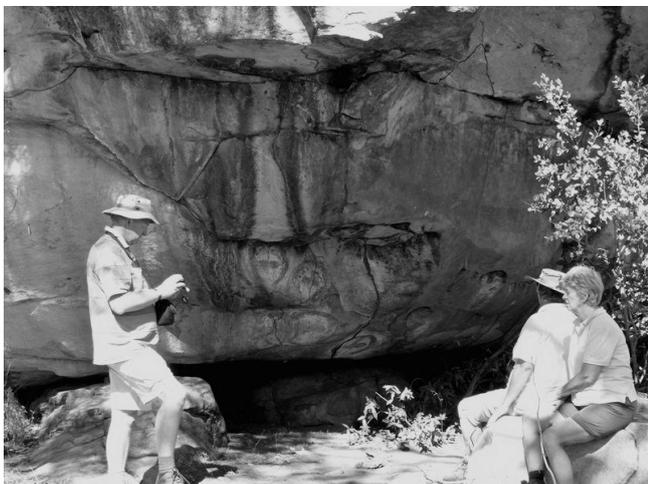
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ARB accessories are available from offices in every state and stockists in most larger regional centres. Web: [www.arb.com.au](http://www.arb.com.au) Email: [sales@arb.com.au](mailto:sales@arb.com.au)

**WE WON'T LET YOU DOWN.**



## The Kimberley A Travelers Tale



Then on towards the Mitchell Falls along 80km of relentless severe corrugations, the worst we've ever met. Tyre pressures were reduced, and reduced again, and shocks rested frequently. Eventually we reached the busy campground. After much deliberation and consideration of our cash status we booked a helicopter flight for tomorrow. We elected to walk in to the Mitchell falls, taking time to explore the art sites along the way. The art site behind Mertens Falls was spectacular, and the cool damp air a pleasant respite. By the time we arrived at the Mitchell falls it was hot and a cooling dip was most welcome. It is a bit of a scramble to reach the best viewing sites, but well worth the effort. Even better views are had from the helicopter, an exhilarating first time experience for some of us. What a remote and rugged corner of Australia this is and we marvelled at the country below as our brief 18 minute flight took us over Little Mitchell falls and along another creek before heading back over Mitchell Falls to camp. In spite of the alarming rate of cash burn, this experience is thoroughly recommended.

Retracing our steps back down the Kalumbaru road the corrugations claimed another casualty - our UHF aerial succumbed to metal fatigue. We were already



on our spare aerial so borrowed Jim's spare and a section of his sand flag pole became an improvised splint to prevent further damage. Back to the GRR and we headed into Barnett River gorge and a camp beneath a huge boab. These magnificent trees have great character and individuality and it was tempting to invent personalities for them

Our next stop was Mt Elizabeth station, preparatory for a planned excursion along the Munja Track that



heads northwest through very remote country towards Walcott Inlet. This track is reputed to be quite challenging, and one of the very few which haven't been overrun by hordes of travellers. Our daily vehicle check confirmed that not only did Troopy have a potentially serious oil leak from the gearbox, but the corrugations had fractured welds in the exhaust pipe, heat shields and bash plates.

*Continued Page 14*

### Selling your vehicle?

When disposing of your vehicle remove our Club sticker and inform the Membership Secretary. The next owner may not drive by our code of ethics and seriously damage the reputation of our great Club.

# Club Clothing

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

Jackets	\$70.00
Shirts:	\$35:00
Vests:	\$45:00
Caps:	\$15:00
Hat:	\$15:00
Beanies:	\$15:00
Name Badges	\$10.00

Look for the sign on a table at Meetings

**Kathy Solomos 0402 051 623**

Mobile: 0402 051 623



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

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## The Kimberley A Travelers Tale



We were also very aware that Troopy was convalescing from major surgery, and full confidence was not yet fully restored. Although we all really wanted to do the Munja track, prudence prevailed and we decided that it would not be wise in the circumstances.

So we enjoyed the Hann river near Mt Elizabeth where there is a lovely sandy beach, explored along the river, and some had a swim. Then back to the GRR, on to beautiful Galvin's Gorge, and along a rough track to Adcock gorge. Both had waterfalls and big plunge pools, a swim offering relief from the hot afternoon. Our next detour was south to Mornington, a wildlife refuge about 80km off the GRR. The drive down was on a good road through very scenic country and with many of the Kimberley's iconic boabs along drainage lines.

The upper reaches of the Fitzroy River run through some huge gorges on Mornington, so we spent a few



days exploring this spectacular place  
We hired canoes at Dimond Gorge, but a strong wind and current turned a leisurely paddle into



something more like jet boating and we had to paddle hard on our return trip into the wind.

Vivian went bird watching with some success, though the rare Gouldian finches kept out of sight.



The campground at Mornington is well set up with flushing toilets and hot showers, but no campfires are allowed. So, regrettably we had a night without a campfire to farewell Vivian and Alan who had to depart on their long journey back home. They had a plane to catch and an overseas trip awaiting them.

Now we were just four, in two vehicles. Bell Gorge was next, a beautiful but very busy place. Although the water was cold, swimming in the company of a water dragon was irresistible. We were lucky to get a campsite at nearby Silent Grove close to the clear, swift flowing Bell Creek (more swimming) for a day of relaxation before completing our GRR trip when we turned south to Windjana Gorge and Tunnel Creek.

The western section of the GRR is more rugged and scenic, especially through the King Leopold ranges with their sharp peaks, jumbled black rocks and big granite rock faces. The limestone Napier Range to the south is narrow, with sharp and jagged peaks. The Windjana National Park in the Napier Range is reckoned one of the highlights of the Kimberley, so the campground is very busy. Campfires are allowed, which was fortunate as the nights were cold with frost some mornings. We delighted in our walk down Windjana Gorge, admiring the soaring limestone cliffs and their reflections in the water.

*Continued Page 26*

# ST4WDC recipe book



## Calling for recipes!!!!

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

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

Please email your recipes and ideas to Catherine Panich at [capan@homemail.com.au](mailto:capan@homemail.com.au)

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

## Safari stew

Cut into bite size pieces a medium to large elephant

Add:

1500 chopped onions

1 truckload chopped carrots

1 truckload diced potatoes

3000 peeled tomatoes

10 barrels stock

50 buckets mince garlic

For that special touch of extra flavour add 1 bayleaf

Season to taste with salt, pepper, Worcestershire source and hot pepper sauce

Simmer for 2 days

Feeds 200.



## 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



## 2 - 6 Oct Deniliquin Ute Muster

(2008-070)

- Trip Leader: Jan McGuinness  
Email: janmcg@tpg.com.au  
Phone: 6258 2253 (h); 6265 2180 (w)  
Vehicles: unlimited  
Grade: 1  
Start: 8:30 AM  
Departure: NSW layby on Barton Highway near Hall, Ellen will depart from Adelaide Hills region TBA  
Fuel: Full tank  
Description: The 10th Annual Deniliquin Play on the Plains Festival and World Record Ute Muster is on. Ellen, Jan and Bryan McGuinness invite any other club members who are into country music and dust to celebrating their transition to ute ownership. Plan to spend Thursday night in the queue outside the venue, then roll through the gates when they open at 0600hrs on Friday morning to join the convoy. Stay Sunday night along the Murray and return to Canberra on Monday. Passes include all entertainment and camping facilities throughout the 2 days of the Festival. Two big night shows: Fri night - Lee Kernaghan and the Songbirds plus others; Sat night - the Living End and Casey Chambers plus plus. Over 30 hours of day entertainment is planned including the Yamaha freestyle team, championship Whipcracking, Bull rides, Bars!!, Day stage, Circlework competition and trade displays, exhibitions etc. Camping at the muster is in one of three sections: closest - ute only; then no utes; furthest - trailers, motorhomes, tents, caravans and cars! Numbers unlimited, trailers welcome understanding that there may be up to three camping zones  
Comments: Tickets are presold on [www.deniutemuster.com.au](http://www.deniutemuster.com.au) Prices before 31 Aug are \$110 per adult, \$280 Family pass (2 adults, 2 juniors 13-17yrs), then \$125 and \$315 respectively. Additional Juniors \$35 then \$50. Kids under 13yrs are free.

## 4 - 6 Oct Willow Glen 4x4 Challenge

(2008-029)

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

# TRIPS AND EVENTS



## 4 - 6 Oct Hill End Historic Village

(2008-077)

Note: New trip

Trip Leader: Michale Patrick

Email: michael.patrick2@bigpond.com

Phone: 0412 377 941 (m)

Vehicles: 8

Grade: 2

Start: 8:30 AM

Departure: Car park, Eagle Hawk Caravan Park, Federal Highway

Fuel: Full tank at start. Round trip approx 750kms. Fuel available on trip

Maps: NSW South  
NSE North  
Hill End

Requirements: Basic recovery kit. UHF radio. Standard Camping Gear, happy hour supplies.

Description: Hill End is a small country town, 360 km Nth of Canberra. The township is the remains of the gold rush era with a touch of the modern way of life but with the feel of the late 1800s. There is a lot to see so we will take a leisurely drive via Goulburn, Crookwell, Abercrombie, and Bathurst then to Hill End. Return trip will be via the same route. There are heaps of things to do at Hill End so Sunday has been allocated as tourist day. This a basic trip and is highly suitable for camping trailers. Probably the most challenging part will be the Bridal Track heading into Hill End. This long weekend is their second busiest weekend for the community so there will be a lot of people around. Most accommodation will be booked out including powered sites. Note If we get time we will check out the caves at Abercrombie.

Comments: We will be camping at the Village Camping area which is approx 1km from the village. Fees are \$7 per adult per night. Children \$4.

## 14 Oct Monthly Club Meeting

(2008-013)

Start: 7:30 PM

Description: Deakin Sports and Social Club

## 18 - 19 Oct "Safe One" Basic Driver Training at Talooge Park

(2008-024)

Trip Leader: Peter Reynolds

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

Start: 8:00 AM

Departure: Bredbo Service Station

# TRIPS AND EVENTS



Description: This is the Club's official and accredited basic driver education course

## 26 Oct      **"Safe One" Basic Driver Training Course Follow-up Day** (2008-025)

Trip Leader: Peter Reynolds

Description: This is day three of the basic driver education course on the 30th and 31st August and MUST be attended before participating on any Club trips where the proposed route is expected to be at Grade 2 or above

## 31 Oct - 2 Nov      **Nissan Trials**      (2008-075)

Trip Leader: Ziggy Koeck

Email: aim\_irrigation@webone.com.au

Phone: 6247 4061 (h); 0412 625 656 (m)

Vehicles: 4 competitors, one reserve, unlimited supporters

Grade: 4

Start: 9:30 AM

Departure: Shell Service Station, past EPIC on the Federal Highway

Fuel: Full tank

Requirements: For competitors, a well set up truck, excellent tyres, locking differentials front and rear, raised suspension and a big heart.

Description: This is the like the Willowglen competition but arguably with a bit more skill involved as the tracks are harder at Wollondilly. There will be plenty of action and you see the drivers push their vehicles to the limits. Southern Tablelands and our sister club the Brindabella 4WD Club have taken out places the last few years. All spectators are welcome, and there is plenty of camping space for everyone.

## 1 - 4 Nov      **Whale Watching in Croajingolong**      (2008-071)

Trip Leader: Catherine Panich and Peter Fenwick

Email: capan@homemail.com.au

Phone: 6281 5175 (h); 0412 866 375 (m)

Vehicles: 10

Grade: 1

Start: 8:30 AM

# TRIPS AND EVENTS



- Departure: Williamsdale
- Fuel: Full tank (fuel available on route)
- Requirements: Basic driver training, basic recovery gear, UHF radio, good tyres, well maintained and reliable vehicle, camping gear including gas stove for cooking (in case of fire ban), food and water, happy hour supplies.
- Description: Croajingolong is a huge park with estuaries, lakes, rivers, beaches and four wheel drive tracks. Fishing is permitted with plenty of safe boating areas. We will camp at Point Hicks in the National Park. Camp sites are secluded, surrounded by bush and have drop toilets. From June onwards Mother whales with their babies migrate south to summer in Antarctica. We have been assured that the best time to see them is from mid October to mid November. They swim and play 50 meters from the shore so no expensive boat trips. Binoculars may help. To reach our destination around lunch time we will travel via Cooma, Bombala to access the coast at Cann River. From camp, it's a 2km walk to the Light Station Reserve where the whales are easily viewed. A tour of the light house and keeper's home is optional. As Tuesday 4 November is our new public holiday this little jaunt has been extended to 4 days for those who want to. Visit [www.parkweb.vic.gov.au](http://www.parkweb.vic.gov.au) for more information.
- Comments: Camping fees are about \$11.00 per night. The optional lighthouse tour is about \$7.

**1 - 4 Nov**

## **Bendethera Late Spring Long Weekend**

(2008-058)

- Trip Leader: Garry and Pauline Lymbery
- Email: [glymbery@actewagl.net.au](mailto:glymbery@actewagl.net.au)
- Phone: 6254 9856 (h); 0414 587 889 (m)
- Vehicles: 8
- Grade: 3
- Start: 8:30 AM
- Departure: Turn right on Captains Flat Rd just off Kings Highway near Queanbeyan – first clearing to pull over on left
- Fuel: Full tank (Fuel at Bungendore and Braidwood)
- Maps: South Coast Forest Map (1:150 000) and 1:25 000 maps of Araluen, Snowball, Bendethra, Michalego, Colinton, Tinderry, Jerangle, Whinstone, Burrumbela
- Requirements: Basic driver training, basic recovery gear, UHF radio, good tyres, well maintained and reliable vehicle, camping gear including gas stove for cooking (in case of fire ban), food and water, happy hour supplies. Also, food for a pot luck dinner.
- A blind/tarp may be necessary for water crossing. Apple turnover from the pie shop. Don't forget your binoculars and camera. Kids and teenagers are encouraged!!
- Description: Captains Flat to Krawaree Rd, Middle Mountain Road, Minuma Fire Trail to Dampier Fire Trail and descent to the Bendethera Valley. Morning Tea enroute and perhaps a stop to collect fire wood. A tarp or blind may be necessary in the valley depending on the depth of the river (this is usually low but can rise with recent rain). Chance to swim or laze around before happy hour on Saturday night with another chance to see who has the better story. There is an old Homestead and the Bendethera Caves to explore (three hours or more walk for the caves and torch, water required). There is a large camp ground in the valley with pit toilets. Slow pack up Tuesday with mid to late morning departure through Bendethera Fire Trail to Mericumbene Fire Trail and then Little Sugar Loaf Rd to Wamban Rd. We will meet Araluen Rd near Moruya and head back to Canberra through Araluen. Members can join the trip for an overnighiter or the full four day weekend (thanks to a horse race further south?). Tuesday Cup sweepstakes will be on so bring your money!

# TRIPS AND EVENTS



## 4 Nov      **Family and Community Day**

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## 8 - 9 Nov      **Water Crossing and Sand Driving Course**

(2008-030)

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

## 8 - 9 Nov      **Waratah Flat**

(2008-057)

Trip Leader: Dennis & Margaret Collins

Email: margden1@actewagl.net.au

Phone: 6292 7423 (h)

Vehicles: 6

Grade: 3

Start: 8:00 AM

Departure: Williamsdale opposite Petrol station

Fuel: Full tank at start, fuel avail at Bombala, Cooma or Delegate.

Maps: 1:50000 Delegate and Goonerah-Ellery

Requirements: Basic Driver Training, basic recovery gear, UHF radio and good tyres, well maintained vehicle, drinking water and communal happy hour nibbles.

Description: Waratah Flat is located in the Snowy River National Park and this is a follow up trip as the area is surrounded by Gippsland Waratahs should be in full flower. We will take the black top through to Delegate then explore some of the tracks in the area before arriving at the Waratah Flat camp ground which is the limiting factor as it a small camp site. We will return to Canberra on the Sunday following much the same route

## 11 Nov      **Monthly Club Meeting**

(2008-014)

Start: 7:30 PM

Description: Deakin Sports and Social Club

# TRIPS AND EVENTS



## 12 Nov Talooge Park and its Flora #2

(2008-076)

Trip Leader: Graeme Kruse  
Email: gkruse@bigpond.net.au  
Phone: 6292 3073 (h)  
Vehicles: unlimited  
Grade: 1  
Start: 9:00 AM  
Departure: Calwell Shopping Centre  
Fuel: Full tank  
Requirements: Spare seats, lunch and liquid refreshment.  
Description: We are hosting another visit from the Australian Native Plant Society to Talooge Park to undertake a second plant survey. Higher altitude vegetation will be covered along Strike-A-Light firetrail from our gate to the bottom. We expect a dozen or more visitors, so will need seven or more vehicles to help transport them. The first Flora at Talooge trip was run back in November 2005 when we concentrated on making a plant species list for the area around the Driver Training Shed and down to the lower toilets. The outcome was a list of 70 odd species that ranged from grasses to trees. Eventually, selected specimens (hopefully from each species) from that list will be identified with a small discrete label. As the fire trail is at higher elevation than the DTS area and the geology very different, the species of plants will also be different in this survey.

## 29 Nov Driver Trainer's Christmas Party

(2008-067)

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

## 29 - 30 Nov Blue Waterholes

(2008-062)

Trip Leader: Michael Patrick  
Email: Michael.patrick2@bigpond.com  
Phone: 0412 377 941 (m)  
Vehicles: 8  
Grade: 2  
Start: 8:30 AM  
Departure: Point Hut Crossing Car Park

# TRIPS AND EVENTS



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

## 6 - 7 Dec      **Christmas Party at Talooge**      (2008-031)

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

## 9 Dec      **Monthly Club Meeting**      (2008-015)

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

# TRIPS AND EVENTS



## LEE & THOMAS Auto Electrics

EST.1960

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

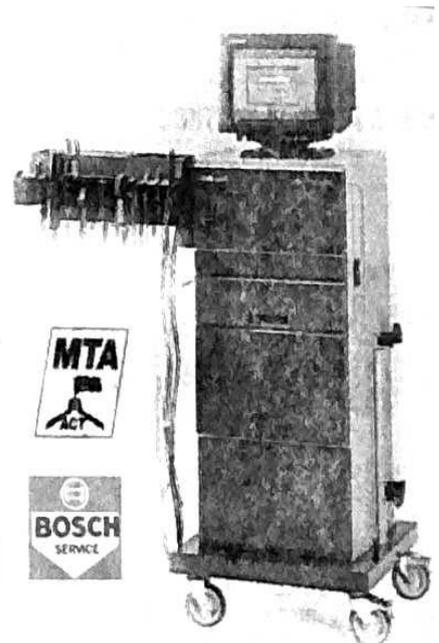


- Car Immobilisers

**SHOWROOM & WORKSHOP**  
@ 95 Grenville Crt  
**Phillip**

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

# 6281 1455



# Talooge Topics

John Kjar



If you go down to Talooge today, you're in for a big surprise!

Over the past few months, the Teddy Bears have been having lots of wonderful picnics as well as completing many tasks that have made the block (whoops, another \$2 towards Hayes Park) a whole lot more user friendly. We hope you can make the time and enjoy it.

During this time, more than 100 person-days of effort, by more than 50 persons from 40 memberships have been expended at Talooge. As we have approximately 220 memberships, this means almost 20% of the memberships have contributed at least one day to developing Talooge in the past few months - a tremendous effort for which we are all very grateful.

So, just what has been achieved with all this fire-power?

We purchased a Massie Ferguson 35 diesel-powered tractor – now called “Fergie”. Fergie has been given a makeover including oils, belts, fuel system, tyres, and painted bright red. Fergie also came with a six foot wide mower, rear bucket, rear blade, harrows and tynes, and a lifter which operate off a three-point linkage. This has given us the ability to do lots of work at Talooge that would have taken many persons many days of hard manual work – such as mowing (the major reason for the purchase of the tractor), pulling logs etc, clearing the ground and filling holes, road maintenance, track building, landscaping etc. We are still finding new uses. Peter Reynolds has established a training program that all potential users of the tractor must pass before they are allowed to drive the tractor – an important measure to protect the user, others in the vicinity as well as the Club. Please do not use the tractor until you have satisfied Peter Reynolds as to your competency.

We have completed a two-metre extension to the kitchen area adjacent to the lecture room of the Driver Trainer Shed. As well as giving extra room, two large picture windows have been installed in the extension and provide extra light and great views out across home paddock. It's worth the trip just to experience the view.

Many people have contributed to the landscaping and paving of a large area just outside the kitchen and lecture room areas, as well as the kitchen extension and one of the sheds. The plan is to complement the exterior paved areas with a low wooden wall (which will provide seating as well as preventing water entering the kitchen area) and also a pergola.

Duck's Crossing, after extensive excavation work, is now navigable by the President's Suzuki Vitara and hence should provide access for all members to some great driving trails. Some may remember we had installed a temporary log bridge – well, the heavy rain at the end of last year ensured the bridge was very short term – it removed all of the logs and transported them about 300metres downstream!

Another major task that has been completed (hopefully by the time you read this) is the construction of a large shelter on Thurbon Flat. Further work includes construction of a firepit, installation of a wood stove/heater, some walls and a water tank. This work, together with some site clearing and extensive tree plantings makes Thurbon Flat a great place to camp and relax – relatively flat, wind protected, shade in the afternoon, good views and a wide variety of sites. I hope you enjoy it.

Also, hopefully by the time you are reading this article, construction will have been completed on a large shed to house our fire truck, tractor and box trailer, Lurch (the large, black trailer) and a chemicals storage and preparation area. While the physical work has been carried out by a professional garage construction company, it has required much preparation and planning by several persons. The shed will be a welcome and much needed addition providing protection and security for our valuable assets.

Those of you who attended the September meeting will also be aware a helicopter used by the AFP had to be trucked out from Talooge to Sydney. This operation entailed some enhancement to the track from the end of “Horse Paddock” to “Home Paddock” making access much easier for vehicles with campervans/trailers etc. Surprisingly, no trees needed to be removed during the operation, although some branches were trimmed.

## The Kimberley A Travelers Tale



The freshwater crocodile population seems to thrive on tourism, and we counted over 50 crocs in places. They are very tolerant of humans so it is possible to approach closely. Seeing toddlers encouraged to pat them (despite the warning signs) gave us goose-bumps.

Then on to Tunnel Creek, a tunnel running for half a km through the limestone range. It was very busy with probably 50 or more people in the tunnel with us. A scramble over rocks at the entrance, but from then on the walking/wading is easy, provided your torch batteries are fresh. There are stalagmites and glistening limestone to admire as well as the bats and small fish that inhabit the caves.

### Talooge Topics continued

We are bringing together elements of an emergency evacuation plan for Talooge. Most of this has already been prepared – an A3 laminated page is on the kitchen wall at Talooge providing details on what to do in the event of fire, and Jim Raleigh previously published details on alternative evacuation routes. Improved mobile phone coverage now means that Canberra (and other places) can be contacted using some of the mobile phone carriers and selected phones from various places at Talooge. I would be grateful if you could advise me of whether you can call/receive phone calls using your mobile phone and phone carrier from places such as the top of Strike-a-Light Fire Trail, DTU sheds/Admin area, Thurbon Flat, Offset Mounds, Duck's Crossing etc.

From Tunnel creek we continued south and east along a very scenic road, lots of boabs, heading for a campsite which had been recommended at a quarry where the road again intersects the Napier Range. After a bit of searching and putting our planned OziExplorer route to good use, we found an excellent campsite. It was so good we returned there after a day trip into Fitzroy Crossing and Geike Gorge. We spent some time exploring the limestone formations, as well as enjoying wildflowers and abundant birdlife. Its not every camp where you (inadvertently) set up your toilet (a hole, a simple throne, no walls or roof) to overlook a bowerbird's bower, with the bird busy arranging his decorations!

From there we headed west towards Derby via the bitumen. We stopped for morning tea at the BIG Boab, a mighty old tree, hollow with age and over 20 metres around at the base. A bit of a commotion among assembled travellers there and a rush to the roadside revealed an approaching low loader occupying the full road width and carrying a boab tree from Fitzroy Crossing all the way to King's Park in Perth. Apparently this project attracted nationwide media coverage, but we hadn't heard of it until then. A rare sight!

After an overnight camp beneath big paperbarks on the banks of the Fitzroy River we arrived in Derby with plenty of time for washing, shopping and sight-seeing. John had to pay a visit to the local hospital as he had nasty looking infections from a couple of scratches. Turned out to be the "Kimberley Staph", calling for a course of antibiotics. Derby is on the brink of major expansion to service the resources boom, and the town's caravan parks were full to overflowing. By sharing a site we could get accommodation without booking.

We had booked an overnight trip to the Horizontal Waterfalls, and this turned out to be one of the highlights of the whole trip. We flew out in the afternoon in a 10 seater floatplane. After landing on the water we were picked up from the landing pontoon and taken by boat to the houseboat where we would spend the night. We just had time to offload our bags before getting back onto the boat – a rigid hulled inflatable with a pair of big outboards, and setting off for the "waterfall".

## The Kimberley A Travelers Tale



This is a result of water rushing through narrow openings into and out of bays as the huge (8 metres on our day) tides come and go. *(Insert photo horizontal waterfalls 1)* As the tide changes the water rushes through one narrow gap, then another. Our boat took us through the wider 15 metre gap where there was a 2 metre height difference, then to the narrow 7 metre gap, where it was considered too wild to go through. This was an exhilarating experience, the surge of power from the boat, rushing white water and wind, shrieks of elation and (terror?) from passengers.

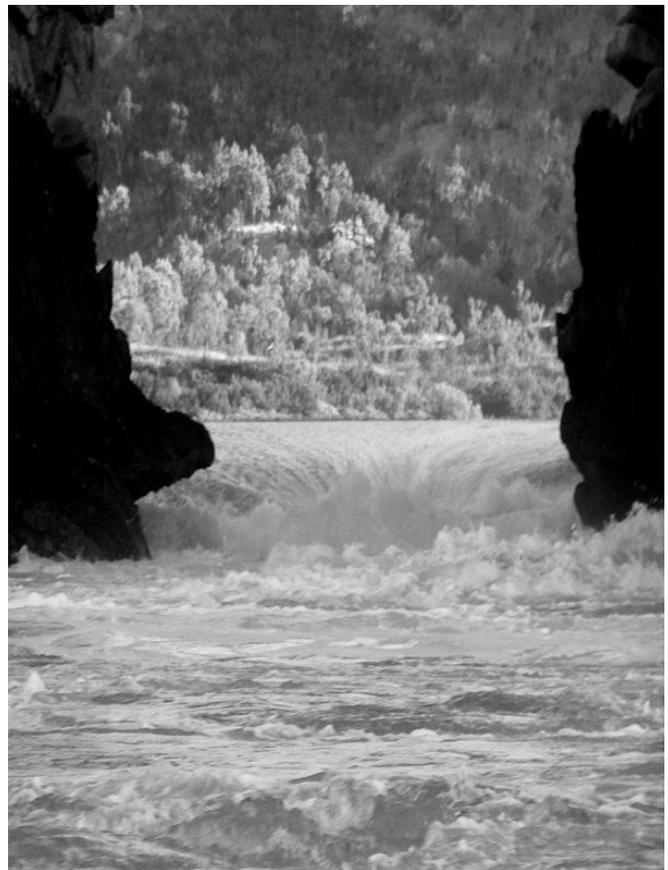
After that adrenalin pumping experience we had a



spot of fishing to quieten us down – John even managed to catch a few fish. Then it was back to the houseboat, feed the “pet” sharks, keep a wary eye out for a patrolling saltie, and settle down on the top deck to watch the sunset and boab tree from Fitzroy Crossing all the way to King’s Park in Perth. Apparently this project attracted nationwide media coverage, but we hadn’t heard of it until then. A rare sight!

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## The Kimberley

### A Travelers Tale



After that adrenalin pumping experience we had a spot of fishing to quieten us down – John even managed to catch a few fish. Then it was back to the houseboat, feed the “pet” sharks, keep a wary eye out for a patrolling saltie, and settle down on the top deck to watch the sunset and enjoy an excellent dinner (barra of course!). We were very well looked after; all of the people responsible for our well being were in their early 20’s, enthusiastic, thoroughly competent, charming and entertaining. The following morning we were flown low over countless islands, coral reefs and turtle rookeries on our way back to Derby. A wonderful experience, and thoroughly recommended in spite of the horrifying rate of cash burn!

Leaving Derby we headed for the Dampier peninsular, taking the less used back road rather than the main Cape Leveque road. This road is OK but has some corrugated stretches, and as the peninsular is flat there is very little scenery of note. At Beagle Bay we admired the church decorated with pearl shell then took more corrugated back roads up to Middle Lagoon. We booked in there for 3 nights, and as it was quite windy found what seemed to be a sheltered spot in among some dunes. During the night the wind strengthened and shifted direction making our camp very uncomfortable, so we found a more sheltered spot back among the trees – no ocean views, but well sheltered. We admired a big cruise vessel anchored just offshore (next time perhaps? In your dreams!), and watched a spectacular sunset.

The next day we headed north to visit Bruce and Alison, family connections of Jim and Jane, who run a pearl farm near One Arm Point. Bruce and Alison entertained us with lunch including pearl meat and a fascinating trip around the extensive farm. That day the wind prevented most of the boats working the long lines from which wire baskets containing the pearl shells are suspended. We were shown the facilities where the oysters are implanted, cleaned and the pearls harvested. The oysters are Xrayed periodically to measure pearl growth before finally being harvested. Bruce also showed us the graves of seamen from the early days of the pearling industry. Finally we saw some of the farm’s produce, beautiful large lustrous pearls, some small, many marble sized, some over 20mm in diameter!

At our hosts suggestion we completed a most memorable day with a visit to the hatchery and beautiful coastline near Bardi.

Returning to our campsite at Middle Lagoon with the wind still strong we found an unpleasant surprise. We had reserved our sheltered campsite next to Jim and Jane’s camper by putting out our table and chairs, plus a clothesline with clothes on it. It was a rude shock to find our gear bundled aside and a tent erected in “our” spot. The novice campers responsible for this dastardly deed should long remember their lesson in camping etiquette.

It was time to go south. Jim and Jane had to head for Broome where they had booked a service at the Toyota dealer. We spent a couple of days exploring the beaches north of Broome, swimming and whale watching. While going into one beach along a sandy track Troopy bogged in deep sand and had some trouble mustering the energy to get out. We didn’t think too much about it at the time, but we were soon to be reminded that all was still not well with Troopy. And to cap it off, as we headed into Broome the speedo stopped working – broken cable. What else can go wrong we wondered? Still, OziExplorer provides a good speedo substitute.

In Broome we were amazed by the development that has taken place since we were last there in 2002. There seem to be new roads, housing estates, and tourism developments everywhere. Cable Beach is the same, colourful and busy with lots of 4WDs heading off for a drive north along the sand. Everyone is friendly and helpful and we soon had our wrecked tyre replaced, some welding done on our exhaust, shopping and washing done.

We were ready to depart the Kimberley the next morning after a quick look at the big weekend markets. East to the Roebuck Roadhouse then south towards the Pilbara, the next stage of our trip. The day was hot, the road flat to undulating running through scrubby country. When we saw some vivid flowers we stopped to have a look, and heard an ominous sound coming from under the bonnet. Boiling radiator – here we go again! So after the inevitable wait to cool down we topped it up and drove on before checking it again.

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## The Kimberley A Travelers Tale



This time the water level had fallen and there was coolant in the sump.....again. Had the new head gasket failed? All sorts of awkward possibilities crossed our minds. We were especially mindful of the fact that we were about as far from home as is possible without leaving the continent.

The Barn Hill campground wasn't far away so we headed in there to regroup and ponder our options. We were surprised to find Barn Hill full of caravans and their 2 and 4 legged occupants, many of whom had been there for months, and who repeated this routine year after year after year. It must have been the fishing as we saw no particular attraction in the long stretch of empty beach. The "locals" were very possessive of their sites, not to mention the position of their many satellite dishes. Blow-ins like us must learn the local rules and learn them real quick! Jane was amazed to find, as we departed the following morning, the local craft market in full swing. Apparently there is a big demand from the inmates for toilet roll covers, decorated coat hangers, knitted dolls and hand painted greeting cards produced by other inmates.

This was where we learned the benefits of the Next G mobile phone service. With just enough signal we were able to book back into the Broome van park (80km away) that we had just left. We were able to go online to drop a question onto the ExploreOz forum to seek suggestions about our predicament. And we did a bit of web surfing to see if there were any second hand Troopies in the vicinity – there weren't. The digital network has many detractors but we were very pleased with it.

The return to Broome was a carefully planned operation. We travelled very gently, timed and measured the rate of loss of coolant, and the distance we could go on one top-up of water. The radiator cap was kept loose so that pressure didn't build up. Every 15 minutes, stop, leave the some vivid flowers we stopped to have a look, and heard an ominous sound coming from under the bonnet. Boiling radiator – here we go again! So after the inevitable wait to cool down we topped it up and drove on before checking it again. This time the water level had fallen and there was coolant in the sump.again. Had the new head gasket failed? All sorts of awkward possibilities crossed our minds. We were especially mindful of the fact that we were about as far from home as is possible without leaving the continent.

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## The Kimberley A Travelers Tale



By now the ExplorOz forum had provided several helpful suggestions, even the possibility of accommodation if we were stuck in Broome. (We continue to be amazed and humbled by the generosity and open kindness of people in the north.) Jim (who had found the service manager at Toyota to be very helpful) suggested that a first port of call might be Toyota. And excellent advice it was. The service manager was very generous with his time, and finally recommended that a \$10 bottle of "Seal-UP" should at least see us home. Just to be on the safe side put two bottles in. So we bought 4 bottles. Then came the process of flushing out the system, accomplished by again driving out towards the Roebuck roadhouse stopping at intervals to add more water. Drain the hot coolant, refill with clean water, and do it again, and then again. Finally it was time to add the magic liquid, and drive some more to heat the goop so that it would solidify in the leak. It worked! While remaining very wary of such a quick fix, we were vastly relieved. Toyota fitted in an oil change for us the next morning (though solidly booked for 2 weeks) and after just 2 days in Broome we were away again, with fingers crossed and heading for the Pilbara.

### Australian Speed Hump



Hmmmmmmmm





# “SAFE ONE” BASIC 4WD VEHICLE OPERATION COURSE

The Southern Tablelands Four Wheel Drive Club conducts **two-day weekend Driver Training exercises, with Follow-up Days on the 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 THE COURSE TO CONFIRM ATTENDANCE!  
IF YOU DON'T, YOU WILL LOSE YOUR PLACE ON THE COURSE**

***ONLY ONE DRIVER PER VEHICLE PER COURSE, THOUGH A SUPPORT CREW IS WELCOME.***

## **COURSES FOR 2008 WILL BE HELD ON**

<b>23<sup>RD</sup>, 24<sup>TH</sup> FEBRUARY</b>	<b>WITH FOLLOWUP ON</b>	<b>2<sup>ND</sup> MARCH</b>
<b>17<sup>TH</sup>, 18<sup>TH</sup> MAY</b>	<b>WITH FOLLOWUP ON</b>	<b>25<sup>TH</sup> MAY</b>
<b>30<sup>TH</sup>, 31<sup>ST</sup> AUGUST</b>	<b>WITH FOLLOWUP ON</b>	<b>6<sup>TH</sup> SEPTEMBER</b>

## **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.**

# FOR SALE/WANTED/LOST/FOUND



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



## Toyota Land Cruiser Station Wagon HJ60 Diesel 1984

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## GU Patrol Wagon

### Set of 4 Old Man Emu Nitrocharger Shockers \$ 330.00

ARB 2200 x 1250 roof rack with mesh floor and wind deflector \$ 400.00

2 Brand new 265/75/R16 BFG A/T tyres \$ 490.00

1 Alloy spare wheel with tyre \$ 400.00

Please phone John 0414 489 274

## 2002 Nissan GU Patrol

4.8lt Petrol 5 speed sport shift auto

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200,000km, BF Goodrich T/A's with 8-10mm tread Vehicle is currently located in Bredbo, NSW

Selling due to getting a lease vehicle through work.

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Call Ethan on 0402476835 for details

## For Sale -

**Tent** - Southern Cross Ultimate 10, 3m x 3m 'as new' having been used only 3 times. Includes both centre and internal side poles. Cost over \$1,100 in Feb 06 but will sell for \$600. Contact Jim on 0413 612 305

## For Sale

ARB steel roof rack tsuit **100 Series Land Cruiser**. Dark grey in colour, with mesh floor. Excellent condition.

Also Milford cargo barrier to suit 100 Series.

Best Offer. Gerry or Monika 6280 6626 Bh

## PAJERO (late 90s model) PARTS FOR SALE:

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

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- 6)Four 12V power outlets inside trailer for lighting and other accessories.
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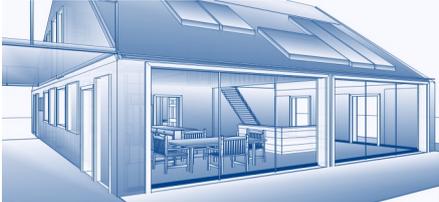
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# NEW MEMBER APPLICATION

SOUTHERN TABLELANDS 4WD CLUB INC.

PO BOX 661 FYSHWICK ACT 2609

[www.st4wdc.org](http://www.st4wdc.org)



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

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

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

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

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

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

**Member 1:** (Preferred first name, last name)

**Member 2:** (Preferred first name, last name)

.....

Address: .....

Suburb: ..... State: ..... Postcode: .....

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

E-mail: .....

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

**(Optional) Personal Details: Member 1**

**Member 2**

**(Occupation)**

.....

**(Relevant skills / additional info)**

.....

**How did you find out about the ST4WDC ?**

.....

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

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

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

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

Membership database updated: ..... Membership package despatched: .....

Membership Card: ..... Receipt Number: .....

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

Other comments: .....