



SOUTHERN TRAILS

ISSUE 364 October 2009



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

Next General Meeting — 13 October at Canberra Deakin Football Club

Lauren Van Dyke, K2C Project Facilitator will provide members with an update on the Kosciusko to Coast (K2C) Project

The deadline for material to be included in the next issue of *Southern Trails* is the Friday following the General Meeting i.e. 16 October 2009

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

This month's magazine has been compiled and edited by Bob and Sylvia Allen.

Cover photos this month by Mick Hines (Victorian High Country) and Brian Brodie (Micalong Ck.)

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All magazine correspondence should be directed to the Publications Coordinator.

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

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

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General Meetings are held at the

Canberra Deakin Sports Club, Grose St, Deakin

at 7.30pm on the second Tuesday of each month.

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

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

Publications

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

Southern Trails is the ST4WD Club monthly Magazine.

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

Closing date for all material is the Friday following the monthly meeting. Send contributions to publications@st4wdc.org

Talooge Park

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

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

Code of Ethics

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

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

Training

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

The current courses are:

Main 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.

A special offer to travelers - Sewing Machine - medium/heavy duty - available for short term loan.

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

Don 02 6161 1880. 0408 649 732

Rosemary's Ramblings

Rosemary Orr



Hi everyone. I am not sure whether I should be excited about the warm weather or sad because we have not had enough rain. But with all this lovely weather around we should be able to get out into the bush more often and start looking forward to our last big event for the year and our first big event for 2010.

Our last big event for the year is our Christmas party, and I am looking forward to celebrating the year nearly gone. I would encourage everyone in the Club to come down to Talooge to celebrate with us.

Christmas is a time for enjoying - for hugging family and friends and for good cheer. And a time for the children to be excited and receive those special gifts. So as a Committee we like to organise an event which covers all of these things and more. There is always the man in the red suit for the children as well as games and lots of laughter. There are also games for the adults like egg throwing, tug-of-war and much more. Richard has brought to the event that crazy Christmas parcel passing, swapping/grabbing game where everyone is laughing so much that they can hardly play the game. Let us not forget our pot luck dinner and if you have any room left the sweets provided by your Committee. There are prizes for many of the events and for the best decorated table and maybe even the best costume. **AND MUCH MUCH MORE!**

So put the date in your diary and start planning now. As always the more the merrier. This is a great way to meet Club members you may not have met before and just relax and enjoy yourself. See you all there.

Preparations are now well underway for our Spectacular Weekend at Queanbeyan in February 2010. For those new members of our Club this event is held bi-annually and is a combined effort by three 4WD clubs in the ACT. Our Club, the Landrover Club and the ACT 4WD Club combine to run this event and to promote safe and responsible four wheel driving.

In addition to the Exhibitors and their products each club has a club tent in which to present their club to the public. We have cars on display to show how to set up for trips, and many displays showcasing our Club. In addition there is a test track on which local dealerships allow club members to drive their vehicles with members of the public as passengers. This gives a small experience of four wheel driving and enables those wanting to buy a vehicle to compare.

There is also a demonstration area where winching, recovery and other techniques can be demonstrated to those visiting the Show. The club involvement in this show is what sets it apart from many others held throughout New South Wales.

As with all events we will need many volunteers from our Club to help out with preparation for the weekend and over the weekend itself. The areas where we need help are in our Club tent, on the gates admitting the public, assisting with parking, on the test track and for catering.

Our wonderful catering team provides a meal for all workers on the Friday night and for all workers and the exhibitors on the Saturday night. Saturday night



Preparing for the 2008 4WD Spectacular

is an event in itself with live music and much camaraderie. Again this is not to be missed. Hard work but - **OH SO MUCH FUN!!!!**

If you are interested in helping out with our Club tent please contact Jayne Hines and if you would like to volunteer to help out in other areas please contact Wendy Holland and put your name on the roster. There is more information about helping out with the 4WD Spectacular on pages 20 and 21 of this magazine.

As always our driver training team has been busy with an Advanced Course being held at Talooge for the first time. One of the tracks used for the training has only just been completed thanks to the hard work of Robert Tiele and his wonderful team. The course proved to be quite a challenge and many skills were used to get vehicles to the top of one track. Everyone had a great weekend and learnt a lot.

As well, our last Basic Training for the year has been completed and then there is the Water Crossing and

Sand Drving Course in October. A huge year for our team and a big thank you must go to them for the time and effort they put into the running of the training program.

As well, there are those members of the property com-



mittee who just take themselves off down to Talooge and spray weeds, plant trees and generally just do little (sometimes very big) jobs to make Talooge more enjoyable for us. It has been very disheartening for our property team to see that feral goats have been eating trees which have taken considerable time, effort and cost to plant and nurture. We are working to try and get rid of these goats, but they are pretty tricky and its hard to catch them all.

There are many, many others who do big and little things to keep our Club running. A big thank you to everyone, of course, it just has to be said, - keep up the good work. On that note, I think I had better finish up. Enjoy and take care.

Ro



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Events and Trips

Richard Brand



General Meeting

In my opinion the September general meeting set a new standard for presentations, especially with the extensive use of visual media. Sandra Telfer did a stunning job demonstrating how to turn photos into professional-looking hard copy books, and we had three very well presented PowerPoint slide shows – these give much more control over slides than raw-from-the-camera picture folders. Given sufficient notice, I am happy to help you turn your camera files into PowerPoint.

We also had a couple of videos on the most recent advanced driver training course, which was groundbreaking stuff for Talooge Park, and looked equally tough on participants, vehicles and trainers.

As if to demonstrate that a good talk does not need visual aids, we also had excellent straight talks from Peter Jolly on the Cooma Diesel Night and from Dave Sutton on how things are changing at Australia's iconic destinations. Dave's thesis was that the huge increase in grey nomads and untrained 4W-Drivers was likely to see many top spots so overcrowded they will no longer be worth visiting, or under such environmental pressure that they will be closed to vehicular access.

Peter Reynolds added that it was impossible to get a camp site in Broome without making a booking 12 months ahead. Even on a remote track into the Kimberley, Peter was pushed to find a spot for his tent in a dry creek bed because there were 70 or so caravans already there.

Dave and Peter Reynolds both felt that within five years or so, that once-in-a-lifetime trip to remote spots around Australia will be all but impossible. One local indication is that there is absolutely nowhere to drive on an ocean beach between Stockton north of Newcastle and the South Australian border (with the sole exception of Kurnell in Sydney).

Fortunately, our club members know a few off-the-beaten-track places worth visiting closer to home.

Pre-Meeting Panic

For the last few weeks I have been struggling to keep my computers going, to the point where on the morning of the general meeting, I had no operational systems at all and even now I don't have a reliable network at home. The problems started innocently enough when I bought three 500-Gbyte disks from ALDI so we could start a proper backup regime for

the Club's electronic records. It seems pretty amazing, but a few years ago I sold a disk farm to The Canberra Hospital for hundreds of thousands of dollars, and now I was walking out from a grocery store with twice as much storage for under \$500 (I'll use \$100 as the cost unit from now on).

The disks were nicely pre-formatted but after backing up the first one, I discovered it was formatted with an obsolete file system, so each disk needed re-formatting. Two worked fine but the third took several days before the format failed. Of course I tried several times before deciding to get it fixed. ALDI kindly emailed me return-paid forms, which had to be stuck each side of the parcel – one giving my details. Several days later Aussie Post kindly delivered the unopened package back to my return address.

Meanwhile, my cat, who is basically a heat seeking missile, realized that my laptop keyboard made a warm spring-loaded bed so whenever I can remember I close the lid a bit using the mouse to wedge it ajar so the machine keeps running. One particularly cold weekend, he must have pushed the mouse inside and slept on the lid, because the screen carried an imprint of the mouse and not much else. The only Sony laptop repair agents are in Sydney and they quoted 15 for a new screen (it is high resolution at 1920 x 1200). Since an external display panel with that resolution can be had for under 4, the cat and I figured that was an acceptable option.

It is amazingly difficult to find display panels that offer more than full-HD (1920 x 1080) but Officeworks had a couple of LGs and even beat the best price I could get on the web. On the spur of the moment I bought a Logitech keyboard and radio mouse so I could get the laptop out of my sight line. My previous Logitech radio mice have been simple plug-and-play



Variation on a "dog ate my homework"

affairs but there was no way I could get the replacements to talk to the laptop so they were returned for a full refund.

I discovered on the web that there was a much better Logitech keyboard and mouse and Harvey Norman not only had them in stock but met the best web price (actually cost me just over 1 rather than just under 3). Although the radio dongle is identical in looks to the mouse I am still using, the laptop simply would not plug-and-play, and still won't although every other system I have tried it with works fine.

My efforts at finding new drivers have only made things worse – but that is another story.

Now I also have a server at home, with a pretty modern 64-bit AMD processor sporting 4-Gbytes of memory so I quickly loaded Office so I could get the club calendar up-to-date. The server was driving an old boob-tube display and because the new LG panel takes three inputs, I figured I could recover some desk real-estate by junking the boob-tube and manually switching the display.

The picture via the old display card was pretty ordinary, and maxed out at 1600 x 1200 so a new display processor with digital output looked the go. It is only a server, so an entry-level card supporting two displays looked like a good option. I was totally unprepared for what entry-level now means!

Back in the early '80s I did a lot of work with what was then the world's best graphics gear. The tubes alone cost 600 each in 1980's 100-dollars. I got to visit Silicon Graphics in California when they were just thirty people, and joined 25,000 people for SIGGRAPH in Detroit which really marked the very start of computer animation with research papers on polygon shading and ray-tracing.

Since then the virtual-reality games market has evolved graphics cards that are arguably much more powerful than the computers they serve. Aware of the power the high-end cards need, my mandarin-speaking PC shop came up with a card that cost about 1 but has a Gbyte of memory – sixty times more than the old one. So on Monday night, I cracked the server case and popped in the new card. Nothing. The server would not even switch on, though the light on the motherboard showed there was power. Even the old card no longer worked.

There was nothing for it but to get back on the laptop, where the new display only comes up after the machine has booted. I had been listening to an audio CD and had inadvertently left it in the drive. Now the laptop presumably tried to boot from the CD – I say presumably because the screen no longer shows the boot sequence. The CD tray would not respond to the opening button, so on Tuesday morning I threw the server in the boot and headed for Chinatown.

After much Chinglish, and with a shiny new power supply installed, the server was made to switch on. Another 1+ unforeseen expense. Quick trip to Officeworks for a second display panel (well, the new card supports two) and back home by three. In the cold light of day, I spotted an emergency release for the laptop DVD drawer and replaced the thirty or so screws removed the night before. The laptop only supports one external display, which was needed to drive the Club's new projector, but fortunately the projector has a video relay so I could see what was happening on the panel.

Naturally, lugging a 24" panel does not provide good portability so on Thursday, splurged on a new ALDI –special laptop which cost just two thirds the quote to repair the Sony screen. The pace of change in laptop computing is pretty evident from a comparison with the four year-old Sony, which cost five times as much, has a quarter the memory, a third the disk space, half the processing power, half the battery life and half the warranty. The ALDI cannot match its screen resolution, but at 1600 x 900 still betters any laptop on display at say Officeworks. With the convergence of HD-TV at 1080, hardly any laptop available today matches the old Sony, though the ALDI is physically too big to fit in the same case (+1 for a new one).

Connection Standards

Now that I've got three systems, two displays and only one desk, the next obvious investment was a Belkin KVM switch (keyboard, video, mouse) at a bit over 3 for the Digital Video Interface version. This unit comes with four DVI cable sets for hooking up four machines to a single display, using a single mouse and a single keyboard. Sounds easy especially if you believe HDMI and DVI are compatible.

In my case, the ALDI has an HDMI connector, the Sony docking station uses DVI, while the new server graphics card and LG panels take both. DVI looks a bit like an aggressive grille from a Jeep while HDMI is super-smooth Aston Martin. DVI to HDMI adaptors are readily available. All went smoothly until I tried to push the DVI cable into the Sony docking station. Eventually I realized the connector had four more prongs than there were holes available to prong into.

It turns out that in their wisdom to provide a universal connection solution, the designers of DVI included a –D option for digital signals, an –A option for analogue signals and an –I option for the integration of both. An –I won't plug into a –D hole and I have not tried an –A hole. They also forgot that carrying sound might be a good idea – hence the evolution of HDMI. No doubt Belkin will get around to an HDMI KVM switch to avoid the need to run four additional audio cable sets. A web search shows that DVI gender benders are made – I needed a DVI-I

female to DVI-D male – but trying to buy one in Canberra proved very entertaining if fruitless. Eventually I undid another 30 screws and very carefully drilled four holes with the Dremel where the plastic showed indentation marks from my previous plugging effort. It worked and saved 0.4.

Outcome

After all the effort, I am typing this on the old laptop, using the old mouse, and peering sideways at a new display which shows two A4 sheets just like the old one. Fortunately it is sunny, so the cat is probably asleep elsewhere. Hopefully by next month, the server and Sony will be rebuilt, the network will be working properly and the ALDI will be coming to Club meetings.

In late-breaking news, my Miele washing machine is refusing to pump water and I called the local service agent for a home visit. Turns out they are waiting to train their technician so I'm likely to get the tool kit out. If I find the cat in there, he'll be down to just seven lives.

New Events and Trips

With the exception of training, these are all for next year. However there will be a Talooge Park working bee this year, when we can find a spot to squeeze it in, and you will be encouraged to hurl the clay balls you learn to make on 25 October.

Members who have not completed basic driver training are still very welcome on grade 1 trips, like the very popular Bedervale trip on 18 October and the Christmas Party on 5-6 December. Of special interest to the driver training unit will be the Association's workshop and assessment weekend on 7 November, which sort of clashes with the OziExplorer workshop – which will now be repeated on Sunday 8. Just a few places are still available.

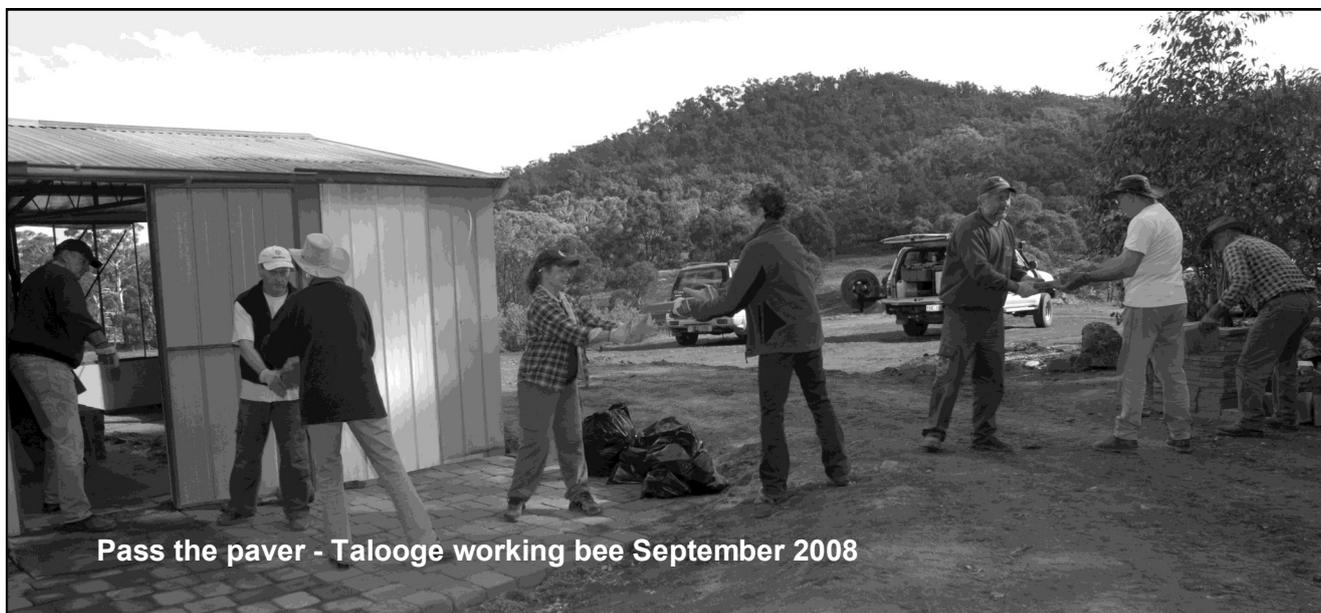
Virtual Reality

For those who think that taking a laptop into the bush for real-time navigation is a bit much, I don't think the opposite can be far away. In five years or so, we may be exploring Fraser Island or the Kimberley in virtual reality. Think of the savings in time, fuel, wear and tear and environmental impact. No problems with trip grading either. Any volunteers to lead a virtual convoy?

Hope to see you down the track or on the net

Richard Brand

Events and Trips Coordinator



Pass the paver - Talooge working bee September 2008

Membership Matters

Bob Allen and David Whiteside



New members for 2009 since September 2009

David & Sue Evans-Smith	Prado
Gary Chapman & Judith Wilton	80 Series
Rod Williams	Nissan Patrol
Paul Oboohov & Rita Wilkinson	Landcruiser

Since the last Magazine, we have had four new members join our Club and with their partners we now have over 400 people belonging to ST4WDC.

Last month we wrote about the Class of '96 and invited them to tell us what they like about STWDC, what has kept their interest and perhaps a few tips on what we could be doing better. One thing is clear, the Class of '96 appears to be a very coy and reticent group when it comes to talking about themselves. This is not unexpected because the members of the Class of '96, are by and large the "baby boomers".

Not for them the instant fame of U-Tube or Face Book. No way José. Remember these are the people who survived after being born to mothers who smoked and/or drank while they were pregnant and lived in houses made of asbestos.

The baby boomers had no childproof lids on medicine bottles, doors or cabinets and when they rode their push bikes, they had no helmets or shoes, not to mention, the risks some of them took hitchhiking. They drank water from the garden hose and NOT from a bottle.

They shared one soft drink with four friends, from one bottle and NO ONE actually died from this. They could collect old drink bottles and cash them in at the corner shop and buy Fruit Tingles and some fire crackers to blow up frogs and lizards with. They ate cupcakes, white bread and real butter and drank soft drinks with sugar in it, but they weren't overweight because.....

THEY WERE ALWAYS OUTSIDE PLAYING!! They would leave home in the morning and play all day, as long as they were back when the streetlights came on. No one was able to reach them all day. And they were O.K.

They rode push bikes or walked to a friend's house and knocked on the door or rang the bell, or just yelled for them! Footy had tryouts and not everyone made the team. Those who didn't had to learn to deal with disappointment. Imagine that!! Their teachers used to belt them with big sticks and leather straps and bully's always ruled the playground at school. The idea of a parent bailing them out if they

broke the law was unheard of. Their parents actually sided with the law! But much has changed since then - and some of it for the better.

The baby boomer generation has produced some of the best risk-takers, problem solvers and inventors ever! And although limited in number, we have had some excellent replies from the Class of '96. Neville Simpson contributed a substantial report which is reproduced as a Traveller's Tale on page 29.

And Doug Rann said, "I've remained interested in getting out into the bush and don't want to do it on my own (but the fee increase when the Club purchased the property stretched the friendship a bit). The Club runs are usually fun and well-organised, although the number of runs seems to have dropped off in favour of working bees. The driver training is an excellent feature of the Club. I love day trips into the Brindabellas or other local areas. Overnight trips are OK, but the camping can be a bit of a pain for grumpy old buggers like me. My favourite spot is Blue Water Holes and one suggestion is for more day trips or possibly more day trips, or failing that, more day trips."

Finally, Eugene Herbert said, "we have stayed interested in the Club primarily because we have some like-minded friends who are also members and because we support the professional but informal manner in which the Club is managed and run. We have run a few trips ourselves in earlier years but we are currently focussed on overseas travel (Asia) given the relative value for money. We still support the Promo via running the catering side of things but otherwise we are 'quiet' members at this time.

So there you have it, the Class of '96 has spoken - a small sample, but dare we say it representing some widely-held views about the strengths of the Club and those who belong to it.

We are still trying to rustle up some of the views of those golden oldies - those members who have been with us for 20 years or so. But remember they are also baby boomers - and very shy.



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



3 - 5 Oct Willow Glen 4x4 Challenge (2009-061)

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: 08:15
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 three of the last four 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

3 - 5 Oct Victorian Bushfire Relief Work (2009-062)

Trip Leader: John Kjar
Email: property@st4wdc.org
Phone: 02 6287 7574 (h); 0432 737 440 (m)
Vehicles: Unlimited
Grade: 1
Departure: Myrtleford Caravan Park
Fuel: Full tank
Requirements: Bring your warm friendship, a smile and be prepared for some 'interesting' work. Strong gloves, eye protection and some high visibility clothing are a must, while boots and old (warm) clothing are advisable. Chain saws (if you are trained in their use), axes, hammers, saws, crow bars etc would be useful.
Description: This trip continues assistance for the Victorian bushfires earlier this year. This assistance could take many different forms – such as removal and construction of fences, removal of dead trees, minor works, and just talking with those who were affected. The actual work program is being coordinated through the Wangaratta Four Wheel Drive Club. We expect both the ACT Land Rover Club and the ACT 4WD Club will participate. A similar working bee was conducted over the ANZAC day long weekend and all participants – Clubs and beneficiaries - enjoyed the contact and the achievements. Seldom do we get the opportunity to meet with other ACT and Victorian Clubs – this is also a great opportunity to meet and greet our fellow travellers. Hopefully we will also enjoy ourselves. There will be the usual "Happy Hour" on both Saturday and Sunday evenings. Even though this will be Springtime, be prepared with warm, waterproof and windproof clothing. Please register your interest asap with the Trip Leader and you will be kept informed of further developments.

11 Oct Brindabella Classic - Flea Creek, Lowells Flat and McIntyres Hut (2009-067)

Trip Leader: Greg and Vickie Taylor
Email: vickie.taylor@bigpond.com
Phone: 6241 3547 (h); 0411 281 087 (m)
Vehicles: 8
Grade: 2
Start: 08:15
Departure: Uriarra Homestead

TRIPS AND EVENTS



Fuel: Full tank
Maps: ACT Region 1:100 000
1:25000 maps of Cotter Dam, Umburra
Requirements: Basic driver training, basic recovery gear, UHF radio, good tyres, well maintained and reliable vehicle, morning tea and lunch. Camera and binoculars are also a good idea.
Description: This day trip is a great way for new members to explore Canberra's back yard or for more experienced members to also enjoy a day in the Brindabella Mountains. We will air down at Uriarra Homestead and then head up to Picadilly Circus, down Brindabella (or Tumut) Road and take Gentle Annie Fire Trail to Flea Creek on the Goodradigbee River. Time for morning tea then we will head up the Webbs Ridge climb to approximately 1150 metres and then on past the Powerlines to Waterfall Fire Trail. Lunch will be at Lowells Flat or McIntyres Hut. Waterfall Fire Trail to Foley Fire Trail and then Doctors Flat Rd – to air up and head for home.

13 Oct **Monthly Club Meeting** (2009-015)

Start: 19:30

18 Oct **Bedervale Homestead** (2009-066)

Trip Leader: Vivian Henderson

Email: 52vivian@ozemail.com.au

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Call Peter anytime for information & bookings (training weekdays only)

0428 623 458

TRIPS AND EVENTS



Phone: 0407 969 057 (m)
Vehicles: Unlimited
Grade: 1
Start: 08:30
Departure: cnr Captains Flat Road and Bungendore Road Queanbeyan
Fuel: Half tank at start
Requirements: UHF radio
Description: Bedervale (<http://bedervale.com>) is a beautiful historic homestead close to Braidwood, still in use as a working grazing property. The drive will start exploring trails in the Tallaganda State Forest, before stopping in Braidwood for a coffee. Bring your own picnic lunch to enjoy before we start our private guided tour of the homestead and its outbuildings. We will then partake of afternoon tea at the homestead before returning to Canberra via Majors Creek and Lowden Forest Park, where, time permitting, we can visit an old logging camp with historic waterwheel. A lovely relaxing Sunday afternoon drive.

24 - 25 Oct Water Crossing and Sand Driving Course (2009-037)

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

25 Oct Clay Seed Ball Workshop (2009-068)

Note: New since September magazine
Trip Leader: Alan Jones
Email: Alan.Jones@afp.gov.au
Phone: 6284 3456 (h); 0428 236 284 (m)
Vehicles: unlimited
Grade: 1
Start: 10:00
Departure: Scottsdale near Bredbo
Requirements: Gardening gloves
Description: Learn how to make and disperse clay seed balls to re-vegetate rocky hill tops. Greening Australia, Kosciuszko To Coast and Bush Heritage Australia are running a workshop at Scottsdale (near Talooge Park as the crow flies) on this ancient Japanese technique. You will make your balls, then tramp into the higher reaches to hurl them into the landscape. Fun for the whole family. A BBQ lunch will be provided so registration is a must.

31 Oct - 3 Nov Stockton (2009-047)

Note: Change of trip leader and start date
Trip Leader: Peter Fenwick
Email: pfenwick@home.com.au
Phone: 02 6281 5175 (h); 0412 866 375 (m)

TRIPS AND EVENTS



- Vehicles: 8 (More convoys can be organised if demand is high)
- Grade: 3
- Start: 08:00
- Departure: Shell Service Station at EPIC on the Sydney Road
- Fuel: Full tank at start
- Requirements: Basic Driver Training, Sand Driving training, basic recovery gear including snatch strap, strong recovery points on vehicle, UHF radio, good tyres, well maintained vehicle. Also required will be a long pole attached to the vehicle with a flag. Porta-potti or similar if possible.
- Description: Stockton Beach is a popular venue for sand driving. It tests to the full the skills learnt on the Sand Driving course and stands you in good stead for an assault on the Simpson Desert, Canning Stock Route etc. We will drive to Newcastle on Saturday, returning on Tuesday, leaving us a full day (or more) of driving on sand. The second day can be spent either doing more sand driving or exploring the Nelson Bay area. We will stay at the Birubi Beach Holiday Park (<http://birubibeachcaravanpark.com.au/showpage.asp?id=1>), which is very close to the entrance of Stockton Beach. Group bookings are possible and is best done through me. They offer cabins, ensuite powered camp-sites, unpowered sites etc. We also need to purchase permits for the beach/sand. These can be purchased at the Holiday Park on arrival. Costs for the permit and camping to be advised, but we need to book early. This trip involves two days of driving on bitumen and 1-2 days of fun on the beach and dunes. These 4 days have been selected as it is connected to the ACT Family & Community Day and most people will take the Monday off as well. Hence it should not be as crowded as other holidays. Camping trailers are welcome, but not on the sand!

3 Nov **Family and Community Day**

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7 Nov, 8 Nov **OziExplorer Workshop** (2009-064)

- Trip Leader: Richard Brand
- Email: richard.brand@webone.com.au
- Phone: 0418 568 358 (m)
- Vehicles: 12
- Grade: 1
- Start: 12:00
- Departure: PC User Group, 27 Mulley Street, Holder
- Maps: Supplied
- Requirements: Basic experience using Microsoft Windows (preferably Windows XP). Book early to ensure the workshop goes ahead. If there are sufficient numbers, we will consider running this on Sunday 8th November as well. Please indicate if you prefer Sunday when booking. Bring your own lunch
- Description: This is intended to be a hands-on workshop for novice and expert users of the OziExplorer mapping software package. OziExplorer can be used at home for planning routes and more detailed trip planning, for example to calculate distances to good lunch and tea stops. It can download waypoints and tracks to most GPS units, for use on a trip. It can also be used for real-time in-vehicle moving map displays, in conjunction with a suitable computer. These can include Windows laptops, ruggedised industrial PCs and Personal Data Assistants. A selection of hardware will be on display. OziExplorer is Australian software used around the world. Unlike most GPS systems, OziExplorer displays GPS information laid over any 'paper' map source, including the highly detailed topographic maps we use locally

7 - 8 Nov **Association Driver Training Unit Workshop** (2009-069)

- Note: New since September magazine

TRIPS AND EVENTS



Trip Leader: Peter Reynolds
Email: debpete1@bigpond.com
Phone: 6251 1258 (h); 0428 623 458 (m)
Departure: Dooralong, Central Coast
Requirements: Applications and payment must be received by 7th October. Contact Bruce Close on 1800 646 630 or email secretary@4wdnsw-act.asn.au. Written assessments must be completed by 21st October
Description: The Central Coast 4WD Club is hosting the 5th NSW & ACT 4WD Association DTU Road Show at Dooralong. The workshop will consist of formal presentations, discussions, demonstrations and networking / socialising opportunities. Formal "Drive and recover 4WD vehicle" and DTU Assessor peer-review assessments will be conducted for accepted applicants. Toilet facilities, unpowered camping and caravan sites are available for accepted applicants. Toilet facilities, unpowered camping and caravan sites are available
Comments: Assessments cost \$100 covering Accreditation Certificates and administration, morning teas, light lunches, Saturday dinner and Sunday breakfast

21 - 28 Nov Return to the High Country (2009-065)

Trip Leader: Neville Simpson
Email: bl.ng@bigpond.net.au
Phone: 6295 9021 (h)
Vehicles: 8
Grade: 3
Start: 08:00
Departure: Hume layby
Fuel: Full tank at start
Maps: Hema Hi-Country
Hema Roof Top
Requirements: Sorry no trailers - basic driver training, basic recovery gear, UHF radio, good tyres, well maintained and reliable vehicle, food and drink for a week - radiator blind - recovery gear - bushman saw - axe
Description: Mt Anderson/Gibbo Area - Mitta River - Alpine National Park - Hotham Heights - Wonnangatta - Mitchell River Country - or make it up on the way!

5 - 6 Dec Christmas Party at Talooge (2009-059)

Trip Leader: Richard Brand
Email: trips@st4wdc.org
Phone: 0418 568 358 (m)
Vehicles: Unlimited
Grade: 1
Start: 08:30
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

TRIPS AND EVENTS



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.

7 - 14 Dec Return to the High Country (2009-060)

Trip Leader: Neville Simpson
Email: bl.ng@bigpond.net.au
Phone: 6295 9021 (h)
Vehicles: Unlimited
Grade: 3
Start: 08:00
Departure: Hume layby
Fuel: Full tank at start
Maps: Hema Hi-Country
Hema Roof Top

Requirements: Sorry no trailers - basic driver training, basic recovery gear, UHF radio, good tyres, well maintained and reliable vehicle, food and drink for a week - radiator blind - recovery gear - bushman saw - axe

Description: Davies Plain - Mt Anderson/Gibbo Area - Mitta River - Alpine National Park - Hotham Heights - Wonnangatta - Mitchell River Country - or make it up on the way! End date is flexible and there are daily exits for people who need to go home early

23 - 25 Jan High Country Hill-billies (Part 2) (2010-017)

Note: New since September magazine

Trip Leader: Greg and Vickie Taylor
Phone: 6241 3547 (h); 0411 281 087 (m)
Vehicles: 6
Grade: 3
Start: 08:30
Departure: Williamsdale
Fuel: Full tank

Maps: Hema 1/200,000 High Country Victoria, Hema 1/385,000 South East NSW 1/25 000 maps of Thredbo, Suggan Buggan, Vic 1/25 000 Mt Cobberas, Tom Groggin, Biggara

Requirements: Basic driver training, basic recovery gear, UHF radio, good tyres, well maintained and reliable vehicle, camping gear including gas stove for cooking, food and water, happy hour and pot luck dinner supplies. Bowsaw and axe for track clearing and a blind/tarp may be necessary for water crossing. Tyre chains for steep mountain fire trails

Description: This is part 2 of last year's trip into the High Country. Travel to Jindabyne and have morning tea. We head down Barry Way past Wallace Craigie Lookout and magnificent views of the Snowy River, Willis then turn right onto Ingeegoodbee FT, left onto McFarlane Flat Track, Cobberas Trail, through the Playgrounds meeting Limestone Rd near Native Dog Flat for our first night's camp. We will then head up Limestone Rd to Limestone Creek Track onto The Poplars (McCarthy) camp area, McCarthy's Track past Charlie Creek Hut and onto Davies Plain Track. Camping on the second night at either Wheelers Creek Hut or Dogman Hut. Up to Mt Pinnibar on Australia Day for fantastic views of the NSW and VIC high country. Then back to Tom Groggin for a dip in the Murray (water crossing), Thredbo, Jindabyne and home. A pot luck dinner for Sunday night to make sure we have enough

TRIPS AND EVENTS



strength for Mt Pinnibar on the Monday! This is the plan but we may deviate to camp at other locations depending on our progress each day. Many of these tracks will be unsuitable/unsafe in wet weather. Many of the locations and campgrounds we are visiting have toilet facilities – but, as usual bring your shovel and paper, good humour and camaraderie

26 Jan **Australia Day** ()

30 - 31 Jan **4WD Spectacular - Test Track Construction** (2010-013)

Note: **New since September magazine**

Trip Leader: Marj Jones

Description: The heavy lifting for the test track starts here. This year, our club has responsibility for building and running the test track. Earth-moving equipment will be shaping 100s of tonnes of material, which needs to be bedded down, shaped and tuned to test the capabilities of hard- and soft- 4WDs.

6 Feb **4WD Spectacular – Convoy** (2010-014)

Note: **New since September magazine**

Trip Leader: Rosemary Orr

Phone: 0414 568 358 (m)

Start: 08:30

Departure: Shell Service Station, Federal Highway, EPIC

Requirements: Make sure you have your 4WD Spectacular wheel covers in place. This is also a good time to get, fix and display your ST4WDC windscreen stickers. Tools including lawnmowers

Description: About 100 4WDs from the combined clubs are expected to drive two abreast through Canberra to Queanbeyan Showground, to help promote the 4WD Spectacular, and to deliver workers to put the final touches to the Showground. We expect a police sendoff, with traffic lights through Canberra being synchronised. TV stations should send crews.

12 Feb **4WD Spectacular - Final Touches** (2010-015)

Note: **New since September magazine**

Vehicles: Unlimited

Grade: 1

Departure: Queanbeyan Showground

Description: The Club needs lots of helpers on the Friday to help set up the Club Tent and add finishing touches to the test track

13 - 14 Feb **4WD Spectacular and Camping Show** (2010-016)

Note: **New since September magazine**

Vehicles: Unlimited

Grade: 1

Departure: Queanbeyan Showground

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

TRIPS AND EVENTS



6 - 8 Mar Canberra Day long weekend ()

9 Mar Annual General Meeting (2010-003)

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The advertisement features a purple header with a sun icon, a central image of various batteries, and icons of a car, boat, motorcycle, laptop, truck, and tractor.

Belief & Reality

An Exhibition of Paintings by
Club Member
Richard Nipperess

Opening Party 3pm Saturday
10 October

Gallery 12 (in Pialligo Plant
Farm, next to Podfood)

12 Beltana Road, Pialligo

The text is enclosed in a decorative, repeating geometric border.

WANTED

WE WANT YOU !!

4WD SPECTACULAR

13th and 14th February 2010

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

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

Volunteer to help with our Club Tent

Volunteer to help with parking

Volunteer to help with gates

Volunteer to help with Catering

Volunteer to help with anything

DO IT NOW!!

**Please ring Wendy Holland on 6292 6537
or fill in the next page and return it to Wendy at the General Meeting.**

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

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

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

manning entrances and collecting admission fees

directing traffic to orderly parking

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

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

manning the Club's display tent

contributing to our display

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

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

Please offer your time NOW, so that planning can proceed.

4WD Spectacular and Camping Show Queanbeyan Showground Saturday and Sunday 13 – 14 February 2010

Dear Club members

As you are aware the bi-annual promotion day (4WD Spectacular and Camping Show at Queanbeyan Showground) is rapidly approaching. This event allows the Club the opportunity to showcase itself to the community as well as providing the bulk of the annual revenue for the Club.

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

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

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

Volunteers are required for the following activities:

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

How do I volunteer?

Simply fill in the attached form and indicate what your preferred task is, the day/s and time/s you are available.

Return completed forms to Wendy Holland at the Club meeting or email your response to wholland@actewagl.net.au

It is only through your assistance that this event will be successful, remember it is an event that funds the Clubs activities.

Thank you for your assistance.

**4WD Spectacular and Camping Show
Queanbeyan Showground
Saturday and Sunday 13 – 14 February 2010**

Name/s	
Home Phone	
Mobile	
Email	

Nominate Activities

- Gate Attendance Main _____ Lowe St _____
- Parking Duties
- Test track
- Garbage Collection
- Combined Club Catering (Start time 2pm for Fri/Sat dinners)
- Club Tent
- Working Bee prior (Thursday/Friday)
- Working Bee post (Monday)
- Demonstration Area

Time/s Available

- All day Saturday and Sunday
- All day Saturday
- Saturday 7.00 – 10.00am
- Saturday 11.30 – 2.30pm
- All day Sunday
- Sunday 7.00 – 10.00am
- Sunday 11.30 – 2.30pm
- Roster me anytime Saturday
- Saturday 8.30 – 11.30am
- Saturday 2.30 – 6.00pm
- Roster me anytime Sunday
- Sunday 8.30 – 11.30am
- Sunday 2.30 – 5.30pm

“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 7.30pm on the Friday evening preceding the course.

**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.

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.



WE'VE GOT YOU COVERED!



PEOPLE RELY ON ARB BECAUSE WE'VE EARNED OUR STRIPES: WE'VE BEEN IN THE 4X4 BUSINESS FOR MORE THAN 30 YEARS, WE'VE GOT A HUGE RANGE OF TOP QUALITY EQUIPMENT, AND WE TEST ALL OUR GEAR IN THE TOUGHEST CONDITIONS ON EARTH.

OUR LEGENDARY RANGE OF 4X4 EQUIPMENT INCLUDES



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...AND A WHOLE LOT MORE!

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- WARN & MAGNUM WINCHES
- OLD MAN EMU SUSPENSION SYSTEMS
- IPF LIGHTS

- ARB AIR LOCKERS & AIR COMPRESSORS
- SAFARI SNORKELS & PERFORMANCE COMPUTERS
- ARB, THULE & RHINO ROOF RACKS

- ARB ROOFTOP TENTS
- ARB RECOVERY EQUIPMENT
- ARB CANOPIES, UTE LINERS & SPORT LIDS
- ARB TOWMASTER TOW BARS

- ARB FRIDGES & DUAL BATTERIES
- FUEL & WATER TANKS
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Culture in the Bush - 29 June

Trish Crossley



Richard Brand (trip leader)	Adventra
Ian Swindley & Pam	Jackaroo
Neil & Sandra Telfer	Jackaroo
Serenath Wijeratne & Sanduni	Pathfinder
Brian Brodie & Trish Crossley	Patrol
Peter and Rosaria Ogilvie & Angela O'Neil & Michael Nelmes	60-series LC
Ian de Plata & Colleen Harriott	80-series LC
Bill Crispin	80-series LC
Peter and Sue Watson	100-series LC
Peter (Plod) & Doreen McEnroe	100-series LC

As we looked for the left turn onto Doctor's Flat Road, Richard advised us that this part of the trip was new to him. Now, that is interesting, a trip leader who doesn't know where he is going. Lucky that several of the rest of us seem to have been this way before!

To inspire our confidence, Richard started some radio chat by getting several of the group to tell of their history with the Club and 4 wheel driving trips. This was really interesting, we heard from some very long-term members as well as new ones, and lots of fascinating trip history, both with the Club and separately.

Our adventurous trip leader, Richard, in his will-go-anywhere Adventra had ordered a mild, sunny, no-frost morning as the ten vehicles lined up at the (well-renowned to ST4WDC members) starting point of Uriarra Homestead. The sky was blue, the paddocks notably green, wattle in blooms of gold and yellow, and a few light showers on the previous day suggested a nicely dampened, but not wet, track. A perfect start, and so it continued all day, with no problems, beautiful scenery, wonderful music, and great company. Oh - you want more of a report than that? OK.

We took a slight detour up to Pig Hill Summit to see the fantastic 360 degree views towards Mt Stromlo, Woden and Telstra Tower, and west across the mountains where we were headed. Peter Watson decided that there would be an even better view (and photo opportunity perhaps?) if he climbed the rickety-looking observation tower. He managed it safely, and of course that inspired several others to show that they were equally fearless. Ah, lads will be lads!

Back onto Doctor's Flat Rd, we passed through several gates as this public access road crosses private properties. The road surface was excellent, firm, no dust, and



Short stop at Pig Hill Summit

the couple of small creek crossings presented no difficulties. The paddocks all looked in good shape with very good grazing from recent rains. We did note a couple of very big dams, including one massive new one, on some properties, maybe an effort to build some water storage for the possibly very hot, dry summer that some forecasters are ominously predicting.

Out of the bush, we turned onto Wee Jasper Road, then Nottingham Road. We were headed for Micalong Creek for a late-ish morning tea, but Richard spotted a large group of horse riders ahead so we pulled into the lovely picnic area beside the Goodradigbee River at Swinging Bridge Reserve.

We enjoyed our morning tea goodies along with the usual getting-to-know-you chats, and Richard suggested a “quick” visit to Micalong Creek, so away we went. As it happened, we met the horse riders on their way back. But we got carefully past them without making any of the horses skittish, even one young riderless one that was already very frisky.

For those who don’t know it, Micalong Creek is a beautiful trout stream with almost-too-civilised camping facilities. We spent much longer than a “brief” visit enjoying the sunshine and beautiful views, and, as a consequence it was 1:15 pm as we pulled into Yass. This meant that the previously proposed lunch stop in Yass, and a look at the historic railway station with the smallest platform (as it was originally a tramway) was not feasible. We headed straight to the Crisp Galleries to have lunch there before the classical music concert that was to be the highlight of the trip.

The picnic area in the Galleries garden was peaceful with some music playing softly in the background. Early iris, daffodils, jonquils and snowdrops were in flower, and fairy wrens hopped around hopefully. It was a very relaxing preparation for the concert. The shop and gallery has wonderful and tempting offerings of works from Peter Crisp the well-known glass artist, and some inviting foodstuffs. The gardens also have an intriguing area at the back, past the luxuriant lavender bushes, with a pool, waterfall and an amazingly realistic sculpture of an eagle capturing a rather large fish in his claws.

So into the concert. I was initially a bit worried about the acoustics – classical piano in a tin shed – but it worked, due to a stunning performance. At 27 years old, Evgeny Ukhanov already has a formidable record of high profile performances, including a sell-out concert at the Sydney Opera House, and an extremely promising career ahead of him. It really was a privilege to hear this very talented young man. Many, many thanks to Richard for arranging this opportunity. The performance began with a light Mozart sonata full of the sounds of spring, light fingers on the keys

and lots of high, treble notes. Next came the deeper tones of “Rondo in D major”, although this still has some fast flourishes across the scales.

Now why did Debussy give the name of “Island of Joy” to such an intricate work? I can only think that



it is the joy of both performer and audience when this piece is carried off successfully! Evgeny’s incredibly flexible fingers and impressive concentration achieved success very well indeed. I was holding my breath as the piece finished, and the length and depth of the applause indicated that I wasn’t the only member of the audience doing so.

Chopin’s “Nocturne in E flat Major” soothed us, and then a Ballade opened as would be expected, very melodic, although spring turns to summer with some heavier lower scale notes. The first part of the concert closed with Liszt’s Hungarian Rhapsody No. 6, which will be familiar to many people. It does require flying fingers and good timing, but Evgeny made these seem an effortless task.

Back out in the gardens and late afternoon sunshine, we were served a delicious afternoon tea of sandwiches and savouries, cakes and slices, tea and coffee, white and red wine, juice and water. Time for some more chatting, then it was back to the “tin shed” for the last part of the concert.

This was Brahms’ Sonata No. 3 in F minor. Evgeny’s musical ability came through in the strong opening bars, and the speed and exact timing of his change to lighter notes. There is a mixture of everything in this piece, light bells, soft, gentle bars, and stronger phases with more depth of expression. That is where the extent of Evgeny’s talent shows, he handles it all with the right amount and depth of musical expression, not just technical accuracy, and the music seems to absorb him. Sitting where we could see his hands at work and play on the keys and the

expressions on his face was a very emotive addition to the joy of the music.

After all that, the trip home could have been an anticlimax, but was exactly right. We went through the picturesque Yass Valley and the Old Highway then Dog Trap Road as the setting sun turned the wattles to a golden glow. This is open country, few trees, horses, some sheep and cattle, and wineries, and Peter Watson told us many fascinating anecdotes of the landowners. Dog Trap Road meets Mountain Creek Road, the other end of which we saw out near Wee Jasper, and then we were out onto the Barton Highway. As a perfect ending to a perfect trip, several of us debriefed over drinks and (for some) supper at the George Harcourt Inn.



Cheers to culture in the bush

Thanks again to Richard for a wonderful day, which I am sure will be long remembered by all the friendly, companionable participants.



Are you prepared for the next Water Crossing & Sand Driving Course - 24-25 October 2009?



Advanced Driver Training - 29 August

George Drakakis



The Students

George Drakakis	SWB Maverick
Mick Hines	GQ LWB Patrol
Mike Sharp	Troopy V8
Joe Briguglio	GQ LWB Patrol
Lindsay Jones	100 Series
Vic Adamson	Triton
Chris Nicholls	GQ LWB Patrol
Greg Divall	GQ SWB Patrol

The Trainers

Peter Reynolds	Mark Adamson
Peter Watson	Peter Butterfield
Duck	David Buckley
Thommo	Michael Rath
Julie Buttris	Daryl Webb

cold. With the footy on the box and a coldie in hand, I questioned, are we there yet?

I was a Talooge virgin heading into the property, driving in was daunting especially at night, and there began the day's work - open gate, close double gate, not that double gate, the other double gate.

After arrival we were all called into the Driver Training Shed for a welcoming talk from our illustrious leader. We were then told to go and prepare our vehicles for the day ahead. So under the lights of a beautiful Talooge starry sky, in the midst of the night's silence, other noises suddenly were heard, haunting noises, chains clanging, hissing noises, strange voices amongst occasional swearing as we set up tents.

The morning saw us rise early to face the day's challenges. It started off a fine, sunny, agreeable sort of a day. Then it got confusing, sun, rain, sun, wind, rain, sun - well you get the picture.

This was going to be a great experience. I had been looking forward to do an advanced recovery course for a few years. We had all heard what happens in advanced courses but are they just rumors????Or are they true. Well we were going to find out.

As we were fighting the traffic driving out of Canberra towards Bredbo to meet up with our fellow four wheel drivers, I was filled with excitement, trepidation and nerves of not knowing what to expect.

The Bredbo Hotel was a busy little metropolis, there were people everywhere. They must have had a whole town meeting in that room that night. The T-bone steak was tender and the beers were

We separated into two groups - Group A/B, which included our trusty shorties took on "The Switchback" while Group C/D took on Track 8, then Track 9 - the dreaded Six Hour Hill. It's called Six Hour Hill because it was supposed to take us six hours to get up it - well it didn't disappoint.

The Switchback track was a steep hill that nearly turns back on itself near the top. It was steep, we watched Mick Hines in the Red Monster (GQ LWB Patrol) go first and get stuck near the top. We all walked up to give a hand, and after we finished with the defibrillator and the oxygen that was required, we managed to get the Red Monster over the top.



Do they know what they're in for?

Then it was time for the V8 Troopy - it had diff locks at the front and even then the big girl got stuck. We used a variety of methods to get her up. Eventually we settled on the sling-shot approach, using a few different angles with long winch cables we succeeded in getting her up.

At this stage I panicked so I ran down the hill to put my mud chains on in an attempt to hold traction at the top. But because I had lowered my tyre pressures to 13 pounds, my chains wouldn't stay on, so I attempted to go on any way without the chains. I got half-way up and got stuck, reversed and tried again. Same thing. I realized that I forgot to lock my hubs in. One hour last night to prepare the vehicle and I had forgotten the most important bit, locking the hubs in. So I decided to take a different line to reach the summit and I made it without assistance.

The rest of the day we were sitting around listening to the UHF finding out about the other group and the trouble they had going up Track 9. We could not fathom the courageous battle they had to get just one vehicle up after so many hours. We heard about rear panel damage, tyres ripped off the rim, and vehicles in a near vertical position. A lot of thanks went out for Mick's Red Monster - it didn't just look good, but it went hard all weekend to get Joe out of his predicament.

John and I had a top weekend and I think everyone learned a lot about their respective vehicles, about recovery points, about line pulls and angles, that hand winches will get you out of trouble such as out of a bog hole, but they are no match for an electric winch.

We also learned about good old Aussie mateship - everyone lending a hand makes light work of a difficult situation. An event like this doesn't organize itself. Many hours of planning and preparation are nec-



Big Red showing the way up

essary to stage the action-filled weekend we experienced.

Many thanks to the trainers and organizers.



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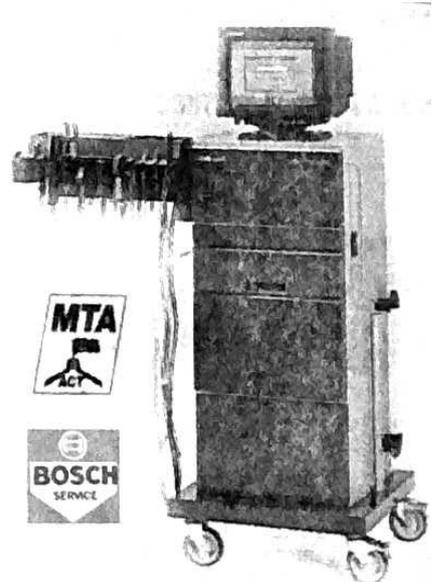


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Traveller's Tales

Musings

Neville Simpson



I first became interested in 4 Wheel Driving in the late 1970s. I had a deep desire to find out what deserts were all about. I cut my teeth on the Tanami Track which turned out to be slightly more hazardous than I had first thought. It was a rough track which couldn't be described as anything else from Alice Springs to Halls Creek in WA. However, it was extremely exciting and not really one track – many many tracks turning left, right and centre which meant one had to become an expert navigator and driver all rolled up in one. This achievement was a far cry from my original fear of the Outback and getting lost as a child.

Then I thought, well that was good, I'll try something else in an entirely different direction – Cape York Peninsula. If I had thought the Tanami was bad, this was a nightmare. I have fond memories of holes and flooded creeks and rivers.

Time rolled on, I did a few other trips, and then I heard about the Southern Tablelands 4 Wheel Drive Club. In the year of 1996 I joined and I thought I knew a little bit about 4WD, but suffice it to say that I really knew nothing! Because of the Club's Driver Training prowess and expert people within, I really started to learn the finer points to achieve competence which leads to safe and pleasurable driving.

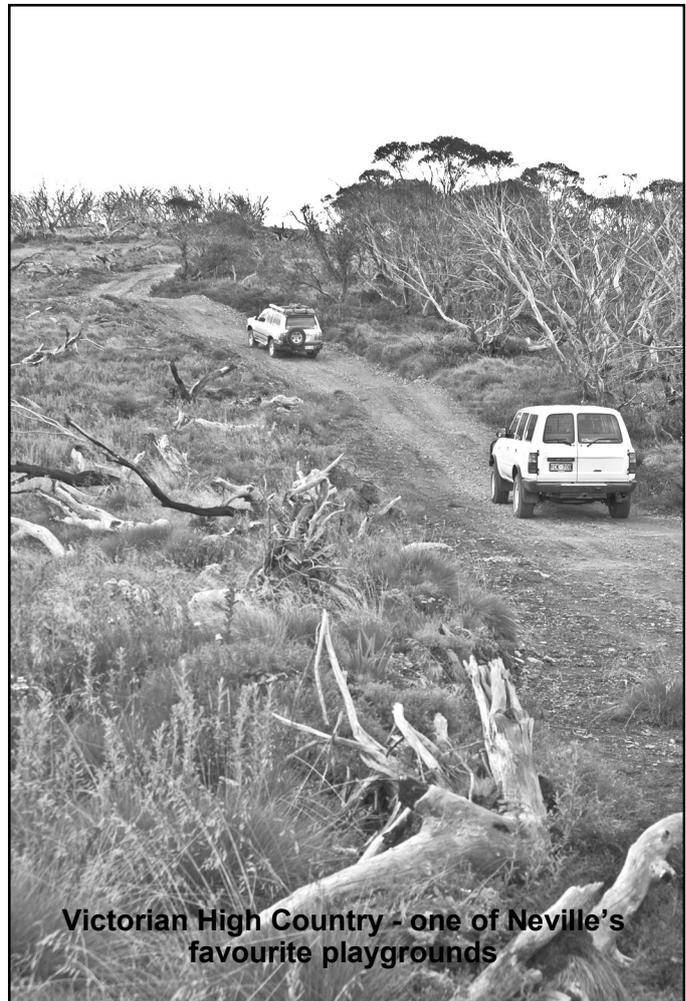
I passed and received my Certificate from the Master himself, Peter Reynolds, and noticed in the Club Magazine a trip to Davies Plain and beyond. I duly put my hand up to join the convoy, only to receive a phone call a week before departure from the Trip Leader to be told "I don't think you should come".

When I asked why, he said "I don't think your vehicle is good enough" – a Suzuki Vitara. I accepted that on the chin because it is the Trip Leader's prerogative to take or reject whomever he or she wishes. As the days rolled on I became more annoyed within so I thought, stuff it, I packed "Suzie" and did the whole trip on my own. This is not to boast about it but I did it just to prove to myself and "Suzie" that it could be done. Later on I realised, OK I had satisfied my ego, but it was a stupid thing to do alone.

I really think that to pick a favourite trip it has to be to an area to which one is drawn. As you all know, my favourite areas are Deserts and the Victorian High Country which I have done many times.

My best travel tip – if you are not really sure about the area to which you are going, call your mentors

who have an extremely sound knowledge of an enormous amount of areas. If any further doubt about spe-



cific tracks call the relevant Park Rangers who are really spot on with day-to-day conditions.

In closing, I would suggest there is one way to get ahead of the dust and each night get the best pick of the camp sites, and that is to become a Trip Leader. It can be fun, it can be exciting, it can be challenging, but most of all you have to know what you are doing.



Traveller's Tales

Slippery conditions - are we a bit too quick to resist chains?

Graeme Kruse



I read with interest in the September issue of Southern Trails comments by our Events and Trips Coordinator, Richard Brand, regarding his experiences in driving in slippery conditions – muddy roads on the Christmas in July trip and snow and ice back in the UK. I have also been following the debate on the proposal to require 4wd/awd vehicles to carry snow chains when in NSW alpine areas and fit them when directed, because I am a frequent visitor to this area - especially in winter. I understand that this proposal has been indefinitely postponed or abandoned. What follows now is an overview of my experiences, observations, research and thoughts - it is orientated to snow driving

Experiences

As indicated above I am a frequent visitor to the NSW alpine areas and have been for about 30 years. During that time I have driven mostly 2wd vehicles (rear and front) into the Snowy Mountains and have used snow chains as directed and/or needed. I have also driven in fresh snow, up to about 5cm deep, without the use of chains whilst passing by people who have lost forward progress and/or gone off the road. I now drive an 80 Series (part time 4wd) to the snow and at no time in my years of driving in this area have I lost control of any of my vehicles.

Observations

During these 30 odd years of driving in the Snowy Mountains I have seen vehicles without chains lose control (traction) in these conditions - most unable to proceed, some going off the road. The vehicles involved covered all categories of drive mode, with and without electronic traction control systems.

Research

Quite a few years ago I read a tyre test in a motoring magazine that was conducted on a snow-covered course – I think it was somewhere in NZ. Initially, the vehicle was shod with 'standard' tyres. After some practice laps the driver went for broke to record a best time for standard tyres. The vehicle was then re-shod with snow tyres. Again some practice laps were recorded and then a best lap recorded with the snow tyres. The difference was significant – to the point the driver commented that even if he practised all day with the 'standard' tyres he would not get any where near the times recorded with the snow tyres.

Recently, I did a bit of a search on the internet about snow tyres. The results of the search were interesting.

Firstly, the markings on the sidewall of a tyre indicate amongst other things the intended 'conditions' use of

the tyre. On our tyres you will often find the marking of 'M+S' or All Season. However, contrary to what I thought (and I am sure most people would assume) this designation, that is Mud and Snow or All Season, does not mean that the tyre is designed for driving in snow conditions. Indeed, it was originally a classification used to describe the geometry of the tread design. Because this was very confusing, a new performance-based (on snow) standard was created and is focused on the tyre's traction. The tyres complying with this standard are marked with a snowflake-on-the-mountain symbol.

Secondly, and this is related to the first point, the performance (traction) of the snow tyre has little to do with the tread pattern. It is primarily to do with the tyre's rubber compound. That is, the hardness of the compound at the tread operating temperature. The compound of a 'standard' tyre becomes like



“hard plastic at about 7 degrees centigrade” and this is definitely not conducive to good traction in snow conditions. Therefore, it follows that a tyre with the snow-on-mountain symbol has a much softer compound than that of an M+S or All Weather tyre.

Thoughts

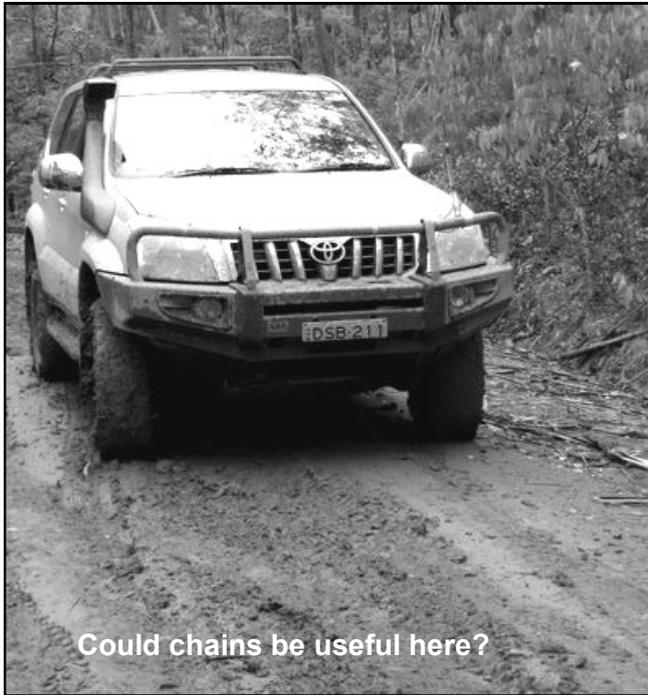
I come back to Richard's statement “but mostly people drove to suit the conditions”. And this is what much of our driving training in the Club is about. However, I would be quite confident in saying that the majority of the people driving in snow conditions have not had the benefit of the driver training that is such an integral part of today's 4wd club. Sadly, many of these people who drive to the snow are possibly misled by the advertising hype surrounding traction control, ABS and so on, which results in the belief that their vehicle will keep them on the road and progressing safely irrespective of

the conditions.

So, in addition to 'drive to suit the conditions' philosophy, which in snow means all actions must be very gentle (acceleration, braking/slowing and steering) and all planned well in advance, perhaps we should be carrying chains.

Despite good technique there are situations where additional assistance will be needed. Chains are not restricted to only being used in the snow - they can also be used in slippery muddy conditions. A set of four chains fitted to your AT tyres is much cheaper than a set of snow tyres (which if used outside their intended situation wear very quickly) or running a second set of tyres - dedicated mud terrain tyres.

Furthermore, remember one of the most valuable lessons in our 4wd training is to lower your tyre pressures to aid traction – it is valid in snow situations as well! I would not have objected to being required to carry chains if the RTA had been successful in this matter. At the Club's August meeting our Driver Training Coordinator mentioned that it used to be standard practice to carry chains when on a Club trip.



Could chains be useful here?



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Traveller's Tales

Eating well when travelling remotely

Catherine Panich



No trip is complete without good food, good wine and good company in no particular order. Peter and I have just spent eight weeks away of which six days were travelling the Anne Beadell Highway and seventeen days on the Canning Stock Route. I took stocking the larder as seriously as Peter's stocking of spare parts. I want to share with you some of my thoughts and experiences. This is by no means an advice column but hopefully you'll be able to pick up some useful tips.

I operate by making lists, so planning started with a list of evening meals. They are the easiest to plan. I found it best to stick to food we normally eat. If you don't usually eat prepared packet meals, whether they are instant noodles, flavoured pasta or rice or even cup a soup, or instant desserts - don't buy them or maybe just a couple for emergencies. I now have a pantry full of emergency food and have to figure out how to get rid of them.

Nutrition and the yummy factor were my selection criteria. The starting point is working out how many days you will actually be remote, give or take a few. Remember there is a Coles or Woolworths in every town, big or small, so you won't starve. Consider how big your fridge is and do you have any freezer space? How big is your storage space ie how much can you carry? Think light, ban tins if at all possible! I only took baked beans, kidney beans, beetroot, and Goulburn Valley peaches.

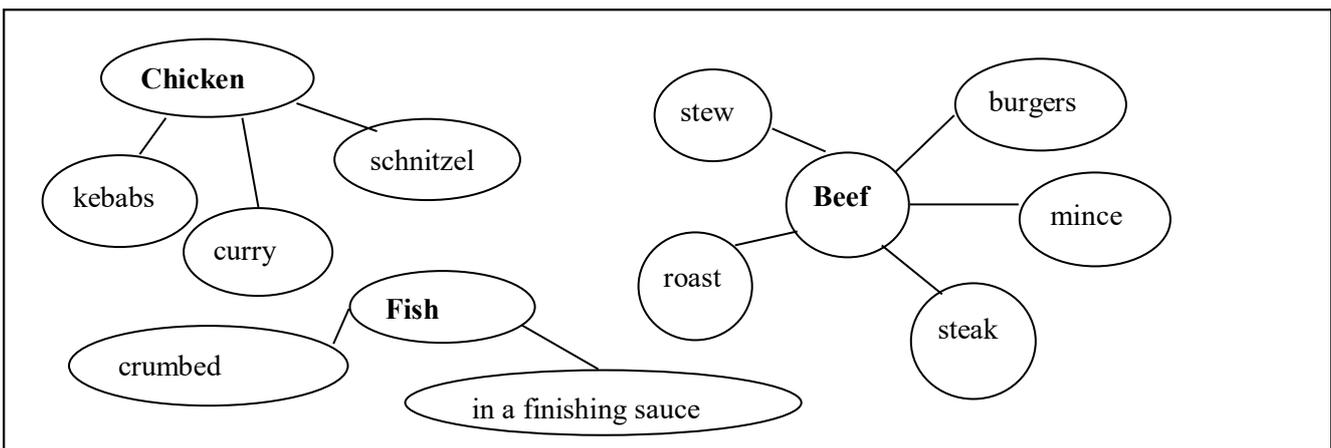
A blank piece of paper is a great way to start the brain storming process - see the diagram below. In no time at all you will have more meals than you need. So next comes balance; how many of each, spread over the number of days. OK that done, think about how many you want to precook, if any. I took eight precooked meals, frozen in Chinese containers and vacuum sealed. In hind-sight this

was more than necessary, but it was lovely not to have to cook after a long day in the saddle.

BP spent 8 hours in the kitchen one day and precooked all his meals. Every meal was pot luck! A nutritionist told me that ladies need 150g of meat and men 250g per meal. Knowing that makes it so easy to freeze the exact amount you need. Vacuum sealed meat will also keep in the bottom of your fridge for several weeks unfrozen, but err on the side of caution. The supermarket offers some meat already vacuum sealed. My experience is that the plastic is fairly fragile and pierces easily. Once the meat part of dinner is planned then I had to figure out what carbohydrates (rice, pasta etc) and vegetables would go best. I had this fairly well figured out and didn't have too much left over.

Vegetables; remember it's essential to stay healthy. My pre-cooked meals included fresh vegs eg. Stew with carrot, celery and peas, chicken curry with zucchini and beans. These obviously took a little more freezer space. Fresh carrots, pumpkin, potatoes, onions and garlic travel well. Keep in a styrofoam box or car drawer, which are fairly well insulated, and cover with a sheet of frozen or at least cold techni-ice, changing morning and evening. Broccoli, lettuce and tomatoes travel fairly well but will need to be refrigerated after a couple of days. I always took the tomatoes and lettuce out at night in case the fridge decided to freeze. Keep all food shut away securely to stop night time marauders. I also froze and vacuum sealed my own vegetables by blanching them in boiling water for 1 minute and sealing when cold. One of these packets lived in the bottom of the fridge, unfrozen for 10 days, and they were still fresh and crisp and we are here to tell the tale. I took too many packets of instant peas, bean, corn and mashed potatoes - one of those 'oh my god moments' in the supermarket. At least they are light and make good emergency meals, but we didn't have any emergencies!

Fruit: apples and oranges, ie firm fruits, travel the best.



Soft fruits bruise; I'll say no more. We had an apple or orange with lunch every day and preserved fruit with banana, while they lasted, for breakfast. I stored the fruit with the vegetables. Dried fruit like apricot and apple can be stewed and used as needed. I've included Wendy Holland's delicious pudding at the end of this article. If you like sultanas, dried figs, dates etc take them along too – all good sources of vitamins and minerals.

Drinks: long life milk, soya and fruit drinks are the BEST invention. Calculate how much you will need and don't buy more, remember weight; every litre of liquid weighs one kilo. You have to leave space for wine and beer! We found a fruit box with lunch was a welcome relief from water. Our other trick was to use Tang in our water bottles. This was a great way to hide the sometimes not so wonderful tasting water. I vacuum sealed ground coffee in several packets and took along cappuccino sachets as well. That and a piece of chocolate was all I needed for dessert.

Breakfast: stick to what you normally eat. We rotated between cereal with long life milk, bacon and eggs, toast with cheese, jam, vegemite etc. yoghurt (a 900g tub stores in a corner of the fridge and lasts several days). I also took a couple of packets of pikelet mix and maple syrup for that naughty breakfast.

Lunch: probably requires the most planning. Duck had a 12v pie warmer. At morning tea he would chuck in a pie and voila it was warm and crispy by lunch time. We looked on enviously. He also made himself toasted sandwiches using a frying pan on a single gas burner. We mostly had sandwiches, keeping the bread fresh using Helen Sutton's technique of wrapping the loaves in foil and then newspaper. I took a few packets (too many) of wraps; mountain dew, Lebanese etc. These have a long shelf life. PB made bread, but I wasn't into the kneading stuff, although I did take a box of premix bread flour for emergencies. That too is now in my pantry. I guess I'll have to dust off the bread maker.

If you are having sausages for dinner consider adding a couple more for sausage sandwiches the next day. Left over curry or stew is lovely in a wrap. I vacuum sealed sandwich meats (enough for 3 days for 2 people) which kept very well frozen and unfrozen. Plenty of sandwich meats come already vacuumed sealed from the supermarket, and of course salami is a great standby. I also found tuna in packets rather than tins; more emergency food in my pantry. When the tomatoes and lettuce run out, beetroot and gherkins kept the sandwiches moist and of course being French born I had a big jar of home made mayonnaise which lasted the distance.

Desserts: mostly we didn't need them in the end, but I did carry custard powder and powdered milk (light) to

have with Wendy's puddings which we shared with the whole group.

Another great emergency meal is fried kransky with a tin of baked beans thrown on top. No that one's not in the pantry, it was yummy. I even made garlic bread by coating both sides of slices of bread with garlic butter and frying lightly. I vacuum sealed mixed nuts in several packages for snacks.

Baked apple surprise

60g or 2tbls butter or margarine melted

1 beaten egg

1 chopped green apple (we used dehydrated apricot or apple; stewed)

1 cup self raising flour

Mix and put into a buttered casserole dish or bread tin

Sauce

½ cup brown sugar

1 cup water

1 tbs butter (melted)

Mix and pour over pudding mixture

Sprinkle on cinnamon sugar

Bake in a preheated camp oven until cooked ie moist but not slushy, about 30 minutes depending on the quality of the fire.

Happy travellingand eating.



*If you have a report of a non-club trip,
track anecdote or tip for four wheel drivers,
please email it to publications@st4wdc.org
or give it to Bob or Sylvia Allen at the Club*

Spotlight on Sponsors Watts Communications Pty Ltd

Mick Hines



The second instalment in our Spotlight on Sponsors series features local one-stop communications specialist and long-term ST4WDC supporter **Watts Communications**.

I recently spent an afternoon out at Watts chatting with Lyn Randall.

Watts also supports vehicle tracking systems including Minorplanet & Securatrak,

Lyn has a wealth of information and knowledge on the extensive range of products and I couldn't help thinking it must be a full-time job to keep up with all the new model releases.



Watts runs a commercial UHF repeater site for business customers including security, concrete plants, truckies and tradies. Supplying commercial radios and systems forms a large part of the business together with supplying recreational users and dabbling in marine radios.

Watts recently fitted our truck with a hands-free kit and external antenna for our Next G phone. Lyn had a good chuckle at the lack of mobile phone coverage around the

country – even with Telstra's Next G network.

Watts Communications is a family owned and operated business that was started over 20 years ago by Alex Wachniewski and his wife Frances. Alex started his career in electronics as a technician with Aussie TV manufacturer Pye (remember the famous PYE tellies of old!) before moving on to set up his own radio and telecommunications business in Fyshwick.

Watts moved into their current premises at 68/70 Kembla Street about 10 years ago. The building houses a modern and well stocked showroom, offices and a workshop and installation bay.

Watts has a small team of 5 full-timers, with Lyn & John in sales, Nathan & Jaymee doing installations and Alex as the resident technical guru!

A quick look around the showroom and you can tell that Watts really is a one-stop communications shop. There's a huge range of equipment on display from manufacturers including GARMIN, GME-ELECTROPHONE, ICOM, KENWOOD, MOTOROLA, SIMOCO, TAIT and UNIDEN.

country – even with Telstra's Next G network.

“A SATPHONE is probably the easiest way to have that emergency contact available in a pretty easy to use package” explained Lyn. “Even if you never use it, its handy to have in the glovebox just in case”.

“We sell and hire satphones, but have a limited number of units available. Our peak period is the big travelling season from April through to September and you need to book well ahead for this time of year,” she said.

Like most small businesses, Watts has noticed a bit of a slowdown with the Global Financial Crisis, but things are picking up again. One surprising growth area for Watts is patch leads and external antennas for wireless broadband users.

“A lot of people buy wireless broadband cards for their computers and laptops and then find that the tiny built-in antennas don't give great reception. That means either not being able to connect or getting really slow download speeds. We're getting a lot of calls looking for advice to improve reception and have found that



the easiest way is to connect the card to an externally mounted antenna” Lyn said.

Jayne & I have done this with our broadband card and laptop and connect it through the hands free kit directly to the antenna on the bullbar. From next to no reception to 5 bars in one easy step!

“It’s a cheap and effective solution if you want to use wireless broadband in fringe reception areas” Lyn said.

Watts have been supporters of ST4WDC for more than 6 years now and many of us have bought radios and other comms gear from them. Watts offer a discount to Club members – once again – don’t forget your membership card.

Future wise, Watts intend to keep on doing what they do well – focussing on radio and telecommunications equipment and providing good advice and a

high quality, professional installation service.

Next time you’re in Fyshwick, pop in to say G’day !

Watts Communications are at 68-70 Kembla Street Fyshwick, Ph: 6280 6416 Fax: 6239 1606 or sales@wattscom.com.au . Their website is at www.wattscommunications.com.au



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August Bulletin

We now have 1100 members on the forum. If you are not there, you are missing out on what's going on
- Please don't forget the electronic Trip Reports - make them a routine for Trip Leaders.

Important developments for your Association that were approved at the last quarterly meeting were:

- The Sydney 4WD & Outdoor Expo in March 2011 is progressing and continues to receive the support of your Delegates.
- Appointment of a Paid employee. This was approved and we will now proceed with recruitment.
- The Business Plan as per the website was approved and we will now proceed to allocate responsibility.
- An agreed new structure for the current DTU was approved which will mean the appointment of a person that presides over both the Driver Training Unit and the Education courses that are developed.
- The J10. The Downunder 4X4 Club will run the event. Details of the venue and structure of the event will be published as soon as possible; the event looks like being the June long weekend in 2010.

VSI 50 is clearly the issue of the day. The first meeting of the joint consultative workshop was constructive. We have already started to form our own consultative panel to support your representatives, (myself, Chris Tierney, and Rob Kelly). A survey will go out to you all tonight. We have asked Delegates to coordinate the response within their own Club. We need the maximum response so we can obtain a representative sample of what is actually happening in the community. Please continue to access the website for current developments and please keep sharing views. It remains important that you write to:

- Your own MP,
- The Minister for Roads, Mr Michael Daley, Governor Macquarie Tower, 1 Farrer Place, Sydney, 2000
- The Hon Anthony Albanese MP, Minister for Infrastructure, Transport, Regional Development and Local Government, PO Box 6022, House of Representatives, Parliament House, Canberra ACT 2600. This is relevant because NSW has yet again decided to initiate it's own regulations which are in consistent with other states.
- The NRMA and newspapers.

The Victorian track classification system is moving ahead and is clearly a potential asset for both Land Managers and 4WD Clubs. Your Association has strongly supported the system. The planning of a pilot project in the ACT which will not only classify a proposed new "self drive" track in the ACT, but form the basis of local training for 4WD Clubs is underway.

All Executive positions fall vacant in November, 2009. Whilst most will be continuing if elected, others e.g. the President, Marketing, and the Chairman of the DTU & Education facility will be vacant and need new candidates. Please discuss your interest with me.

Greg Redfern, President, 22 August, 2009

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.



Companion Chemical Toilet - brand new. Made from high density polyethylene, completely self contained with secure clamps and latches. The holding tank is 18 litres and it weighs approx 3.4kg. The exterior is a little scratched as we have had it for some time but never used it. **\$45 ono**

Vivian - 0407 969 057

85 Watt Suntech Mono-Si Solar Panel

Dimensions 1195 X 541 X 30 (mm). **\$450.**

Rob - Mob 0409 307 533 Home 02 6161 7597

BFG All Terrains (5 x 285/75R16) on 16" Toyota 6 stud white wheels. Tyres as new; wheels some stains. **\$1700.**

Peter - 0406 379 913

Winch Bar to suit 100 Series Landcruiser. **\$1000**

Dave Buckley - 0410 625 734

2004 Mitsubishi Challenger LS 4WD.

One owner, 80,000kms, leather interior, new brakes and tyres, tow bar. Full genuine Mitsubishi logbook servicing. Metallic silver. Registered until October 2009. Family car with true 4WD capability.

Asking price \$17,000.

Ron - 0414 365639 or thompsons@netspeed.com.au

Black Wolf Turbo 300 Canvas Touring Tent.

In as new condition. Used only three times. Reluctant sale - a bit too heavy for the wife to put up, pack up and get into the truck by herself. Great tent. Quick to set up and pull down. Waterproof. We have down sized to the 240. 220g Ripstop poly/cotton canvas, Weight: 23 kg, Size: 300 x 300 x 210cm, Fits inside most 4WD's

<http://www.blackwolf.com.au/turbo/>

New price is \$1200. **Selling price \$850 neg.**

Thommo - 0428 280406

ARB roof rack with wind deflector for 100 series Cruiser **\$200, plus**

Genuine Toyota towbar (similar to Hayman Reese) with 50 mm towball: **\$150.**

Tony Preston-Stanley - 0419 991 052, to-nyp_s@yahoo.com.

2006 Nissan Patrol 4.2 Turbo Inter-Cooled.

Manufactured in May 2006. 58500Km.

Front ARB air diff lock , heavy duty factory rear limited slip diff. 3" Exhaust. Bull bar and side steps / rails. Heavy duty OME suspension with air bags (leaf springs on rear). Tow bar. Dual batteries. UHF radio. Winch. Central locking.

\$35,000 ono

Peter - 0417480856

Steel Roof Rack: 2.4m x 1.7m. Full length gutter support No point loads, strong and durable, with a full length base.

This roof rack will fit any LWB GQ/MQ Patrol. **\$100 ono.**

Rear Seats: Real leather 3rd row GQ seats in excellent condition.

Free to a good home.

Fuel Tank: 95 litre GQ/MQ fuel tank in VG condition.

\$50 ono.

Bull Bar: Very good condition aluminium bull bar to suit GQ/MQ.

\$100 ono.

Greg - 0419 784 983 or 6275 6224 bh

Aluminium full-size 6 point roof rack for Nissan Patrol GU - 1800 x 1300mm. Rhino Rack brackets. Good condition - only used twice. **\$450**

4 x Goodyear Wrangler tyres 255x60/R18 HT suit Landrover Discovery, 80+% tread. **\$400 the lot.**

Hi-lift jack adapter to fit wheel hubs on Nissan Patrol. **\$40**

Ian Goodacre - 0403 304 505

Rear coil springs (standard) from 2006 Mitsubishi Pajero (\$20); **Rear coil springs** from older Rangie (They have been in the shed for a few years, not sure of exact details) (\$20); **Dickie seat** (2 seater) to suit Nissan Patrol (88 model) (\$50)

Side steps to suit Nissan Patrol(88 model) (\$50); **Haynes manual** to suit Nissan Patrol 88-97 (\$10); **Gregorys manual** to suit 1900 Torana LH-LX & Sunbird LX series (\$10); **Gregorys manual** to suit Torana LH-LX 6cyl (\$10); **Assorted spares to suit Austin A40**, includes windows, fuel pump, manifolds, manual, distributor and assorted items (\$80); **Set of new balljoints** to suit HQ-HZ (with nipples) (\$50); **Starter motor** to suit HQ-HZ V8 (\$50)

Rod Cahill - 02 6296 2742



SOUTHERN TABLELANDS FOUR WHEEL DRIVE CLUB Inc

GPO Box 2122, Canberra ACT 2601

MEMBERSHIP

Categories of Membership

Full details of the categories of Membership of the Southern Tablelands Four Wheel Drive Club Inc. (ST4WDC) can be found in the Constitution of the club. The following is a summary of the key differences:

'Owner' Member

Owner membership of the Club may be open to any person interested in the furtherance of the objects of the Club, who is an owner or part owner (at least 10%) of a four wheel drive vehicle registered in Australia. The partner of an owner-member has all the privileges of an owner-member.

'Associate' Member

Any person interested in the furtherance of the objects of the Club may be eligible for associate membership and entitled to vote at any general meeting but shall not be entitled to a vote at the annual general meeting or at any special general meeting. An associate member is not able to be a committee member of the club.

'Competition' Member

Any person interested in the furtherance of the objects of the Club but wishing to join the club for the principal purpose of participating in 4WD competition events may join as a 'Competition Member'. A competition member is not entitled to a vote at the annual general meeting or at any special general meeting, and is not able to be a committee member.

'Family' Member

Family membership is extended free of charge to those persons who are the immediate family of an owner-member or an associate member provided that they are under the age of 21 and are domiciled under the same roof. Family Members who have already completed the Basic Driver Training course are not required to pay the Joining Fee if they become Owner Members before their 22nd birthday.

'Life' Membership

Life membership of the Club may be extended to any owner member who has been a member of the Club continuously for at least 10 years and has in the opinion of the Club Committee, contributed significantly to the endeavours of the club. Life members pay no annual membership fee.

Approval of Membership

Applications for membership of the ST4WDC are subject to approval by the club committee. The Club reserves the right to refuse a person membership. Reasons may be given at a meeting of the committee and the applicant.

Membership Entitlements

Membership of the ST4WDC entitles Owner Members (including Partners), and licensed Family Members to attend the Club's training courses and to make use of the Clubs 700ha property Talooge Park. Participation as a driver on other than Grade 1 trips requires successful completion of the Basic Driver Training course, or recognised equivalent prior learning / qualification approved by the Club's Education Coordinator. Grades 4 and 5 trips also require advance training. Details of Trip Grading can be found in **Southern Trails**, the Club magazine issued monthly (except January) to all Owner Members and Life Members.

Membership Fees

An initial joining fee and an annual membership fee are payable as follows:

Membership Category	Joining Fee	Annual Membership
Owner Member	\$230(Note 1)	\$100 (Note 2)
Associate Member	Nil	\$50
Competition Member	Nil	\$50

1. A re-joining Member may be entitled to a reduced fee
2. The Annual Membership Fee for new applications received after the July General Meeting is reduced to \$50

The Club membership year extends from 1 January to 31 December.

To Join the ST4WDC

Please complete the New Member Application form on the reverse and forward with your cheque / money order to:

**Membership Secretary, ST4WDC,
GPO Box 2122,
Canberra ACT 2601**

Payment can also be made by Bank Transfer to: Account Name: ST4WDC; BSB 112-908; Account 040 037 027 - please include your name as a reference to identify the payment. You may also attend a monthly meeting (held on the second Tuesday at Canberra Deakin Football Club, Grose St, Deakin at 7:30PM) and hand the form and payment (cash acceptable) to the Membership Secretary who can be contacted at Membership@ST4WDC.Org.au



SOUTHERN TABLELANDS FOUR WHEEL DRIVE CLUB Inc

GPO Box 2122, Canberra ACT 2601

NEW MEMBER APPLICATION

Membership requested (Tick): - Owner Member - Associate Member - Competition Member

Please complete the following. Completion of shaded boxes is essential, others are optional.

If applicable, attach details, including date of birth, of nominations for Family membership.

Essential entries	Member 1	Member 2 (Partner)		
Preferred first name, last name:				
Address:				
City/Suburb:		State:		Postcode:
Home Phone:				
Work Phone:				
Mobile Phone:				
Home Email:				
Work Email:				
<i>As a means of rapidly disseminating priority information, the Club occasionally makes use of Email to all members who have provided an Email address (which is hidden from other recipients), or SMS to all those who have provided a Mobile Phone number. You will receive these automatically unless you indicate otherwise. Default is shown in Bold Print.</i>				
Accept Club SMS:	Yes / No		Yes / No	
Send Club Email to:	Both / Home / Work / Neither		Both / Home / Work / Neither	
	of the Email Addresses provided above.			
Vehicle (Make & Model):				
Registration (Please include State if not ACT):				
	Registration details are requested as they are used for log-on to the 'Members Only' portion of the web site.			
Occupation:				
Employer:				
Are you a returning Member?	Yes / No	If 'Yes', what was your last Membership Year?		
How did you find out about the ST4WDC?				
Signature(s)*: Upon acceptance of this application, then for the duration of my membership, I agree to abide by the Constitution and By-laws of the Southern Tablelands Four Wheel Drive Club Inc, as they apply from time to time.				
Signed:				
Date:				
Payment of fees (\$) made by (Please indicate): Cheque (enclosed) / Money Order (enclosed) / Bank Transfer / Cash				

Completed Form and payment should be submitted to the Membership Secretary at a monthly meeting or mailed to the above address.

Membership Secretary use only.		
Form & fees received:	Fees forwarded to Treasurer:	Application Accepted:
Joining Fee paid \$.....	Total received: \$.....	Receipt Number:
Database updated:	Membership package despatched:	Membership Card Issued.....
Other comments:WEB access arranged.....		

Revision 2 – May 09